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Cdr David Walsh, AP
556-3258
Walsh6563@bellsouth.net

Lt/C Art Clark, P
849-9467
ADClark@bellsouth.net

Lt/C Chet Rogers, P
577-3022
RogersCB@cofc.edu

Lt/C Dick Howells, AP
216-9866
RHowells5@comcast.net

Lt/C Jim Bass, AP
278-0687
JamesBass1@comcast.net

Lt/C Chuck Altschul, P
388-0680
ChuckAlt@aol.com



Squadron Headquarters Bldg.
1376 Orange Grove Road
Charleston, SC 29407

MEETINGS

Executive Committee -1st Thursday @ 1830

Editor's Mailing Address

764 Creekside Dr
Mount Pleasant, SC 29464
Phone: (843) 849-7248

e-mail: JKemerer@comcast.net
web site:www.usps.org/localusps/cps

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**SAFE BOATING THROUGH
EDUCATION**

From the Commander Cdr David Walsh, AP



Now that it is August, we are two thirds through the squadron year and need to start thinking of our annual election of officers and Change of Watch. To prepare for the next year, the Squadron Nominating Committee will present a slate of candidates for election at the Squadron's Annual Meeting. The positions up for election consist of six Bridge plus Assistant Bridge Officers and open positions on the Squadron's Executive Committee (EXCOM) and General Committees. The General Committees include: Auditing, Budget and Finance, Housing, Law, Nominating, Planning and Rules. A listing of nominated candidates will be published in the September Palmetto Log. This year the Charleston Power Squadron's Annual Meeting is 11 October, 2007 at headquarters. The Change of Watch is set for Saturday 10 November 2007 at the River Bank Club.

During August, the Nominating Committee will be contacting members concerning availability and interest in serving in squadron positions. Our Squadron's Nominating Committee members are Ed Kridler, Janice Kromer and Harl Porter. The Charleston Power Squadron is a unique organization with worthy goals for improving boating safety and enjoyment. No other boating club offers more boating and educational opportunities. Participation on the squadron's bridge and committees is an opportunity to meet and enjoy working with the best members of our boating community. When called, please consider serving.

My next topic is fishing regulations. Recently I spoke with squadron member and avid fisherman Terry Melloy. Terry cautioned me to carefully read the new fishing regulations that went into effect 1 July 2007. I went to the DNR's website (<http://www.dnr.sc.gov/regs/pdf/saltfishing.pdf>) and found significant changes in the new regulations. For example, the minimum size limits for sea trout and flounder increased to 14 inches

and black sea bass to 12 inches. There are also other changes in catch limits. So, before going fishing, read the latest regulations. Thanks Terry for the heads-up on this one.

I recently was the featured speaker at meetings of the Cruising Club of Charleston and the Dolphin Cove Boat Owners Association. I gave a 30 minute PowerPoint presentation covering power squadron activities and programs. Both groups said that they were please to learn that our organization provides extensive services to the boating community. After these presentations, several people indicated interest in joining the squadron.

The presentation is a PowerPoint show with commentary. Several of our squadron members have copies of this presentation and are also available as speakers. The presentation covers the following topics:

- The Charleston Power Squadron – Who we are and what we do.
- Description of the squadron's 4-part BoatSmart Course - A useful course for both beginning and experienced boaters.
- The Power Squadron's free Vessel Safety Check Service
- Safe Boating PowerPoint Demonstration
- Things you need on board to meet Federal and SC boating regulations
- On-the-water right of way - Meeting and passing other boats
- Night Navigation - Lighted markers, how they look and what they mean

If you know of an organization that needs a featured speaker, please contact Squadron Public Relation Officer Gary Whitley (843 557-0844 or wgary44@aol.com). He can provide an enjoyable and informative speaker from the Charleston Power Squadron to address their meeting.

-Dave

Educational Officer Lt/C Chet Rogers, P

Congratulations are in order for the following people who passed Power Squadron courses this Spring:

Navigation

Harl Porter

Advanced Piloting

Dick Howells

Steve Poe

Marine Electronics

Nelson Hicks

Helen Kovach

Chet Rogers

Wendy Walsh

Cruise Planning

Carol Burgess

Ross Burgess

Helen Kovach

Bob Turkewitz

It is time to start thinking about classes for the upcoming year. Fall classes will begin the week of September 17. We will hold a “meet the teachers night” on September 10, 2007 at 1830 for students to pick up course materials, meet instructors, and generally get all of the paper work out of the way. All classes will be held at the CPS Headquarters and begin at 18:30 on the assigned night. Courses and instructors are listed below.

Monday Nights

Instructional Development: Chet Rogers

This course deals with effective communication for speakers and teachers—a quality that benefits the individual in all walks of life. It offers practical instruction in: preparing for teaching assignments; preparing for meeting presentations; effective teaching techniques; conducting efficient meetings; and selecting and using audiovisual aids. This course must be taken in order to qualify to teach Boat Smart.

Piloting: Jim Bass and John VanWay

Piloting is the first of the navigational classes focusing on techniques for piloting a boat in coastal and inland conditions. The course emphasizes planning and checking along with the use of GPS for determining position, and introduces digital charting along with traditional charting, compass and dead reckoning skills. Plotting, labeling, use of the compass, aids to navigation and a host of related topics are included in this all-new approach to coastal and inland piloting.

Tuesday Nights

Seamanship: Nelson Hicks and Mike Page

Building on the basics of recreational boating presented in the public boating courses, Seamanship adds foundational information for continuing boater education. The course contents should facilitate knowledge development for increased safe operation of recreational boats and provide the basis for completion of USCG licensing examination. Emphasis within the course has been placed on higher level boating skills, rules of the road, and marlinspike.

Junior Navigation: Ed Kridler

Junior Navigation is the first of a two-part program of study in offshore (open coast) navigation. It is designed as a practical, how-to-course. Subject matter includes: basic concepts of celestial navigation; how to use the mariner’s sextant to take sights of the sun; the importance and techniques of accurate time determination; use of the Nautical Almanac; how to reduce sights to establish lines of position (LOPs); and the use of special charts, plotting sheets and other navigational data for offshore positioning and passage planning.

Wednesday Nights

Engine Maintenance: David Walsh, Art Clark, and Ken Beeber

Modern engines offer high reliability and good performance through the use of computerized systems for fuel delivery and engine timing. Most of these systems are “black boxes” that can no longer be serviced by

weekend mechanics with ordinary tools. The EM course covers those repairs that do-it-yourselfers can still perform, teaches how to diagnose problems that might be beyond your ability to fix, and how to share information with your mechanic so the right repairs get performed. The new Engine Maintenance 2007 also covers basic mechanical systems such as drive systems (propellers), steering systems, and engine controls. The last chapter discusses solutions you might use to problems that could occur while afloat and away from a repair facility. Gasoline, diesel, and outboard engines are treated independently in this chapter.

Please contact Chet Rogers as soon as possible if you want to take a class or if you have questions about the classes. You can reach him at rogerscb@cofc.edu or at 577-3022.

-Chet



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Administrative Officer Lt/C Dick Howells, AP

It seems funny to be sitting here in the middle of the summer thinking about the end of the Squadron year but now is the time. There is a lot happening in the next few months and all of it is important. More about this later.

Our meeting 12 July was great. Our speaker was Dan Burns, Director of Applications Engineering with Cummins Marine. That means he gets to cruise the area in a 44ft boat testing the new Zeus pod drive system. Wow! We were enthralled by the system and his presentation. The video he had of the 44 footer going sideways into a dock at Patriots' Point during a rising tide was spectacular. Now let's see...if I sell the house, the cars and stop supporting the kids can I afford a boat with those engines?

On 9 August, our speaker will be Pat Harris talking about offshore fisheries. In lieu of other plans, we will meet at the Headquarters at 18:30. At this time I do not have further details and will provide them by Google Group and phone committee when they are available. This gives me a chance to raise a question. How do the members feel about meetings in restaurants or at the Squadron Headquarters? Our recent meetings at restaurants were crowded because we had @ 50 people present and that was the capacity of the facilities we used. We can accommodate about the same number at the Headquarters but recently our attendance there has been lower. Is this because of the "potluck dinners"? Our programs have been of about equal quality so why the difference? And what is the membership's preference? Should we have catered in food? When we started this year, I asked Stan Whitman to try and have about half of our meetings in restaurants and the rest at Headquarters. So far we have done that but now I am concerned about what to do next year. One thing I know is we need larger restaurant facilities that can provide more selections from the menu. Let me know. We have members with food service experience so we can certainly explore other options.

Now, we are approaching our annual meeting (11 October 2007) at Headquarters. Thirty days prior to that the slate of candidates for next year must be published in the 'Log'. At the annual meeting the members must vote on the candidates for next year and approve an operating budget for 2008. If you have been following the Treasurer's reports, you know we are financially very sound. Previous Bridge Officers have been very frugal and the current officers are no exception. Also, our members give so much and volunteer so much that we keep our operating costs low. So you need to attend the October meeting.

That's enough—hope to see you on the water soon.

-Dick

BOATSMART SCHEDULE

For Updated Information See

<http://www.usps.org/localusps/cps/>

| <i>Date</i> | <i>Subject</i> | <i>Instructor</i> | <i>Location</i> |
|-------------|-------------------|-------------------|-----------------|
| 31-July | Rules Of The Road | Ernie Godshall | West Ashley |
| 07-Aug | Getting Started | David Walsh | West Ashley |
| 14-Aug | Reading Charts | Steve Kromer | West Ashley |
| 21-Aug | What's Required | John Sikes | West Ashley |
| 28-Aug | Rules Of The Road | Ernie Godshall | West Ashley |

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Safety Officer **P/C John Sikes, AP**

Boaters Can Learn from Hurricane Preparation Symposium

Practical Advice from Shared Storm Experiences News from BoatU.S. – Boat Owners Association of the United States

With hurricane season here, over 150 marina, boatyard, and yacht club managers recently gathered in Orlando, Florida for the first Marina Hurricane Preparation Symposium. Organized by BoatU.S. in conjunction with the Marine Industries Association of Florida and the Marine Industries Association of South Florida, the group shared tactics, tips, and experiences with the goal of successfully managing another year of potentially increased storm activity.

Towards those efforts, the following storm preparation tips may help boaters reduce the chances of damage to their own vessels as well as improve the odds that their boating facility will quickly recover:

-The most important task is to make a hurricane plan now and put it in writing; speakers at the Symposium continually stressed the need for facilities and individuals to have well thought out, written plans. A plan should include where your boat will best survive a storm, what supplies you'll need, and who will be doing that work if you are out of town when the storm approaches.

-If possible, arrange with the marina how to get your boat out of the water and onto high ground — it is the single best thing you can do to take care of your boat when a storm is approaching. Check to see if your boat's insurance policy offers "hurricane haul-out" coverage to help foot the bill.

-Does your marina tie-down boats? Boats that have been brought ashore and secured to the ground tend to experience much less damage. Some facilities strap boats down to large metal eyes imbedded in concrete or secure lines to earth augers. It's extra work,

but it's worth it.

-Don't count on the marina adding extra lines and stripping the boat unless you've made prior arrangements. Once hurricane warnings are posted, marina operators will be far too busy to accommodate last minute requests. Begin by reviewing your dock contract now to see if it requires you to take certain steps when a hurricane threatens and talk to your marina operator now to coordinate plans.

-Regardless of where you leave your boat, anything that creates windage must be removed. Bimini tops, dodgers, outriggers, antennas, and portable davits should be taken home or stowed below. Ventilators should be taken out and the openings sealed. Don't tie dinghies on deck - take them ashore.

-If possible, sailboats should have their masts unstepped. This will require that you maintain your rigging, with well-lubed turnbuckles and cotter pins, so that pulling the pins doesn't take forever. If the mast is left up, all sails and covers must be removed.

-If the boat will be secured at a dock, add extra dock lines and chafe protection. Look carefully at potential chafe areas - chocks, pilings, pulpits, and dock edges. Replace older dock lines that are weakened by salt, dirt, and UV exposure. Using a fender board with at least three large fenders is also worth considering.

-Begin tracking storms as soon as they are identified. While forecasting has dramatically improved, hurricanes can still change direction and intensity very quickly. For the latest hurricane activity and to view "spaghetti" models, visit the BoatU.S. Hurricane Resource Center at <http://www.BoatUS.com/hurricanes>.

For more on hurricanes or to download a free copy of The Boater's Guide to Preparing Boats and Marinas for Hurricanes, go to <http://www.BoatUS.com/hurricanes>.

SANDY POINT RAFT UP SATURDAY 11 AUGUST 2007

All are welcome to the Sandy Point Raft Up Saturday 11 August starting 11:00 am. This is a family friendly cruise and children are encouraged to sail along. The raft up starts at 11:00 which we will anchor off the northern tip of Kiawah at Sandy Point. Plan on boat hopping, swimming, searching for shells or other treasures on the beach. Please bring food and plenty of drink for yourself and your crew. Happy hour starts as soon as you get there.

We are looking for someone with a larger boat (with appropriate ground tackle) to serve as the anchor boat. Who ever is the first large boat will act as the anchor for their rest of us. Those of us with small boats will act as a taxi to shore. We can form up in front of Buzzards Roost at 10:30 for those that need assistance in finding Sandy Point. We will use 68 as our working channel. Low tide at 12:34 PM (Charleston Harbor).

Directions:

Via ocean - Best bet is to go through Charleston Harbor, there are ever-changing shoals at mouth of the Stono and entering the Stono directly from the Atlantic can be hazardous.

Via Folly Beach boat landing - Follow the Folly River south till you reach the Stono (SHALLOW WATER, FOLLOW THE MARKERS CLOSLY)

Via Limehouse boat landing - Follow the Stono North East toward Charleston; follow the river to the end.

Via Charleston Harbor - Enter the Southern end of the ICW at the Ashley River. Go through the Wapoo Cut, turn to port at the Stono and continue past Buzzard's Roost, under the bridge and to the end.

Refer to Chart 11522 showing the Stono River. The approximate coordinates off Sandy Point are 32° 37.7' N, 079° 59.8 W.

For information contact: Cruise Director BJ Smith (smithbj@sc.rr.com) or phone 514-9638.

New Members

David Davis

David Davis and Paula Smith joined the squadron after David took our GPS and Charting seminars given on July 30. David says the people at the course “sold him on UPSP”. When I asked David why he took our seminars, David responded that you can never know too much. David is a native of Charleston and has been here off and on through his lifetime. He owns two small boats, but gave up his jet ski when he reached 60! His favorite places to be on the water are the marshes around John’s and James Islands.



Mike and Judy Fauss

Mike and Judy Fauss recently transferred to the Charleston Power Squadron from Birmingham, MI. Avoid boaters, the Fauss are now residents of Seaside Plantation on James Island. Mike and Judy began their boating hobby with a powerboat that they used in the Great Lakes. They decided to become sailors and actually lived aboard “Odyssey” for three years after Mike retired. They’ve cruised back and forth from Chesapeake Bay and Bahamas several times. During their trips, they always came through Charleston, and eventually fell in love with our city and decided to call it home. Mike and Judy still have a home in Michigan, and they spend their time traveling between here, Washington, DC and Michigan to visit their children and check on their house. Although Mike has taken most of the USPS education courses, he is interested in taking the rewritten Piloting and Advanced Piloting to get up to speed on today’s electronics. Please welcome Mike and Judy Fauss when you see them at one of our meetings or cruises.

Vinci Family

Maryann and Steve Vinci recently graduated from our Boat Smart class, and along with Steve’s Mom, Evelyn, joined The Charleston Power Squadron. Evelyn previously lived on Lake St. Claire near Grosse Point, MI, and had frequently sailed the Great Lakes. The Vinci’s have purchased a 24’ Scout, but when I talked with Evelyn, the boat had not yet been delivered. Steve and Maryann came to Charleston to help Evelyn get settled, and they liked it so much that they decided to settle here, too.



New Members

C. Ray Carter

We're all going to love getting to know C. Ray Carter and his wife of 12 years, Janice. C. Ray reminds me of talking with Fred Wichmann, and they have graduations from the Citadel in Common. C. Ray was also a classmate of P/D/C and member of CPS, Harry Brunson, when they were both students of Porter Military Academy. For those of us who are not native Charlestonians, Porter Military Academy became Porter Gaud. C. Ray and Janice live in McClellanville on their 47' Cris Craft, Red-Wun. C. Ray took the Charting and GPS seminars on July 30 and loved what he learned. He's planning on taking the full offering of our educational courses.



Joseph Schady

From 1968 through 1998, P/C Joseph Schady was an active member of the Bayside, NY, Power Squadron and earned his Full Certificate. He served as Commander of that squadron in 1980. Joe left New York in 1999 and moved his metal fabricating company to Charleston. He brought his machinery and himself – and started over with a new building and new employees after his move. Joe finally has time to get back into boating and he now owns a 40' double cabin Sea Ray. "Claire Marie" is kept at Charleston Harbor, so those of you who frequent that marina should stop in and say hello to Joe.

Renee and Bill Wright

Renee and Bill Wright are residents of Daniel's Island, and they have jointed the Charleston Power Squadron as a way to socialize with fellow boaters and learn as much as possible about the sport from experiences members. Recent graduates of Boat Smart, Bill plans on taking Piloting when it is offered in the fall. The Wrights have lived in the Charleston area since 2002. They had previously lived in Cincinnati, OH. Renee spends her time as an Operations Analyst, and Bill's profession is a computer programmer. Although they haven't named her yet, the Wright's are the proud owners of a 21' Regal Bow Rider, which they plan on trailering.

Joe and Annette Hickman

Joe and Annette Hickman were introduced to the power squadron by Annette' dad, who was a very active member of USPS in Oklahoma. Joe attended our seminars on July 30, which prompted he and Annette to join up.

Joe is a native of James Island and that's where the Hickman's now live with their 22-month old son and 6 year old daughter. Annette had lived in Oklahoma, but moved to Charleston when she met future husband, Joe, and she's been here for 12 years, now.

The family owns a 19' Seaswirl, but with their young family and numerous boat repairs, they find it hard to find the time to go boating. Joe and Annette are looking forward to furthering their boating education and socializing with our members.



In Memory of Jim Davis, AP

We are sad to report the passing on 5 July of Charleston Power Squadron Jim Davis of liver cancer. Jim was a member of the squadron's Executive Committee and avid boater. Jim was a long time member having joined the power squadron in 1977. He was also a member of the Coastguard Auxiliary. He was a retired professional chemical engineer and business manager. Our deepest sympathy goes to Carol Davis for the loss of her husband.



New Editor for The Palmetto Log

The Palmetto Log will have a new editor starting next month. Please welcome Steve Brostoff aboard. Articles for the newsletter should be sent to him at sbrostoff@alspinc.com.



Want to share the story of your vessel? Send in an article about it and we will publish it in the "Who's Boat?" feature of the Log.



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Upcoming Events For August

9 August - Member Meeting HQ - 1830
11 August -Sandy Point Raft Up - 1100

SAFE BOATING THROUGH EDUCATION