

THE PALMETTO LOG

CHARLESTON POWER SQUADRON

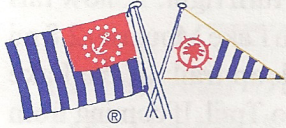
Chartered 1946

A UNIT OF THE UNITED STATES POWER SQUADRON

Sail and Power Boating

VOLUME 54 NUMBER 2

APRIL 2001



COMMANDER
Cdr William H. Lynes, AP
567-4435



EXECUTIVE OFFICER
Lt/C J. Steven Yeomans, P
869-7808



EDUCATIONAL OFFICER
Lt/C Stephen E. Rawe, N
766-3013



ADMINISTRATIVE OFFICER
Lt/C Vince Lombardo, S
572-9127



SECRETARY
Lt/C Charlotte F. Yeomans, P
869-7808



TREASURER
Lt/C Cynthia L. Kridler, AP
762-3986



Squadron Headquarters Bldg.
1376 Orange Grove Road

MEETINGS

Exec Committee - 1st Thursday 1930
Squadron Headquarters Bldg.

Membership
12 April 2001

Squadron Headquarters Bldg.

Editor's Mailing Address
1325 Lark Lane
Charleston, SC 29406-8501
Phone: (843) 572-6873

email: jvan@charleston.net web site: www.usps.org/localusps/cps

INSIDE THIS ISSUE

Spring Cleaning? No storage space? Need an additional tax deduction next year?

See Page 3

Geodetic Marker Hunt
Photos From 10 March Outing

See Pages 6 & 7

Captain Salty Blue Bulldog
&
Fred Says!

Stories of Yesteryear Return

See Pages 5 & 8

New Seamanship Course
Begins 17 April

See SEO Article - Page 3

SAFE BOATING THROUGH EDUCATION

From the Commander

Cdr William H. Lynes, AP

One of our most important public service endeavors of the year was completed recently under the very capable guidance of Assistant Educational Officer Carol Pelow. Why do we do this? Well, to paraphrase a rescue squad instructor I had recently in a CPR class, "if I have a heart attack, I want everybody else out there to know how to do it correctly". We could have used more help with the class. I'm as guilty as anyone as I could not be present at every session. These were missed opportunities for new people to learn from the same faithful few that make it happen each and every year. **Thank you faithful few.**

Now about this **28-29 April** commander's cruise. The destination will be Sandy Beach (33° 22.90' N, 80° 03.64' W) on the northern shore of Lake Moultrie. If you take the enjoyable and scenic cruise up the Cooper River from Charleston don't forget about the Strawberry RR bridge. You will enter Lake Moultrie at the Pinopolis Lock (33° 14.67' N, 79° 59.53' W). Follow the channel markers to R "20" (33° 19.73' N, 80° 04.09' W). Turn starboard to a heading of 013 M for a distance of 3.7 mi. At this point you will have scared the resident Osprey off it's nest, not to mention the fact that you are getting up close and personal with the bottom.

We will anchor here and I will have camp set up on the beach. Shuttle boat will be available. Gas is available on the lake at Atkins Landing, Waddey's Marina and Short Stay. Also at Angler's Marina on the Tail Race at the highway 52 bridge. There is ample draft at these fuel docks and getting better all the time. Eats are also available and Waddey's is mighty fine. If you trailer you can launch at these places and more. Call me for additional locations and info (843) 567-4435.

Camping is allowed at Sandy Beach this time of year but you must carry in your gear. To get there by land you must walk or bike (no motorized vehicles) the last 1.3 miles. The road that goes to the beach has been gated to protect waterfowl. This access road is off highway 45 between Eadytown and Pineville. Highway 45 runs between St.

Stephen and the Diversion Cannel bridge (and beyond). If coming from Cross on 45 go 6.5 mi from the base of the bridge to the fire tower and turn right. Follow this road over the dike (you are now in Lake Moultrie) 2.8 mi and park at the gate. This is a loop trail off the Lake Moultrie Passage of the Palmetto Trail. If coming from the St. Stephen side go 4.7 mi from the intersection of hwy 45 and hwy 35 (J. K. Gourdine School) and turn left at the fire tower. You can of course access the Palmetto Trail at Awendaw and hike the whole way. Hope to see you there.

Executive Officer

Lt/C J. Steven Yeomans, P

First of all, a belated Happy St Patrick's Day to all! As I write this, Charlotte & I are preparing to depart for Savannah to partake in all things green. Before we shove off, though, I wanted to thank everyone who e-mailed and called to wish me well during my recent bout with illness (I think I had "body rot" or something, but my doctor fixed me up with some good meds, and I'm ready to go!). Once again, thanks!

As everyone has probably heard by now, the In-Water Boat Show has been cancelled. My contacts tell me that the reason was due to arrangements not being satisfactory (money-wise, I'm sure) with the dockage at the Charleston Maritime Center. This is too bad, because I thought last year's show was handled fairly well. Anyway, never fear. One show was cancelled, and another one was announced. There **WILL** be an In-Water Boat Show this year (in late April) at Patriot's Point Marina (remember two years ago?). The same company is organizing this event, which apparently is being sponsored by the boating retailers in the lowcountry. I have been assured that as soon as the brochures and information are mailed out, we would be 1st on the list. They have again agreed to donate a space to us with a power cord, so we can use our booth and spruced-up audio / video display. A sign-up sheet for helpers will be circulated at the next membership meeting, or you can call Martin Gipe or me if you would like to get in on the fun early! The in-water shows always seem to have a better turnout than the Coliseum show does, so the more helpers the better!



Educational Officer

Lt/C Stephen E. Rawe, N

By the time this column reaches you, the spring Public Boating Course will have concluded. Assistant Squadron Education Officer Carol Pelow, AP, conducted a very well organized course. Valuable assistance was provided, as usual, by D/L/C Marjorie Schulte, SN.

Squadron participation in the boating course has been outstanding. Our thank to Bob Johnson, John Patten, Martin Gipe, Mike King, Mike Page, Billy Lynes, Cindy Kridler, Ed Kridler, Walter Johnson, Phil Clark, Boo Ward, Tony Ward, Bob Gissell, Charles Rhea, Harry Gindhart, John VanWay, and Vince Lombardo.

Mike King, AP will teach a **Seamanship** course starting **17 April** and concluding on 29 May for the anticipated new squadron members as well as for any interested current members.

Tuesday

17 April 2001

Seamanship Course Mike King, AP - Instructor

The initial organizing session will start at 1845 (6:45pm) at Squadron Headquarters. Subsequent sessions will start at 1900 (7:00pm).

Thank You!

Dear all Charleston Power Squadron members: Bob and I would like to thank you all for the lovely gift of a salad bowl with utensils and the two towel sets you gave us as a wedding gift. I know that they will be used often in the years to come.

I would also say that we appreciate all of you who participated in the cruise to Cape Romain and, as an added attraction, the wedding.

Bob and Barbara (Buerger) Weaver



Invitation

The Workmans' and the Kings' would like to invite you to bring your boat and join us for a trip to New Bern, NC. We will depart Charleston on Tuesday, 5 June and return to Georgetown, SC on Friday, 15 June to meet the June squadron cruise that weekend.

You are welcome to join us for any part or all of the trip. If you have a "go-slow" boat we will cast you off before daylight and wait for you at the next marina. If you have a "go-fast" boat you can sleep in and wave to us when you pass.

Mike King will handle the marina reservations.

If you are interested, you can call one of us for details:

Glenn Workman 821-9111 or
Mike King 873-5859

Annual Yard Sale Fund Raiser

Spring Cleaning? No storage space? Need an additional tax deduction next year?

We will have the CPS yard sale on Saturday, **5 May** at Headquarters in the back parking lot from 0800 (8:00am) until 1200 (Noon). For a yard sale to be very successful, we will need lots and lots of stuff to sell very cheaply. We had a great sale last year and hope to have an even bigger and more successful one this year. We also need volunteers to help with the sale and will need a clean-up crew about 1130 or 1200. Your donations can be brought to squadron headquarters at the 3 May (Thursday) ExCom meeting. Limited pick-up is available (the Marinko or Kridler van). Please call Corrin Marinko (873-9643) or Cindy Kridler (762-3986) to volunteer to help or to ask questions. **Let's have a tremendous Yard Sale and make money for the Squadron!!!!**



SAFETY OFFICER

P/C John L. Sikes, AP

Digital Selective Calling Radios

Digital Selective Calling (DSC) radio is the latest in marine radio technology. Digital Selective Calling is part of a global upgrade in maritime distress communications. Satellite and digital technology used for several years on commercial ships is now available to the recreational boater. DSC radios allow boaters to make ship-to-ship private calls and the DSC distress channel is currently being monitored by commercial ships.

Since 1996 recreational boaters were no longer required to have a ship's station license issued by the FCC in order to operate a VHF radio. The new DSC radios however have to be registered to work properly in emergency situations. They are also encoded with a unique nine digit FCC identification number that allows the ship-to-ship calling feature. This unique number, called a Maritime Mobile Service Identity or MMSI, is much like your cell phone number. Once the radio is registered with the FCC, that information and your boat's information is entered in the US Coast Guard's national distress database.

The major advantage of the DSC radio is its ability to send an automatic "Mayday" that identifies the vessel and also, when connected to a LORAN or GPS, can send the vessel's location. The DSC radio operates much like an EPIRB that sends encoded "Maydays" directly to satellites. The DSC radio will also continue sending the emergency signal if the skipper is disabled.

Another feature of the DSC radio is the ability to place private ship-to-ship calls to other vessels equipped with DSC radio. Basically if you know the MMSI number of the radio you are calling, only that vessel will receive your message (if it within radio range). Just like using your cell phone.

The Palmetto Log, Page 4

Although commercial ships over 300 tons are now required to monitor the DSC Radio reserved Channel 70 for distress calls, the US Coast Guard is still monitoring Channel 16. As the Coast Guard updates and upgrades their equipment, they should be monitoring DSC Channel 70 in many areas by 2002-3 and be fully functional and compliant by 2005-6. The Coast Guard's equipment upgrade will include:

1. DSC capability to send or receive calls on channel 70
2. Eliminate the 65 gaps in current VHF coverage in the US
3. Provide direction finding capability to trace a garbled radio signal to within 25 miles
4. Provide playback of VHF voice or digital calls.
5. Provide automatic tracking of Coast Guard ships and aircraft on search and rescue missions

There have been recent incidences where commercial ships have picked up the "Mayday" calls on Channel 70 and relayed them to the Coast Guard.

The DSC radio feature is part of the Global Maritime Distress and Safety System (GMDSS). This system was put in place by international treaty in 1988 and all seagoing nations including the US will be GMDSS compliant by 2005-6.

Obtaining an MMSI number from the FCC has a healthy price tag for boaters. BOAT/U.S.[®], however, has made an arrangement with the FCC to issue these numbers at no cost to recreational boaters. Boaters may want to take advantage of this offer and drop by a BOAT/U.S. store to get a number for their boat, although they do not have to purchase a radio or use the number at the present time.

from BoatSafe <http://www.boatsafe.com>



Fred Says!

It was still many years ago that we found ourselves in an ocean race from Savannah to Jacksonville on our thirty-one foot Columbia, CONFIDENCE. Night had fallen, as it often does, even at sea, and there was no question about lightning being a serious probability. The only imponderable was how soon would we be struck and how badly. The sky astern of us was very low, but not quite touching the surface of the sea, although it was very ominously dark. From the bottom of this spooky darkness, almost continuously sharp bolts of lightning raked straight down to the sea's surface, like a great garden rake, sweeping everything before it, and advancing towards us relentlessly.

Tony (Anthony Huger Edwards, III.) was my bravest sailor, and he was always wanting to pile on more sail. Much to my surprise however, Tony, of all people, suggested we drop the spinnaker, which was pulling like a mule, and we were flying along at about ten knots. In my infinite wisdom, learned from many years of mistakes I felt that we should try to outrun the thing threatening us from astern; there was no rain yet. Suddenly the wind gusted, and the one sheet to the big spinnaker that had not been knotted jerked free and the sail was instantly flogging itself to death in the squall that was now upon us. Tony immediately appeared with the huge galley butcher knife and, much to my dismay, hacked my new spinnaker sheet line enabling the forward crew to haul the stricken giant down bringing the speeding boat back closer to normal.

Then the rain came, not in gentle drops, but in buckets full, running the entire crew below, where one proceeded to upchuck in the galley sink, one sat on the closed cover of the galley stove, and the other two snuggled into each of the two quarter berths. Faithful Tony stayed in the rain-drenched cockpit with me, resting with his right arm on the big jib winch while I continued steering, my wet legs against the engine controls. The entire boat, sails, mast and rigging were all so completely drenched we were married to the wetness of the sea, but were so relieved to be still moving along at a good pace, looking only ahead, afraid to look behind.

Suddenly it struck, as we always knew it would. The boat with all its sails, rigging, deck and everything lit up like the inside of an electric light bulb and a strong JOLT went through all of us. Although we all felt the shock, those of us touching metal anywhere, the two in the quarter berths did not, because they were not touching any metal. And the good news was that no one was hurt.

We assessed the damage and learned all lights had been blown, and the diodes on our radio were gone. So we were without communications and without lights, but otherwise all right, and we still had sail, so we sailed on to the trophy-less finish, anyway.....

How Many Knots Do You Need To Know?

What constitutes knowing a knot? If you can't tie a favorite knot in less than 10 seconds, you don't know it. If you can't tie it in total darkness, you don't know it. You should be able to tie it blind-folded or behind your back. Or better yet, around your chest.

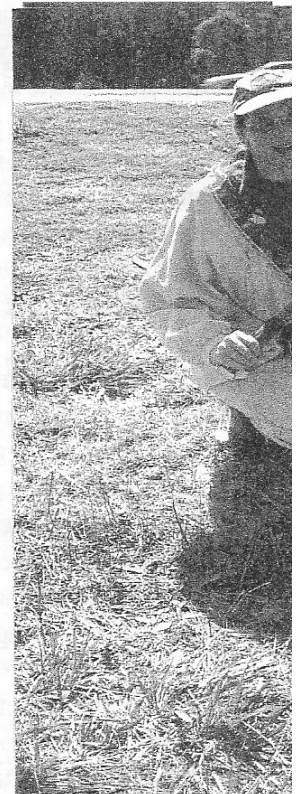
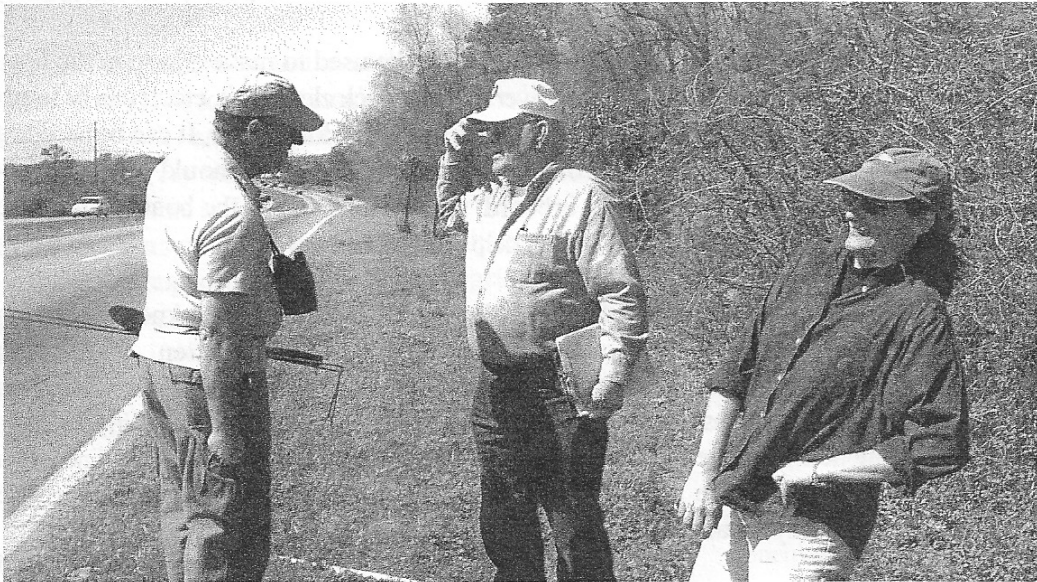
The list of desirable knots for the average boatman is not long. It includes the bowline, the square knot (reef knot), the sheet bend (becket) and the clove hitch. Of these, the easiest to learn is the square knot. The most valuable, most useful knot of all is the bowline.

The bowline can be used to make a loop in the line to drop over a piling, deck cleat, a bit, etc. It can be used to join two lines to make a longer line. It can be used to tie around your own chest so that should you have fallen overboard, someone on board the boat would have a way to help you back aboard.

The bowline seems to be a difficult knot to learn, but once learned, it is seldom forgotten. You will find herewith (Page 10) a diagram of how the bowline should be tied. Practice it, so that you can do it in less than 10 seconds in total darkness. The well-tied bowline will not let you down; it does not slip, and when properly tied,

(Continued on page 10)

Palmetto Photo Log



Palmetto Photo Log



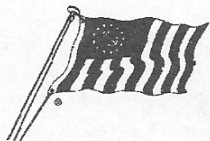
NEWS FROM NATIONAL
R/C Edwin G. Kridler, SN
FINANCES

As we are all aware, the last 6 to 9 months of 2000 was not a good time in the financial markets. 2001, so far, has been worse, especially the last month or so. We have all seen many of our investments go south. As with us individually, USPS has seen investment income drop dramatically in the latter portion of 2000 and so far in 2001.

One topic of discussion at the USPS Annual Meeting in January was the financial status of USPS. Belt tightening is the current word of the day. All departments have been given marching orders; cut expenses. While cost cutting is helping, the immediate shortfall of income is a serious problem. One proposal that will be brought to the Spring Governing Board Meeting this month, at the recommendation of the Finance Committee and National Treasurer, is a dues increase.

USPS dues have not been increased for some 9 years. Inflation alone would dictate a dues increase. We have been fortunate that over the past several years, investment income has more than offset inflation, and USPS has not had to ask its members for an increase in dues. However, even with cost cutting measures in effect, USPS is still in financial difficulties.

The dues increase proposed is modest; \$6.00 for Active Members, \$3.00 for Additional Active Members, and \$1.50 for Adult Family Members. My personal feeling is that this is a very modest cost increase for the benefits that are available to USPS members. My personal plea to the members of CPS is to react positively to this small increase and support our organization. Together, we can get through these troubling times. The price we are being asked to pay is relatively small. Please give USPS your support. Remember the many positive benefits we all gain by being members of USPS.



RESCUE IN THE NORTH SEA: Continued from
January 2001 issue (Editor: Reread the
beginning article).

Clacton-on-Sea was spotted on the coast and identified on the map (er chart). The voyage was progressing nicely and Rigel's crew was confident of making landfall (or destination port) with daylight to spare.

Then, as suddenly as the sun transits the Greenwich Meridian and the longitude goes from east to west - Rigel's map (er chart) showed 1° East near Clacton-on-Sea - the wind increased to near gale force and shifted direction to almost dead on Rigel's bow. Rigel, like most sailing vessels, refused to sail directly into the wind. Andy put her on a port tack heading easterly toward Holland, then on starboard tack westerly toward England, then port then starboard, then port then starboard again and again, only to arrive after several hours of tacking and raising and lowering the leeboards, at the same pier jutting into the sea from the same small English coastal fishing village. Once, while on the port tack Harry needed to rest from the wearisome task of sailing back and forth across the North Sea and raising and lowering the leeboards, so he went below and took a short nap. When he awoke and was back on deck he discovered that the coast of England (or any land for that matter) was nowhere in sight. Not to worry, all that Captain Andy needed to do was steer a compass course that would put Rigel and her fighter pilot crew at that same pier spotted on each of the other starboard tacks. But to the dismay of Harry and ignorance of Gene, there was no compass on board. How did Andy know direction with no compass and no communications in a sea where the sky was overcast, the sea was getting angry and daylight was soon to be replaced with darkness? With the confidence of a true Australian sailor, Andy put Rigel on a starboard tack where, in the flash of another luxurious sailing yacht passing, land appeared in the dimming mist.

Daylight had waned to twilight when Rigel and her stout-hearted North Sea seamen arrived at the same pier at the same English village. The village was Walton on the Naze where Rigel's crew would put the sailing day to rest - or so they thought. The pier was unmountable - obviously designed for fishing and not for North Sea sailing yachts to berth. Captain Andy decided on an anchorage near the sea end of the several hundred foot long pier. The "ton of bricks" anchor was dumped overboard and a short line (because that's all there was) payed out - but she held fast. While maneuvering in the anchorage the peak halyard severed

rendering the mainsail useless. By now the seas were uncomfortable - maybe three to four feet and fairly distant between peaks making the row ashore in the dingy treacherous and wet. Safely and happily ashore, especially Gene, without life jackets - either not worn or not on board at all - Rigel's crew sat on the sea wall pondering their immediate sailing future and her fate.

Not long after Rigel's crew began their pondering did a tall elderly English gentleman sporting a wiry head of curly gray hair and a deep English accent with an East Anglican twang appear. The conversation went something like this:

Englishman - "Boys, is that your boat?"

Andy - "Yes sir."

Englishman - "What do you intend to do with it now?"

Andy - "We thought we would leave it until tomorrow, make some repairs and finish the voyage."

Englishman - "Don't think that's such a good idea. With the tide going down and the heavy seas, she's going to pound on the bottom and come apart."

Andy - "What do you suggest we do?"

Englishman - "I'm the captain of the lifeboat and I suggest that you be rescued."

Andy - "OK, rescue us."

Englishman - "Not so easy. You must go back to sea about one quarter mile off shore, raise something white to the top of the mast and fire off a flare and signal an SOS with a torch."

Andy - "But we don't have a flare."

With that the Englishman led Rigel's crew to the locker where the Walton lifeboat stores were kept. He located a couple of red flares handed them to Andy and told these intrepid sailors to be about their business.

Andy and Harry foolishly entered the now rough seas (life jackets? who knows, probably not) in the tiny dingy and rowed the several hundred feet back to Rigel. Gene declined to return to sea with the questionable weather conditions and darkness. Once safely aboard, the Seagull outboard motor was affixed to the transom. The "ton of bricks" anchor tugged on deck and with motor only Andy steered Rigel away from shore. The seas were heavy. Water poured over Rigel's bow and with each wave the stern would rise out of the water causing the Seagull to cavitate wildly.

With the estimated one quarter mile prescribed by the lifeboat captain off Walton's pier to Rigel's stern Harry located

the only white object aboard suitable for a distress signal - it was the honey bucket which probably doubled as a bailer - attached a thin line and flung it over the spreader. Andy followed with a flare and Harry signaled with a torch (flash light) that happened to be with the ship's stores.

The Walton lifeboat was typical of those found on the English coast. The double ended open boat about 30 feet long sat on a launching platform ashore similar to a ship's launching ways. Once the rescue crew was aboard, the boat was released to slide bow first into the water.

No sooner had Andy fired the red flare than the shore became alive with sirens, whistles, bells and a multitude of green flares. Less than 30 minutes passed until the lifeboat arrived at Rigel's position. Along side, Walton's lifeboat captain ordered a line passed to Rigel. The order was carried out by the third member of Rigel's crew, none other than Gene who had elected to ride the lifeboat. Underway with Rigel in tow, the lifeboat captain steered toward a village named Felixstowe on the mouth of the River Orwell. Andy and Harry rode it out in Rigel.

With both boats safely in port and tied securely to a pier, the crews rejoiced with good old English brew at a waterfront pub. Some days later Andy and Harry motored Rigel to her destination at the yacht club on an estuary of the River Orwell near Ipswich. Rigel never sailed again with this crew. The cost to the "Three American jet pilots from Bentwaters..." was hearty thanks and several cartons of American cigarettes

Andy retired from the Air Force and returned to Australia.

Harry retired from the Air Force and settled in Savannah.


Gene in his F-105 took a hit from a surface to air missile over Hanoi and was last seen in his parachute over the Gulf of Tonkin. And Rigel - she was donated to the Sea Scouts.

As Paul Harvey continues, "Now you know the rest of the story."

Captain Salty Blue Bulldog

Editors note: Harry has since returned to Charleston, Andy lived in Albuquerque, New Mexico until his death in 1997 and Gene was KIA.

Charleston Mobile Marine
Complete Mechanical



Maintenance
Repairs
Rebuild

Pickup-Delivery
Site Work

Quality Work
Reasonable Rates
Free Estimates

220-BOAT

Owner
Robert Bauer
 a member of
The Charleston Power Squadron
 (843) 220-2628
 Mobile: (843) 412-2831

*Propeller Problems?
 Solved!*



PALMETTO PROPS
Prop Scan Technology
 for Performance Propellers



**Computer Accuracy Propeller Repair &
 Tuning for Bronze & Nibral Inboard
 Propellers**

Free Measurement & Analysis
 Sizing for New Propellers

4893C Savannah Hwy * Ravenel, SC 29470
 843-889-9212* 888-699-1250
 FAX 843-889-3672
 PalmettoProps@msn.com
 www.propscan.com/palmettoprops

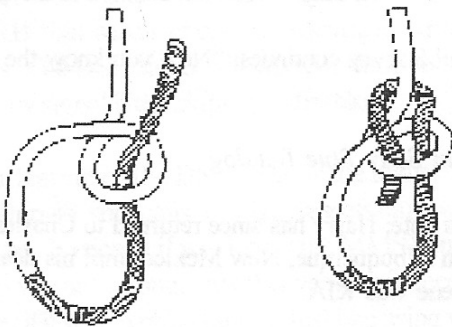



FOR SALE: 1982 O'Day 23 foot sailboat with 1996 Honda 8 HP outboard with low hours. Fully equipped with new sails, running rigging, and brand new storm anchor with 200 feet of rode & chain. Sleeps 5. Galley. Asking \$6000 (below book price). Call Barbara Weaver at 818-7666.

Knots--(Continued from Page 5)
 will not jam. It can be untied easily.

All knots are the weakest part of any line. The bowline reduces the line strength less than most.

From *Up Top in Operations*, USCG Aux Department of Operations Newsletter





This space is donated by:

Architects/Builders
DOLPHIN

3730 Bohicket Road - Suite 6
 Johns Island, SC 29455
 (843) 768-2404 or 1-800-919-9784

THE SQUADRON CALENDAR APRIL 2001

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 D DAYLIGHT SAVINGS TIME BEGINS	2	3	4	5 ExCom Meeting Headquarters - 1930	6	7 <u>D26 Spring Conference</u>
8 O	9 JN	10 N	11	12 Membership Meeting Headquarters Bldg. 1830	13 Good Friday	14
15 C Easter	16 JN	17 N, S	18	19	20	21
22	23 ● JN	24 N, S	25	26	27	28 <u>Commanders Cruise</u> <u>Lake Moultrie</u>
29	30 D JN	1 <u>MAY</u> N, S	2	3	4	5 <u>CPS Annual Yard Sale</u> <u>0800-1200</u> <u>Headq'trs</u>
		<p>AccuPrint <i>"Where you get Quick Quality Printing"</i> 5101 Ashley Phosphate Road, Suite #113 • N. Charleston, SC 29418 (843) 767-8873 • Fax: (843) 767-2368 • Email: accuprint@charleston.net</p>				

The Palmetto Log
John W. VanWay, Editor
1325 Lark Lane
Charleston, SC 29406-8501

NON PROFIT ORG.
US POSTAGE PAID
CHARLESTON, SC
PERMIT NUMBER 1599



THIS IS YOUR PUBLICATION
MEET THE DEADLINE for MAY
10 April 2001

Lt/C Vince Lombardo, S
Boating Activities
(843) 572-9127



**Upcoming Events
2001**

- 5 April - ExCom Meeting - Headquarters - 1930
- 6-8 April - D26 Spring Conference - Georgetown, SC
- 12 April - Membership Meeting - Headquarters Building
- 28-29 April - Commanders Cruise - Sandy Beach @ Lake Moultrie

SAFE BOATING THROUGH EDUCATION