

Palatka Yacht Club

P.O. Box 2004, Palatka, Florida 32178-2004

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Whispers over the Waters

May 2009

2009 OFFICERS &

DIRECTORS

Commodore:

Gail Hart

Vice Commodore:

Robert Trail

Secretary:

Karen Blankenship

Treasurer:

Steven Huntley

First-Year Director:

Clark Hoyle

Second Year Director:

Constantine Foltis

Past Commodore:

Keith Cheshire

2009 COMMITTEE

CHAIRS

Barkeeper: Guion Lindsay

Boating rendezvous:
David Girardin

Calling Committee:
June Henley

Dinner planning:
Karen Blankenship &
Dorothy McAfee

Door Committee:
Ella Lindsay

Facilities: LaVerne Cheshire

Fund Raising:

Improvements &
Maintenance:

Internal Communications:
Constantine Foltis

Membership:

Planning Committee:

Programs: Robert Trail

Publicity: Jean Morris

Sunshine:
Jeannine O'Connor

Webmaster: Keith Mehl

Commodore's Cornerby Gail Hart

Most of what I wanted to mention has already been covered elsewhere in this newsletter, so my comments will be brief. One thing that must be emphasized, however, is the Radical Boat Reunion in June. We will need enough members helping out to make it a success. I know it's a non-club event, but for the first time its organizers have asked for our help in feeding their participants and spectators, which could number up into the hundreds of people. That means lots of preparation and work for many volunteers, and lots of exposure and \$\$\$\$ for the club. Let's get with it!



Past Events



April 23rd (Thursday) - Dinner meeting - Twenty-four people attended this event, including two guests, making it probably the most lightly-attended regularly-scheduled PYC dinner meeting. That's too bad for those that missed it, because the dinner was great, and Steve Huntley's talk and slide show afterward, entitled "GPS - How It Works and What It Can't Do", was very interesting and informative. His extensive write-up, based on his presentation, is shown following under 'Miscellany'.

To start off the evening, there was Karen's wonderful appetizer of shrimp-butter and crackers, which disappeared long before the end of the social hour. Then came Dorothy's delicious main course of chicken cacciatore with noodles, Caesar salad and garlic bread sticks. To finish up, there were many great-looking desserts, but one piece of Clara's heavenly chocolate mousse cake wiped me (Connie Foltis) out, and I couldn't try any of the others.

Gail Hart won the 50-50 drawing, keeping \$19 of the \$38 collection. We handed out freshly printed copies of the 2009 PYC handbook to those present who do not have e-mail and mailed the remaining copies the next day. We also e-mailed the handbook to all the members who have e-mail addresses listed with the club, who could then print their own copies. Any members who did not receive theirs, either by e-mail or via the Post Office, please contact Connie Foltis at 386-328-6783 or cfoltis@bellsouth.net.

Then Steve's program wound up the evening.

May 2nd (Saturday)

The Palatka Yacht Club hosted the Mug Race contestants at our club tent set up on



Bob Trail, Larry Boughner (RIYC), Len Freeman, Larry McAfee, Linda Girardin, Marcy Vangunten, David Girardin, Gail Hart





Mug Race - continued



David G. at the Skippers meeting

the city park grounds, with refreshments on Friday evening and then again the next morning before the race, with Saturday morning donuts donated by former members Vernon and Linda Myers from their 'Dunkin Donuts' business. Also, as part of its hospitality, the club sold ice to the racers -- breaking even on the costs. David Girardin, along with officials of the Rudder Club in Jacksonville, addressed the skippers' meeting on Friday evening with starting instructions, course directions, time limits, etc. On Saturday morning, Commodore Gail Hart anchored her boat *Hart's Desire* on the starting line, with the Rudder Club race committee onboard to officiate at the start. Harry Gillean, Bob Waldow, Gene O'Connor and



Race Committee start boat *Hart's Desire*

David and Linda Girardin helped with chase boats to assist the Rudder Club in monitoring the race course. Harry and Gene took turns at a sunken boat on the course to warn racers away, after several of them had encountered the wreck. Then Bob, Gene and the Girardins continued on down the river until it became clear that there would be no capsized boats in this race. They all met afterwards at former members Wayne and Julie McClain's dock for commiserations and libations. The god of the winds Aeolus was in a bad mood that day, giving us light intermittent breezes, and no breeze at all much of the time, after days and weeks of good winds and even a strong wind the very next day after the race.

There were 136 boats registered, of which 130 started, and 83 finished within the time limit (8:00 PM at the finish line). There were two courses: (1) the traditional one for boats that can sail under the Shands Bridge in Green Cove Springs, starting at the Memorial Bridge in Palatka and finishing at the Rudder Club next to the Buckman Bridge in Jacksonville, a distance of around 39 miles; and (2) the north course, a round trip from the Buckman Bridge to the Shands Bridge and back, for the boats that cannot fit under the Shands Bridge. Only about 14 of the registered boaters started at the north course. Robby Wilkins took first place overall in a Great Lakes E-scow, finishing in just under eight hours, the first time a monohull has won since Gene O'Connor won overall in 1957 in a borrowed 'Raven' sloop. The next nine finishers sailed multihulls (catamarans or trimarans). They were, respectively, Skip Canfield, David Ingram, Eric Roberts, Bret Moss, Dave Carlson, Michael Phillips, Jack Woehrle, Rich Brew and Christopher Cordes. All ten used spinnakers. PYC's Len Freeman started but did not finish (DNF in sail racing jargon). Connie Foltis crewed with Larry Boughner of the Rat Island Yacht Club, but they also did not finish. For more details, see the Rudder Club website at www.rudderclub.com.

May 7th (Thursday) - Board of Directors Meeting - The following subjects were discussed or decided at this meeting:

- (1) The minutes of the April Board meeting were read and approved with minor changes.
- (2) Steve Huntley summarized the monthly treasurer's report. We are ahead financially, so far this year, but Steve has not yet been able to arrange affordable renewal of our insurance coverage. We are making enough extra on the partial pot-luck dinners or club-provided dinners, instead of catered dinners, that pays for the utilities. See the full report on the clubhouse bulletin Board.
- (3) Radical Boat Reunion, June 13th - There will have to be a lot of advance preparation for this event, and many volunteers needed to do the work involved. See the discussion following under 'Coming Events'.
- (4) The vinyl material has been delivered to cover the deteriorating plywood fascia around the edge of the upper deck. Only problem: it's white. No blue was available from the supplier, Lowe's. Now there are three options to

Board of Directors meeting - continued

- consider: (a) Paint it blue, which means more expense, work and periodic maintenance; (b) Change the clubhouse color scheme by leaving it white - never any more maintenance; or (c) Return the material and keep looking for blue vinyl from other suppliers. Bob Trail will chair that project.
- (5) We will move the collection tube for discarded fishing line at Brown's Landing from its present almost-hidden location to a more visible spot.
 - (6) Steve Huntley elaborated on his efforts to negotiate affordable and realistic insurance coverage. Until we have proper coverage, we cannot move the clubhouse downtown for any events.
 - (7) Gail Hart would like a summary of all the effort and expenses, from the members involved, for the club's participation in this year's Mug Race. She would also like to give special thanks to Linda Myers for the gift of the donuts in our hospitality tent, which she does each year for the Mug Race.
 - (8) Las Vegas Night, September 26th - Chairman Karen Blankenship wants all members to know that she is now accepting gifts to be auctioned off after the 'gambling' session that evening. This event requires a lot of advance preparation, and she is starting now. The hours will be different from last year's Las Vegas Night, with much more time allotted for the 'gambling' session (with play money).
 - (9) We are considering offering the clubhouse for a 'Chamber After Hours' meeting, which is regularly held by the Chamber of Commerce in various locations.
 - (10) Harry Gillean had suggested putting ratchet tighteners on the tent ropes held by the tent stakes. The Board decided not to adopt that suggestion, because of the possibility of inexperienced people over-tightening them and tearing the tent. Steve will write instructions for setting up the tent and taking it down, using the present arrangement of ropes. (They are not on a boat, so we can call them ropes instead of lines.)

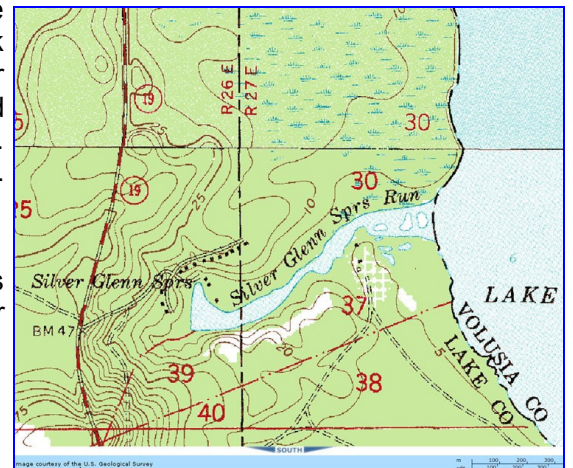
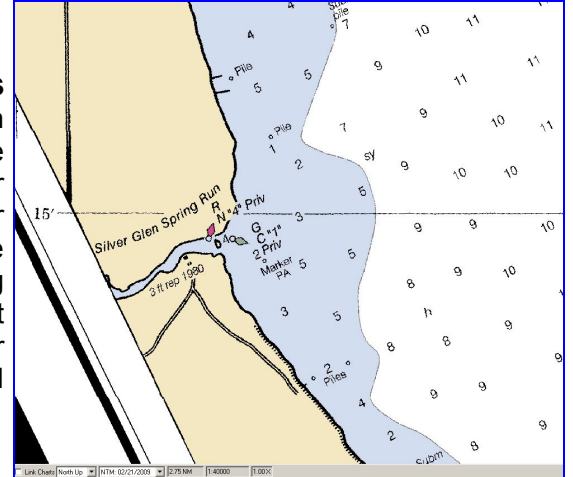
Coming Events

May 16-17 (Saturday-Sunday) - Raft Up at Silver Glen Springs

Start out Saturday morning in time to meet at the anchorage between 11:00AM and noon. Travel south on the St. Johns River and continue through Lake George, following the channel markers. As you pass marker 6, turn right to a compass reading of 240 degrees, then straight to Silver Glen Springs Run. Coordinates of the green marker at the entrance to the Run are 29d 14.902'N and 081d 38.052'W WGS84. See accompanying chart detail. The water is very shallow (3' to 3-1/2'), but once in the Run it is deeper and well marked. When you reach the head of the run,, look for our group and raft up to the largest boat if possible. Bring your own food and water toys. See you there.

If going by car, drive south on SR19, then 3 to 5 miles past Salt Springs take the entrance road to Silver Glen Springs on your left. See accompanying topographic map detail. There is ample parking, a snack shop and changing facilities, but no boat launching ramp. Change into your bathing suits and wade through waist-deep water to reach the anchored boats. The nearest boat ramp we know of is at Georgetown Marina. Instead of Rt 19, take Rt.17 south to Satsuma and turn right on CR 309. Travel about 15 miles on Rt. 309 to Georgetown Marina to launch.

We will plan to depart for home about noon on Sunday. Larry Hayes is the leader of this overnight rendezvous. Contact him at 386-559-7575 for more details.



Coming Events - continued

May 28th (Thursday) - Dinner meeting - Aboard our floating clubhouse at Browns Landing. Social hour starts at 6:00 PM, and dinner starts at 7:00 o'clock. The club will provide the main entrée of fried chicken, and members are asked to bring a pot luck selection of hors d'oeuvres, side dishes and desserts. There will be an \$8.00 charge per person to cover the club's costs (main entrée, supplies, overhead). No reservations are necessary, but the traditional calling committees may poll the membership to remind everyone about this meeting and to give the main entrée preparers an idea of how many are expected. The door committee will be Gene and Jeannine O'Connor. The after-dinner program will be a presentation by Ms. Pat High about living with our local insects instead of living against them, entitled, "Integrated Sustainability Workshop: Insect Rearing and Biological Controls". She will explain how we can use some "good" insects to control the "bad" insects in our gardens, without the use of insecticides that also poison us. For further information on the subject, see her website, www.geocities.com/pmhigh.

June 4th (Thursday) - Board of Directors meeting - At 6:30 PM aboard our floating clubhouse. Board meetings are open to all PYC members.

June 13th (Saturday) - Radical Boat Reunion - We have contracted with the event organizer, Mr. Russ Matos (407-760-3481 or raceboatrus@aol.com), for the club to sell lunches at the PYC clubhouse to the participants of this event, which will be held on the river at the Redneck Riviera sandbar. This will be a big project involving some initial expense, a lot of advanced preparation and many volunteers to assist at the event itself. The plan is for Russ to sell lunch tickets in advance to his participants for \$5.00 each, and he has guaranteed us the initial 100. This "prepay" of \$500 will be paid prior to the event weekend. The participants 'buy' their lunches with their tickets, one lunch for one ticket, and afterwards Russ will write us a check for the balance amount above 100 tickets. Anyone who wants lunch and does not have a ticket may buy it from us for cash. Russ asked that, if we sell additional meals for cash, that we charge \$6.00 per meal, which is a dollar more than his price. His idea is, the more we charge, the more value his coupon have to the holder.

Last year Russ had approximately 200 registered attendees. We have the opportunity to make between \$500 and \$1000 for the club, if we have enough help and supplies! We could make even more if we also sell home-made cookies, cake and pie from the kitchens of our members! This promises to be a great fund raiser for the Palatka Yacht Club.

The participants will be staying at the Quality Inn in town on Friday night. On Saturday they will launch their boats in Palatka around 10:00 -11:00 AM and motor to our floating dock. The time frame for lunch is from 12:00 noon to 4:00 PM to avoid a jam-up. The lunches will consist of a hamburger or hot dog, soda or iced tea, and chips. One or more of our members will cook hamburgers on Ernie Ricard's cooker under the PYC tent on shore, and Karen B. will cook hot dogs on the upper deck. We will have serving tables with condiments, etc., set up in the meeting room and on the upper deck, with other members preparing the lunches as they are ordered. Hot dogs and hamburgers will not be assembled ahead of time but will be put together as ordered to guarantee freshness.

Bob Trail and Keith Cheshire are co-chairmen of our participation of this event. While Keith is out of town, Bob is in charge. We will need at least ten volunteers to cook and serve lunches and to tend to the incoming boats at the dock. If interested in volunteering for this special event, contact Bob at griffinaero@gmail.com / 386-649-8710 with the help of your choice. We'll have fun!

Remaining 2009 Events

June 25 (Thursday) - dinner meeting - door committee open - call Ella Lindsay at 325-1878 to sign up

July 2 (Thursday) - Board of Directors meeting

July 10-12 (Friday-Sunday) - St. Mary's, Georgia, rendezvous - contact David Girardin

July 23 (Thursday) - dinner meeting - door committee open - call Ella to sign up

August 6 (Thursday) - Board of Directors meeting

August 9 (Sunday) - BBQ at the Redneck Riviera sandbar - contact Clark Hoyle

August 27 (Thursday) - dinner meeting - door committee open - call Ella to sign up

September 3 (Thursday) - Board of Directors meeting

September 13 (Sunday) - Canoe Haw Creek in Flagler County - contact David Girardin

September 24 (Thursday) - dinner meeting - door committee open - call Ella to sign up

Remaining 2009 Events - continued

September 26 (Saturday) - Las Vegas Night at the clubhouse - contact Karen Blankenship
October 1 (Thursday) - Board of Directors meeting
October 2-4 (Fri-Sun) - Bull Creek Marina rendezvous - contact Gene O'Connor or Clark Hoyle
Oktoberfest at the clubhouse (no date set)
October 22 (Thursday) - dinner meeting - Keith & LaVerne Cheshire on door committee
November 5 (Thursday) - Board of Directors meeting
November 7-8 (Saturday-Sunday) - Outback Crab Shack rendezvous - contact Gene O'Connor
November 14 (Saturday) - Oyster and Shrimp Bash - contact Clark Hoyle
Christmas Party/Commodores' Ball (no date set)

Miscellany

GPS - How It Works and What It Can't Do By Steve Huntley

Boaters are spoiled by modern radio and microprocessor technology. They've become accustomed to ever-increasing accuracy and friendliness of electronic navigation, but they give little thought to how the systems work and what these marvels cannot do.

GPS (Global Positioning System) is an outgrowth of position-indicating systems developed during WWII. It is the second system using satellites - the first was the Navy Transit system called "SatNav", relying upon Doppler frequency shift. The GPS estimates require extremely accurate timing - orbiting satellite atomic clocks with rates stable to one second in almost 160,000 years, and sophisticated algorithms. The piece of string that I passed out at the meeting was as long (about 11-3/4") as the distance the radio-frequency message travels in one nanosecond (one billionth of a second), in other words at the speed of light. This means that to determine positions to within 3-5 meters, time intervals as small as 100 microseconds need to be measured.



The GP system uses a clever pseudo-random noise (PRN) encoding scheme to let all satellites broadcast on the same frequencies without interfering with one another. Your receiver, whether it is handheld, mounted in a boat, airplane or car, knows the PRN pattern for each satellite, has the parameters to roughly predict where each of the 24 active satellites is in its orbit, and estimates ionospheric distortion and delay in the signal.

After locking on to the signal from a minimum of four satellites, the receiver can solve simultaneous equations to determine its own altitude, latitude, and longitude. These are position fixes for the antenna itself. It must be emphasized that, for those of us in the civilian world, this is the only information we obtain directly from the GPS. Your receiver calculates speed and direction as secondary parameters, using successive fixes. The receiver can not tell you your ship's orientation - it doesn't know where the bow is pointed - you could be travelling at 13 knots in reverse, for all it cares.

The original GP system was designed to provide fixes that were, 95% of the time, within 10 meters of the true location. Two later schemes - differential GPS and Wide Area Augmentation System (WAAS) have been introduced to further enhance accuracy for harbor and aircraft navigation. The first requires a second antenna and receiver to obtain corrections broadcast from Coast Guard ground stations. It routinely provides 1-3 meter accuracy within 100 nm of the US coast. The second system doesn't need a separate antenna or receiver, and gets corrections that have been relayed from geosynchronous satellites. It provides information, usually accurate to around 7-10 meters, over North America.

Engineers carefully determine the 'error budget' of the GP system, so they know where to make the most improvements for every invested dollar.

Ionospheric effects	± 5 meter
Shifts in the satellite orbits	± 2.5 meter
Clock errors of the satellites' clocks	± 2 meter

GPS - How It Works and What It Can't Do - continued

Multipath effect	± 1 meter
Tropospheric effects	± 0.5 meter
Calculation and rounding errors	± 1 meter

But there is another, larger source of error that navigators routinely do not consider. Whether you are transferring latitude and longitude tick marks to a paper chart, or pushing buttons on your glorious full-color chart plotter - the chart itself is suspect. After you have matched the chart datum with the GPS geoid (you do check, don't you?) - NOAA guarantees accuracies no better than one millimeter at the given chart scale. For the St. Johns River chart off our clubhouse, where the scale is 1:40,000, this translates to a 40-meter error. That is almost exactly the width of the federal channel.

In short, GPS is a wonderful adjunct for open-water navigation where you cannot use radar or visual fixes, or in tortuous, confusing channels. But it can not replace dead reckoning, the compass, radar and common sense in low-visibility situations.

Cell Phone Number - Karen Blankenship's cell phone number is listed incorrectly in your 2009 club handbook. Please change it to 386-546-6385.

E-mail Address - In addition to the e-mail address already shown for Keith Cheshire, please list the following: phonefeline41@yahoo.com. This is his preferred e-mail address.

Dinner Meeting Programs - Our dinner-meeting program Chairman Bob Trail sometimes has a hard time finding presenters with topics for after-dinner programs. We club members could probably contribute some interesting topics ourselves...We have all taken some interesting trips and done some interesting things in our lives, or know someone who has. Many of these experiences would make entertaining dinner meeting programs. They don't even have to be recent. Any member who would like to present or suggest something along this line, contact Bob at 649-8710 or griffinaero@gmail.com. And remember, dinner is free. Also, up to two presenters from outside the club will enjoy their meals as guests of the Palatka Yacht Club. Audiovisual resources are available, and all necessary assistance will be provided.

PYC Library - Anyone who has surplus books, VHS tapes, DVDs, pictures, or whatever, that relate to boating or boats, or even past club memorabilia, could donate them to the club, where they will be kept in the clubhouse for anyone to look at or sign out and take home. Contact Bob Trail for more details.

Test Your Yachting Knowledge – What does it mean if a yacht engaged in a race displays a red flag? (find the answer at the end of the newsletter)

- (a) It has run out of both beer and champagne.
- (b) A member of the crew has been injured or has fallen ill.
- (c) It intends to lodge a protest at the end of the race.
- (d) It is warning a non-racing vessel not to obstruct the race course.

Nautical Origins of Some Common Expressions – “Ahoy!” (Nautical Salutation) – Considered by some authorities to be an ancient Viking battle cry, this interjection is now commonly used to hail a ship. Alexander Graham Bell suggested “Ahoy!” as the appropriate salutation for answering the telephone, but society at large did not accept his recommendation.

Interesting Stuff you may Never Need to Know - Every day more money is printed for 'Monopoly' than for the U.S. Treasury.

Club-owned Sunfish – At present, the Club's Sunfish sailboat is on a trailer at Bob and Sue Merritt Trail's San Mateo property and is available for any member to use. If interested, contact Bob or Sue.



Miscellany - continued

Boat U.S. Membership - Our club members are entitled to Boat US membership while paying half-price dues. Our cost: \$12.50. Contact Steve Huntley at 904-692-2952 or protopterus@peoplepc.com if you are not already included in this special arrangement for PYC members. See their latest newsletter at http://www.boatus.com/group/Coop_newsletter_apr2009c.asp.

PYC Tent - Any members desiring to reserve the PYC tent, contact Commodore Gail Hart at 386-329-8460. The tent is stored onboard the clubhouse when not in use.

Newsletters - If you have an e-mail address and are currently receiving paper copies of our club newsletters, you are urged to file your e-mail address with publisher Connie Foltis, cfoltis@bellsouth.net. He will arrange for you to receive your newsletters by e-mail as a PDF file. This would decrease the cost and labor of printing and mailing paper copies every month.

Contact Connie about writing an article for the newsletter (ex: a boating autobiography or a description of an interesting trip you have taken) or to place an advertisement or digital photograph in it. Entries should be received before the end of the first week of the month to be included in that month's newsletter.

Answer to "Test your Yachting Knowledge" – (c) It intends to lodge a protest at the end of the race.