



Afterdeck



NEWS

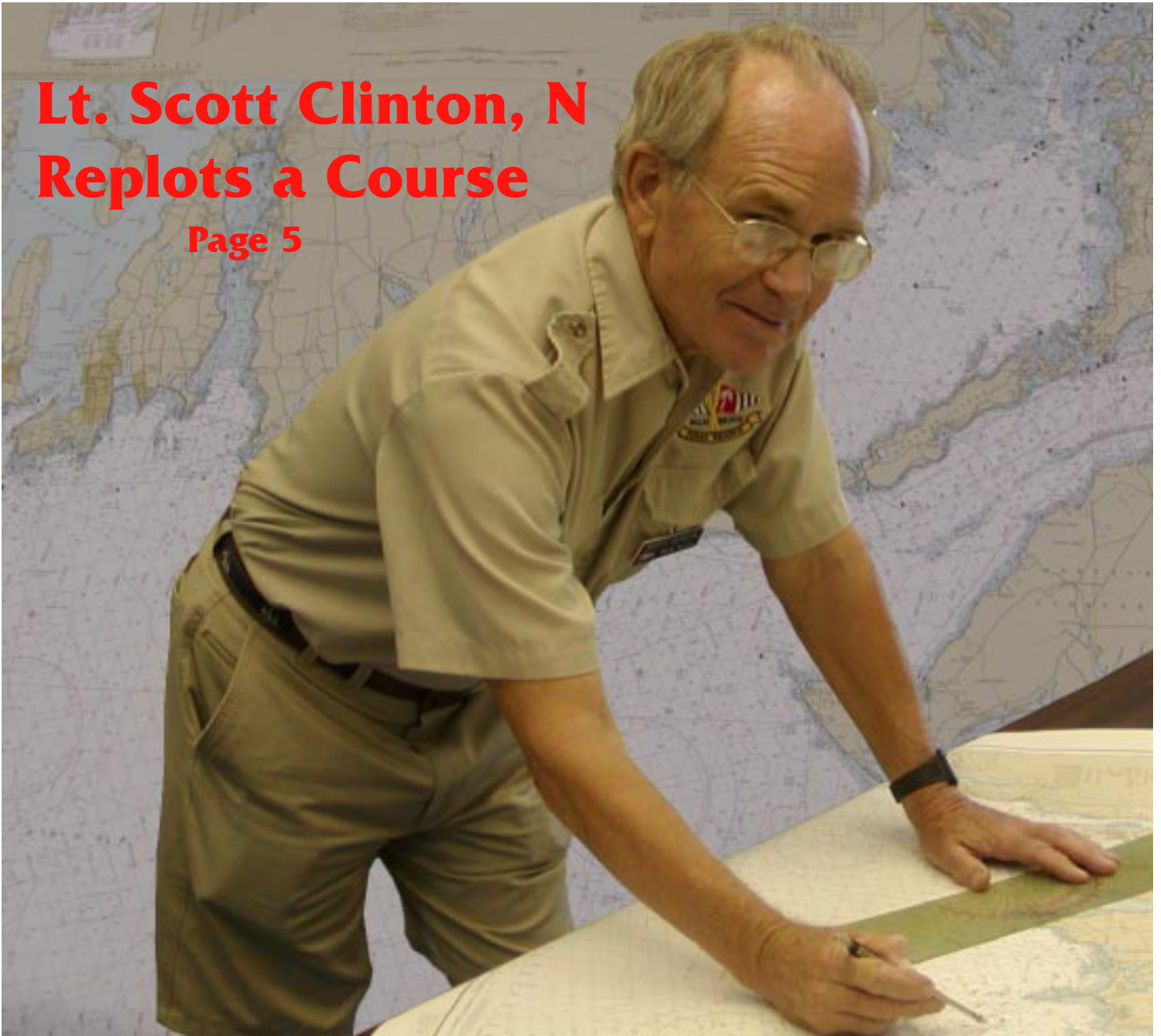
Volume 59
No. 10

of the PALM BEACH SAIL & POWER SQUADRON, INC.[®]
LOCATED AT LATITUDE 26° 47.8' N AND LONGITUDE 80° 04.9' W
A UNIT OF THE UNITED STATES POWER SQUADRONS[®] • DISTRICT 8

October
2003

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Lt. Les
McDermott
makes grade:
Senior
Navigator!
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P/Stf/C Rod
Landsman
will conduct
OTP session
on 11 October.
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1,350 Miles to
Windward in 5
Days!

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N.C. Civil War Battle Is Program Subject For 14 October meeting

A Civil War battle will provide the program material at the Palm Beach Sail & Power Squadron's® general membership meeting this month.

The meeting starts with a cash-bar reception at 1800 hrs (6 p.m.) on **Tuesday 14 October** at the PGA Members Club.

Scheduled speaker is Leland Smith of the Sons of Union Veterans of the Civil War. He will speak on "The Taking of Fort Fisher." Fort Fisher was a Confederate fortress at the mouth of the Cape Fear River near Wilmington, N.C.

Dinner is at 1900 and the program starts about 2000 hrs.

Members should make reservations by Thursday 09 October with a telephone call to **Cdr Rafael Aybar** at **966-4331**.

Price for the dinner is \$24 per person. Please pay by check only, payable to the Palm Beach Sail & Power Squadron.

Here's the menu:

House Salad - Garden Greens wrapped in a Cucumber Slice & Garnished w/Cherry Tomatoes.

Rolls with Butter

Sliced New York Strip Au Poivre with a Green Peppercorn Sauce and Mashed Potatoes

Teriyaki Glazed Chicken Breast with Grilled Pineapple, served with Rice and Garden Vegetables

Bread Pudding w/Creme Anglaise
Coffee/Decaf/Assorted Hot Teas

Bar drinks prices — cocktails \$6, wine \$5, beer \$4 and \$4.50, mineral

Ops Training Is Saturday 11 October

Squadron members get their chance to learn everything that you ever wanted to know about the United States Power Squadrons. A course called OTP — Operations Training Program — will be presented on Saturday morning, 11 October, by D/Lt (P/Stf/C) Rod Landsman, AP, at our headquarters on Old Dixie Highway. The presentation will start at 0930 and is free to any USPS® member.



Landsman

This O T P will cover these three areas:

- Peek into the structure and policies, the functions, duties, and purpose of committees and officers at all three levels of our organization. You will actually discover who really runs USPS.
- Examine the educational courses that are offered by our squadron to our members.
- Discuss USPS protocols. This is composed primarily of flag and etiquette, uniforms and insignia (what the stuff on uniforms means), and ceremonies.

water \$3 and sodas \$2.25.

The uniform of the evening for all Bridge officers, past commanders and D/8 Bridge officers is Uniform "D."

Loxahatchee Nose-Up Scheduled 25 October

The last "Nose-Up-On-The-Lox" for 2003 will be Saturday 25 October, noon to 2 p.m. Held on the 'Coney Island' of the Loxahatchee River, these outings feature a cook-out — dogs and burgers on the 'barbie' — for family, friends and even Fido. Suggested for boats of 28' and under; we've had members attend in cruisers, pontoon boats, PWC's, inflatables — even kayaks. [Sailboat masts over 24 feet do NOT fit under the AIA bridge.

Cost is minimal at \$2 for adults, \$1 for 'little hands' under 12 (pay

Donna that day]. You are asked to bring a picnic-type dish to share, your own beverage of choice, beach chairs, and, a BIG smile. [Shoes that can get wet are appropriate!]

Please call Donna or Les McWhorter at 746-9622 by Wednesday 22 October about attendance; and directions, if needed.

September Raft-Up Attracts 5 Boats

Five boats (and a dinghy) and about 26 persons participated in the Squadron Raft-Up on Saturday 13 September at Old Port Cove.

Lt. John Warssam's trawler Euphoria was the anchor boat.

Lt. Eugene Berman, AP, who is planning raft-ups this year along with Lt. Spike Spekeen, P, said another event will be announced soon.

Afterdeck NEWS

Published by the Palm Beach Sail & Power Squadron

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CDR RAFAEL L. AYBAR, JN
COMMANDER'S MESSAGE



'The quest for learning has never ended.'

The season for our Squadrons Educational Department to start offering the "the continuing education program" to our members has begun.



In August 1959, 44 years ago, while I was receiving my Medical School Diploma, the Dean of the University shook my hand and said "Congratulations..! I have good news for you, your continuing education, has just begun."

How true a statement that was! My quest for knowledge **has never ended.**

In my 3 years with the Palm Beach Sail & Power Squadron, I have completed 6 courses: "Marine Electronics, Instructor Qualification, Sailing, Piloting, Advanced Piloting, Junior Navigation," and although I am not planning to circumnavigate the globe in a near future, I have enrolled to take the "N" course this semester because the quest for learning **has never ended.**

In our District 8, there are very few local squadrons that are fortunate enough to have a dedicated, knowledgeable, and enthusiastic group of teachers, willing to share their talent and time to teach those

courses, as the Palm Beach Sail Power Squadron team.

Our Squadron Educational Officer Lt/C P/R/C William C. Eldridge, SN has been the vanguard in the educational field of the UNITED STATES POWER SQUADRONS®. Due to his superb performance, tireless dedication and leadership, our educational department has enjoyed a high standard of educational achievements.

I have suggested to our Squadron Educational Officer to start offering our **continuing education program** to all squadrons from District 8, in the hopes that all will take advantage of our program.

Let's not forget our MISSION!! To teach ourselves the art of "SEAMANSHIP and NAVIGATION" and to teach the public at large "SAFE BOATING THROUGH EDUCATION."

That was the reason I joined the UNITED STATES POWER SQUADRONS®.

I lead by example, follow me to the classroom ... Let us fill our classes. Let us continue!!

The quest for knowledge HAS NEVER ENDED!!

Cdr. Rafael L. Aybar, JN

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From the Editor: *Big things in transistorized packages*

Whenever I write a story about some person or some event I try to learn something new that helps me put everything together and make it fun to do as well.

In researching this month's piece on Lt. Scott Clinton, N, I got pleasantly side-tracked learning about the early days of that device we call the transistor.

Scott's first civilian job was in the old RCA transistor plant in Palm Beach Gardens, an important site in the industrial history of our area. When that building was built, RCA was assembling "shirt pocket" radios in Indiana (they took four transistors each and cost a week's pay), but the company's new color televisions still relied on vacuum tubes.

I learned that Sylvania, now known mostly for light bulbs, had a transistor radio on the market in the mid



1950s that also served as a radiation detector. In case of nuclear attack, you wouldn't want to duck into your shelter without one. For added value, the device also included a compass and a sundial (no kidding), but if the bomb dropped those low-tech add-ons probably wouldn't help.

A three-man team at AT&T's Bell Labs invented the transistor in 1947, probably without imagining that in 50 years developments like the circuit board and the silicon chip would surpass its capacity hundreds of times. Without the transistor and its technological heirs, today we wouldn't have fish finders, handheld VHF and GPS or even programmable microwaves.

Aside from the electronics part, technology hasn't done as much for boaters in a half century. The wind still blows about the same, and pistons still move up and back if you can keep the fuel lines clean. That's good to remember.

Lt Harry Lloyd, P, Afterdeck Editor



Pendant Fever

...items about Squadron people and events

Fritz Mending After Spinal Surgery

P/C Frederick Bierschenk, AP, is making steady recovery at home from delicate and complicated surgery at Miami's Jackson Memorial Hospital.

Both Fritz and his wife **Loretta** report that he hates wearing a neck brace that doctors have fitted him with, but he is making progress and enjoyed a pleasant birthday celebration on Sept. 17 with his family. There was ice cream, cake and a new dog to get his picture taken with.

The procedure he underwent is called a foraminectomy. Foramen are openings in the vertebrae through which nerves pass from the spinal column to various areas of the body. In Fritz's case, the surgery was to open up narrowed nerve openings in six vertebrae in his neck and to remove old scar tissue. Using instruments like tiny chisels, the surgeon removes bits of bone and other tissue.

The procedure also included repairing a collapsed disc.

"They opened up a 10 inch slice and cleaned everything out," he summarized.

The retired admiral will go back to Miami on Veterans Day - Nov. 11 - for a better appraisal of his progress. "We hope this operation is it," said Loretta. "But until he goes back to the doctor, he's still in limbo."

Sign Up for Christmas Bazaar

Our **Craft Ladies** will set up again this holiday season at the Palm Beach Gardens Christmas Bazaar at the Burns Road Community Center (Burns Road east of Military). Dates are Friday and Saturday, 5-6 December.

We are looking for eight wonderful, jolly Santas to share the two-day schedule along with 32 other helpful elves who will transport and set up display, take photos of kids on Santa's lap, sell goods, and whatever else is needed.



P/C Bierschenk participates in 2003 change of watch ceremony

Contact **Kathy Eldridge** (863-1461) or **Joan Smith** (845-8385) to get in on this fun and worthwhile endeavor.

The Craft Ladies meet every Tuesday morning at Squadron Headquarters to make goodies for this event.

Squadron Cruise Leaves 1 November

Departure time is drawing closer for the annual squadron cruise, and about 48 members and guests are expected to participate this year. The cruise leaves Port Everglades on 1 November for the Lesser Antilles.

Safety Chairman Reidway Resigns

Every member of USPS® is the Safety Officer on his own boat. Now **E/O Mary Dodd, SN**, is looking for someone to hold that position in the Squadron.

Lt. Carl Reidway, S, recently resigned his position as Safety Chairman because of time restraints. Among the duties of the position is keeping Squadron members aware of safety issues, such as by writing monthly columns for *The Afterdeck News*.

If you're interested, give E/O Dodd a call at 743-4702.

Hospitality Room for District

When District 8 holds its 2004 Spring Conference at the Palm Beach Gardens Marriott 23-24 April, our Squadron will host a hospitality room on the first night, a Friday. **Cdr Rafael Aybar, JN**, has appointed **P/C Les McWhorter, S**, to chair this committee. If you'd like to help, give Les a call at 746-9622.

Plotting a New Course in Education

Lt. Scott Clinton, N, Delights in Both Teaching and Learning

By Lt. Harry W. Lloyd, AP
Afterdeck® Editor

The United States Power Squadron® offers five courses leading to the grade of Navigator, and six elective courses. The Palm Beach Squadron® has more than 500 members, who together own more than 200 boats.

Yet there are just two basic reasons, in the view of Lt.



Clinton

Scott B. Clinton, N, for taking one of more of the courses that the squadron offers.

“The primary reason is to be able to operate your boat more safely,” says Clinton. “I’d say three out of four of the students who take the advanced courses own a boat and want to be able to take it on the Intracoastal or in the ocean. They want to be able to plan a trip safely and to understand how the tides and currents will affect them.”

That’s one reason — to improve as a boat operator, deckhand or navigator.

The second reason is to feed one’s intellectual curiosity. That’s primarily why Clinton himself earned his letter “N” and hopes to complete the final three electives before he’s through.

“The only boat I have now is a paddleboat I keep out back for the grandchildren,” he says. “But I have gotten a lot of enjoyment out of taking the courses, and now I am enjoying teaching them.”

Clinton is the instructor for Advanced Piloting, which starts a new season of courses on Monday, 06 October at Squadron Headquarters, 1125 Old Dixie Highway. And while you may find several USPS instructors across the country who have taught the course longer than Clinton has, there are few, if any, who have done as much as he has to modernize the course and the way it is presented to students.

Over the past year or so, he has spent literally hundreds of hours taking the course apart putting it back together using computer-age methods.

Following the lead of P/C Hans Heynau, N, the person most responsible for converting lessons to PowerPoint, Clinton began breaking down the USPS courses, starting with AP, to make them simpler to teach and easier to understand.

“PowerPoint has some great advantages over the old transparencies we used to use,” he says. “Under the old system you could show separate steps. But in PowerPoint, you can see all the movement in between those steps. For people who learn visually, it’s quite an improvement.”



Life Story of the Absecon

Here’s a brief history of the cutter Absecon, the Coast Guard ship that Lt. Scott Clinton, N, served on:

The Absecon was built in Washington state in 1943 for Navy service. After the war it was refitted as a Coast Guard vessel. It was stationed in Norfolk, Va., from 1949 to 1972.

March 1955 – Rendered medical assistance to a cadet on the Swedish training ship Falken en route to Bermuda.

September 1957 — Coordinated a nine-day search in which 60 M/Vs of 13 nations participated, seeking the 87-man crew of the German sail-training barque Pamir east-northeast of Bermuda. Six survivors were recovered, one by the Absecon and five by the U.S. M/V Saxon.

1960, 1962 — Participated in a cadet practice cruises to Canada, Europe, and Bermuda. The ship was damaged by heavy seas on 7 March 1962 while proceeding to to assist M/Vs during a storm.

September 1963 — Rescued the Third Engineer of the German M/V Freiberg midway between Bermuda and the Azores after he had fallen overboard and remained in the water for 17 hours.

9 May 1972 — Decommissioned and returned to the Navy. She was struck from the Naval Register and transferred to South Vietnam where she was commissioned as the Tham Ngu Lao (HQ-15). She was seized by the North Vietnamese when the South fell in 1975. The North Vietnamese gave her the hull number HQ-1. As of 1991, the ship was still thought to be in service of the Republic of Vietnam.

After converting his own class to PowerPoint, Clinton began taking on other courses as well. The task would be sure to keep him busy for several months — if he weren’t busy already.

Clinton is already one of the most active members of the Squadron’s Cooperative Charting committee. Over the past couple of years his regular team has made hundreds of observations in navigable waters throughout Palm Beach County. They have been at it long enough to see their information show up on navigation charts, and to see what the chart makers consider important and unimportant.

Continued on Next Page

Although Clinton grew up in the Washington, D.C., suburb of Bethesda, Md., not quite a port city, he quickly acquired a knowledge of and a love for boats by spending summers with relatives around Woods Hole, Mass., where boats almost outnumber the Ph.D's.

"I learned to sail when I was in my teens," he said. "And the first boat I ever owned was a sailboat."

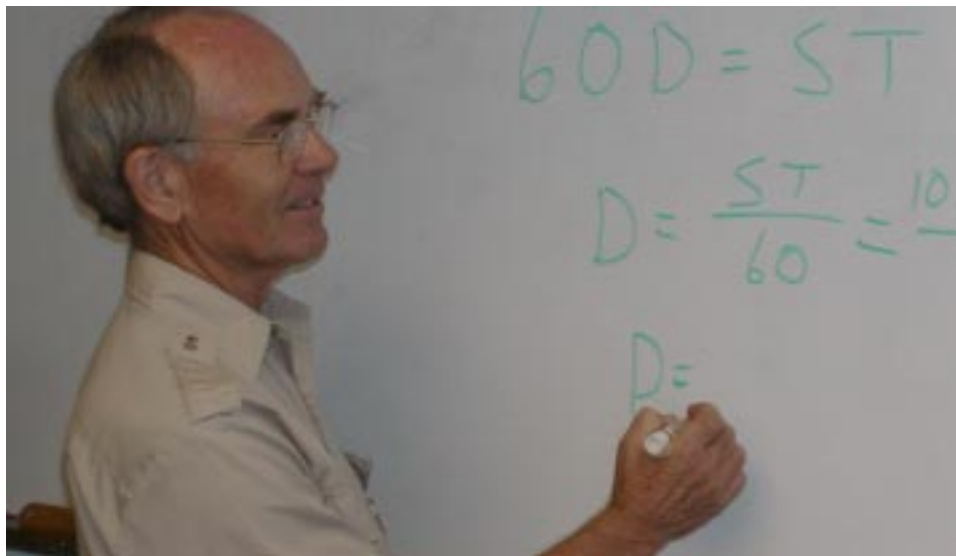
Clinton graduated from Washington & Lee University in Virginia with a degree in business in the mid-1950s, a time when Russia was the enemy with fearsome weapons, color televisions and pocket-sized radios from American factories were just coming onto the market (more about that later), and young men all faced the reality of a phenomenon called The Draft.

The new grad weighed his options and decided to enlist for three years in the Coast Guard and go to officer candidate school. That's where the formal part of his marine education began.

During his three-year enlistment, Clinton spent two years as the operations officer on the Absecon (*see box on p.6*), a 200-foot cutter that operated in the Norfolk area.

The last year, he commanded a 95-footer boat in the same waters.

"Our mission then was somewhat different from what the Coast Guard is doing now," he said. "Primarily we provided security for the entrance to the Chesapeake Bay, but we also did a lot of search-and-rescue stuff. That was in the midst of the Cold War, before the concerns about drug smuggling and illegal immigration."



Lt. Scott Clinton, N, at board in Squadron classroom

When his three years were up, Clinton traded his life on the water to a solid-state existence. He went to work for the arguably the second most powerful ex-Army general (behind Ike) in the country, RCA's David Sarnoff. Between the ocean and the Everglades in the wilds of Palm Beach County, Florida, the company opened a plant to make transistors for those tiny radios and big television sets.

That was before Sony, Toshiba and Panasonic turned up its amplifiers and U.S. companies like RCA, AT&T and Texas Instruments decided not to compete in the field.

For several years, Clinton was operations manager at the plant in what is now Palm Beach Gardens. He stayed with the company though several corporate makeovers and numerous changes in the industry.

When he retired in the 1990s, Clinton wanted to stay active, and has done so through his USPS® activities.

When he started taking courses, it seemed he couldn't register fast enough. One of the first he took as a member of the Palm Beach Squadron was Instructor Qualification, which he enrolled in rather than wait for one of the basic courses to start. That training came in handy when, as a student in Junior Navigation, he helped instructor P/Stf/C Joe Rawlins explain some fine points of tides and currents to other students.

From that involvement, it was natural that he start teaching a class too.

For potential students who may feel intimidated by the challenge of such classes as AP and JN, Clinton says not to worry. "Some students fear the math, but they shouldn't," he says. "There really isn't much math except for a simple substitution formula or two, and even then I tell everybody to do it on a cheap calculator rather than try to work it out themselves. I don't think anyone should be afraid."

Your Next Bahamas Trip ... and Customs

**By Lt. Dick Finn, AP
Legislative Liaison**

The Department of Homeland Security now requires every person aboard a vessel coming into U.S. waters to report in person to federal authorities upon arrival. This necessitates going ashore to an office in the Port of Palm Beach or at the Palm Beach International Airport.

This new procedure is onerous and impractical, but there are attempts to

make the requirement workable. Chaos was expected at the end of the July 4 weekend, the first major weekend during which the new procedure was in effect.

On that date a temporary official reentry location was set up on the gas dock at Sailfish Marina. There were sworn officers from several agencies including Customs and INS processing recreational boats through the reentry procedures in a timely, orderly

manner. By early afternoon the estimate of one officer was that they had cleared about 35 boats. A telephone inquiry to Customs and Border Protection (the DHS organization made up of Customs, INS and the enforcement portion of Agriculture) indicates that there are not yet plans to have a similar on-the-water clearance site after every major weekend.

Sourse: DHS, others

1,350 Miles to Windward in 5 Days!

By Jim Bloom, SN

You read that right, 1,350 miles to windward in only five days with no wear and tear on the boat or the crew. It was easier than I had ever imagined it could be and even then I learned a few lessons that would have made it even easier.

Early last Fall old cruising friends asked if we would like to join them and have Valiant Lady shipped to Mallorca, Spain in late October via Dockwise Yacht Transport. Judy and I thought it sounded like a wonderful idea as we had chartered in various European areas and the thought of having Valiant Lady there was quite appealing. We checked out the price and were amazed at the affordability. We had checked out such a service three years earlier and were astounded at how much it cost at that time. It was now nearly half the price!

The October/November sailings were cancelled and the threat of a war in Iraq made us very uncomfortable about going to the Med. We began to look at various alternative sites now that we were hooked on shipping. The most appealing was to ship Valiant Lady from Ft. Lauderdale to Martinique. Even though we have "geriatrized" Valiant Lady with three power winches and a Pro-furl roller furling boom, sailing that far to windward is not appealing to us. The die had been cast. We sent in our deposit to have Valiant Lady shipped to Martinique in mid-February. The mid-February shipment was delayed until early March.

After many phone calls to the shipping agent and airline reservation changes we were finally given Wednesday, March 5 as the shipping date. We were told to be at the ship in Port Everglades at 10 a.m. We motor-sailed to Ft. Lauderdale the day before, of course the wind was on our nose, and anchored in Lake Sylvia for the night and we removed and stowed the dodger, Bimini and headsails. Not wanting to be late, we were at the ship at 9 a.m. this gave us an opportunity to watch them unload the shipment just arrived from St. Thomas and get a feel of what would happen in Martinique.

Loading was a well organized affair. The captain gave us the preassigned loading order and docking positions over the VHF so we could fender properly and set dock lines. When arranging for shipment each yacht had to furnish the shipping company with a detailed plan of the yacht's draft, underwater shape, overall length including bowsprits and davits, etc. They also had to know if the keel could support the weight of the yacht. With this information in hand they knew what type of platform they would need under each vessel and heights of poppets. All were lying on the ship's deck, 10 feet below the water level, as we entered the flooded hold/deck, not unlike entering a lock.

The captain, John Slot, a Dutch sailor who we learned keeps his Pearson 36 in Turkey, kept telling us by radio from the bridge to come a little faster. "Don't be shy," he said and as I sped up the crew on the walls kept telling me to slow down. This was the only mixed messages I got, otherwise the line handling and instructions were great. Trying to understand some of the Dutch and Philippine accents made it necessary to ask what exactly they wanted a couple of times. In addition, the noise level with



Valiant Lady safely afloat in hold of transporter

all of the engines running inside this metal box made it even more difficult to hear what they were shouting down at you. All in all everything went smoothly as far as the ship was concerned. The crew was a good reflection of the captain, whom we got to know — friendly, competent and professional.

With the boats positioned, tied and engines stopped divers went below to put the platforms and poppets in place making adjustments beneath each boat as needed. Once all of the water was out and poppets in place the poppets were welded to the deck so they would not move during the voyage. The welding is probably the most time consuming portion of the entire process requiring nearly a day to complete.

At forty feet we were the largest of the six sailboats on board and four powerboats ranged from a one hundred-three foot sport fisherman and its thirty-five foot tender to a Catalina 27. We were a total of only ten boats making the trip.

The ship arrived in Le Marin, Martinique on Monday, March 10, just when the captain said it would. K, they were an hour late but after 1,350 miles to windward and having to pick up a pilot in Fort de France, what do you want?

We met to board the ship at 0700 an ungodly hour to be up, not a coffee shop or patisserie in sight. To our surprise the boats were still high and dry when we boarded. Capt. John, whom we had dinner with the night before, was a man of his word and had coffee waiting for us. We waited in the ship's office where we watched the water entering the hold and finally the divers as they went down to remove the poppets. By 1030 we were aboard Valiant Lady and backing out of the ship and heading for the anchorage.

It was great to be back in the Caribbean on our own boat again. At anchor we gave her a good soap and

saltwater bath to remove the film of soot from the ship's engines. Had we not taken the headsails and dodger off, they too would have had a coat of grime. Our mainsail was in the boom with a cover on it so all we needed to do was remove the cover and clean it. The dinghy would have been in its bag so like the main only the cover would need washing. Next time I would leave the dinghy well secured on deck.

Shipping the boat to a cruising ground may sound a bit wimpy, but after talking to others and hearing about their repair expenses and delays on their arrival I feel

we made a wise decision. We (one of us, at least) have aged out of the trials of passage making and crossing oceans. To some getting there is the experience they want. Being there is the experience we want. Our plan is to spend a couple of years in the Lesser Antilles and sail back to Florida by way of the Virgin Islands and Bahamas all downwind from the Eastern Caribbean. We are still interested in cruising different areas around world. Yacht transport, at a reasonable price, may extend our cruising time for another 15 or more years.

Would we ship the boat again? Yes! Would we recommend it to others? Yes!

Minutes of the Palm Beach Squadron® Board of Directors

02 September 2003

Editor's note: This summary has been edited to include only items not reported elsewhere in Afterdeck News.

MEMBERS PRESENT: Cdr Rafael L. Aybar, JN; Lt/C Mary Dodd, SN; Lt/C (P/R/C) William C. Eldridge, SN; Lt/C Joyce A. Newman, S; Lt/C Gary Ferguson, P; Ralph Morse, JN; P/C Lesly McWhorter III, S; Immediate P/C Edward A. Newman, S.

ABSENT: Lt/C Dennis N. Krakow, P; Donald H. Kranendonk, P

GUESTS PRESENT: Lt Jim Palmer, 1st/Lt Jeanne Kirch, AP; Lt Bill Money, P; Lt Leslie F. McDermott, JN; Lt Alan Patti, N; P/C Hans Heynau, N; D/Lt/C Sally Williams, AP

COMMANDER AYBAR reported:

Cdr voted on behalf of the squadron and gave ballot to D/8 Cdr Reinhard E. Bruderer, SN as designated alternate voter at D/8 Fall Governing Board in Reno, Nev.

Three bridge officers and one board member attended D/8 Fall Council Meeting 23 August. Eleven squadrons and one provisional squadron were in attendance.

D/8 Fall Conference meeting is 17-19 October at Ft. Lauderdale Marriott North. All members are invited. Bridge/Board members are requested to attend.

Sent thank-you letter to Lt Paula & P/Lt/C Gene Weiss for organizing squadron summer dinner at Ironhorse County Club.

EXECUTIVE OFFICER DODD reported:

Lt Al Shemo, SN submitted report

that National ranked D/8 seventh in Coop Charting and our Squadron ranked No. 12. We are the only squadron ranked in D/8. Eight people are on the honor roll and seven are from our squadron: Lt Scott Clinton, N, Elmer Macke, S, Lt Phil Bouckaert, AP, P/C Ben Swanka, AP, Lt Alan Patti, N, Barbara Patti, P and Lt Al Shemo, SN.

CHM Vessel Safety Check Lt Alan Patti, N reported 149 inspections so far. Lt Ralph Morse, JN and John Worssam were listed in the August 2003 D/8 "Pieces of Eight" newsletter for working on 100 VSCs.

PRO McWhorter reports that public service announcements and fliers sent out. Recommended next time fliers are printed for the County Boat Registration mailings include telephone numbers for SEO and Assistant SEO and VSC CHR, but omit telephone number for headquarters.

SQUADRON EDUCATION OFFICER Eldridge reported:

Squadron Fall/Winter 2003-2004 course schedule for **BOAT SMART**, Advanced Grades and Elective Courses are in the September *Afterdeck*.

The 28 August **BOAT SMART**® graduation at Burns Road Community Center had 19 students, 18 took the exam and passed.

In the absence of A/O Krakow, Cdr Aybar reported that working is progressing on in preparation for the

Holiday Party and Commander's Ball in December.

SECRETARY Lt/C Joyce A. Newman, S gave this Membership Status report:

01 September 2003

Active Members	292
Active Sustaining Members	2
Additional Active Members	53
Life Members	20
TOTAL ACTIVE MEMBER	367
Family Members	69
Jr. Family Members	6
Associate Members (holding)	16
TOTAL OTHER MEMBERS	91
CURRENT GRAND TOTAL MEMBERS	458
Honorary Members	2

D/LT/C WILLIAMS reminded officers and chairs to submit Merit Marks recommendations as soon as possible.

Cdr appointed P/C Ed Newman to gather information pertaining to the Sea Scout program and to report at the October Board meeting.

LT/C ELDRIDGE reported West Marine Store on Old Dixie Highway will sponsor a sidewalk flea market the first Saturday of each month.

Lt/C Eldridge reported NOAA and USPS have formulated an agreement to monitor weather conditions on the open sea. We are invited as boaters to participate in this program.

Lt/C Joyce A. Newman, S, Sec'y

Education News

4 Courses Start This Month; Marine Electronics Postponed



Squadron Education Officer Bill Eldridge, SN, and new Senior Navigator Leslie McDermott struggle to make a projector work at the September Squadron Meeting. Unfortunately the speaker's disc wasn't compatible with the computer. Photo by Lt. Ralph Morse, JN.

2 Earn Top Grade — Senior Navigator

Two Squadron members are the latest to earn the grade of Senior Navigator, Education Officer P/R/C William Eldridge, SN, has announced.

They are Lt. Leslie F. McDermott, SN and John W. DeCarion, SN.

Senior Navigator is the grade earned after completing all 11 courses USPS® offers. The earlier grades are

Seamanship (S), Piloting (P), Advanced Piloting (AP), Junior Navigation (JN) and Navigation (N). The elective courses are Marine Electronics, Engine Maintenance, Cruise Planning, Sail, Instructor Development and Weather.

Lt. McDermott is one of the instructors in Junior Navigation.

The fall-winter-spring education schedule offered by the Palm Beach Sail and Power Squadron® starts this month with four courses.

A fifth course originally scheduled to start this month, the Marine Electronics elective, has been postponed until after the New Year because of illness in the family of instructor P/Lt/C Dick Boyack, AP.

Courses starting in October are Advanced Piloting (Monday the 6th), Junior Navigation (Wednesday the 8th), Navigation (Thursday the 9th) and Seamanship (Monday the 13th).

ADVANCED PILOTING (AP) teaches you how to get to your destination, taking into consideration the movement of the waters, the charts, compass, other tools of navigation and problem solving. A hands-on, learning experience. AP runs approximately 14 weeks and the cost is \$40. To enroll, call Instructor Lt Scott Clinton, N, at 741-4680 or e-mail him at sclinton@bigfoot.com,

JUNIOR NAVIGATION (JN) teaches you to steering by heavenly bodies, introducing celestial navigation with the use of the sextant and all the tables, charts and star finders. It runs approximately 6 months and the cost is \$65. Call Instructor P/Stf/C Joe Rawlins, SN (622-4283) or f Lt Les McDermott, SN (775-8060).

NAVIGATION (N) takes up where JN leaves off with celestial navigation. Rawlins also teaches this course, which runs about six months. The cost is \$65.

SEAMANSHIP (S) is the “need to know” course that covers why your boat behaves the way it does and what you need to know to control it. Instructor is P/C John Luciano, AP, who can be reached at 627-8755. “S” runs approximately nine weeks and the cost is a discounted \$15.

Piloting, Cruise Planning, Engine Maintenance, Sail, Weather and Instructor Qualification will also begin after the New Year.

BOAT SMART® 2003-04 Fall/Winter/Spring Schedule

Location	Start Date	2nd Session	3rd Session	4th night Review & Exam
Palm Beach Lakes HS 3505 Shiloh Drive, West Palm Beach (east of Military Trail, first light south of 45th Street)	Wed 17 Sept	Wed 24 Sept	Wed 1 Oct	Wed 8 Oct
Wm. Dwyer HS 13601 North Military Trail, Palm Beach Gardens (South of Donald Ross Road)	Wed 22 Oct	Wed 29 Oct	Wed 5 Nov	Wed 12 Nov
Boynton Beach HS 4975 Parkridge Blvd., Boynton Beach	Thurs 23 Oct	Thurs 30 Oct	Thurs 6 Nov	Thurs 13 Nov
Palm Beach Lakes HS	Wed 7 Jan	Wed 14 Jan	Wed 21 Jan	Wed 28 Jan
Boynton Beach HS	Thurs 8 Jan	Thurs 15 Jan	Thurs 22 Jan	Thurs 29 Jan
Wm. Dwyer HS	Wed 18 Feb	Wed 25 Feb	Wed 3 Mar	Wed 10 Mar
Palm Beach Lakes HS	Wed 7 Apr	Wed 14 Apr	Wed 21 Apr	Wed 28 Apr

COST: \$30 per person. \$20 for each additional in household.

SCHEDULE: Registration 7 pm first night. Classes run from 7 to 9:30 pm

September General Meeting Highlights

Two couples were sworn in as new members at the 09 September meeting of the Palm Beach Sail and Power Squadron® at PGA Members Club. Membership Committee Chairman Lt. Paula Weiss (left) introduced Chris and Mike Cox and Janice and Anthony Cassa. (Photos by Lt. Ralph Morse, JN).



In photo at left, Commander Rafael Aybar adjusts the microphone for USCG Petty Officer Ivan Reales, the guest speaker at September's meeting. PO Reales spoke on the Coast Guard's changing roles as a part of the Department of Homeland Security and Station Lake Worth's duties in covering the waters from St. Lucie Inlet to Boca Raton with limited boats and equipment. He said he worked closely with USPS volunteers in a previous posting in North Carolina, and would welcome an opportunity to work with Squadron members here.

Also at the meeting:

- Cdr Aybar acknowledged P/Stf/C Rodney G. Landsman, AP as Protocol Officer for 2003-04.
- The Squadron voted unanimously to approve Standing Rules dated 02 July 2002 for year 2003-04.



RICKY STECKLER, JACKIE STECKLER



DAVID A. NELSON



KEVIN MITCHELL

Welcome
these new
members
to the
Squadron



ANTHONY F. CASSA, JANICE CASSA



JOHN DRAKE THOMSON