



The Palmetto Log

Charleston Sail and Power Squadron
A Unit of United States Power Squadrons®
and District 26

Volume 67 Issue 2

March/April, 2014

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Coming Events

14-16 March - District 26 Spring Conference -
Anderson, SC

22-23 March - Cruise to Capers Island

3 April - ExCom Meeting - 1830

5 April - Small Boat Sailing Merit Badge (Boy Scouts)
0900-1600

5 April - Cruise to Steamboat Landing/Creek, Edisto
Island

10 April - Membership Dinner Meeting - 1800

12 April - ABC Class - 0700

16 April - Spring Clean-up at Headquarters - 0900

19 April - On the Water Class for ABC students -
1000-1400 - Dolphin Cove Marina

26-27 April - Cruise to Edisto Island

1 May - ExCom Meeting - 1830

8 May - Membership Dinner Meeting - 1800

10 May - Cruise to James Island Yacht Club

16-18 May - D26 Cruise and Rendezvous -
Thurmond Lake

17-23 May - National Safe Boating Week

24 May - Cruise to Old Santee Creek

All Events at Headquarters --- 1376 Orange Grove Road - unless otherwise noted.

For the most up-to-date information on CSPS activities, check the Calendar on the squadron's website at CharlestonSailandPowerSquadron.org.

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Join the celebration as United States Power Squadrons® marks 100 years of service to the nation's boating community!



Message from the Bridge

**Cdr Karl Naugle, P
X/O Joe Ewalt, APA
A/O Paul Mitchell, JN**



The National Meeting of the United States Power Squadron leads the news. Our delegation saw people from all over the country. We were represented by Victor Schwartz, Ed and Cindy Kridler, Karl and Joan Naugle, Fred and Joyce Wichmann, Donna and Bill Lynes. The USPS conference had one thread running through the “Days of Marti Gras” Celebrations - fraternity.

From the 9 Nov. Change of Watch, left to right, ExCom Members Tony Marchesani and Carl Huff; Treasurer Ken Fonville; Secretary Don Todd; X/O Joe Ewalt; and

times. Fred Wichmann was given the 50 Merit Mark Award. John Meyenberg was on the upcoming list of 25 Merit Marks. Our David Walsh earned the Golden Eagle Award for promoting Cooperative Charting. We got Honorable Mention (top 10 in the nation) for the Civic Award. Two of our student art entries won first place. We were well represented at the convention!

Our goals for the year were to enjoy boating and grow the squadron. We are getting new faces at each cruise and there are more cruises planned this year. Remember to get your yearly boat inspections and mechanical tune-up so you can come by boat to join us each month. On March 22-23 we are going to Capers Island. You don't have to camp overnight, but the beach activity will be fun. We do have a camping permit.

We are growing. We have more new members: Gary Wolfe, Robin Altman, Doug De Good, Catherine and Donald D'Amaral, Jeffrey and Glenda LaRue, and Alexandra (Lexie) LaRue. All of them are taking advantage of courses and learning. There are 13 taking Piloting, 2 taking Junior Navigation, 10 taking ME103, and 21 in the April ABC Safety Class. Education is reaching out with new programs to be announced soon. Thanks, Nelson, for the creative and new approach to being more competent boaters.

The District 26 Conference will be held 14 - 16 March, 2014 in Anderson, SC, hosted by the Golden Corner Lakes Squadron. We are looking forward to a St. Patrick's Day celebration along with informative workshops, meetings, and fun activities and banquets.

If you need any information, are seeking a ride to a cruise, or want to pre-inspect your boat, our webpage updates are right in front of your bow. Bill Quick is instituting changes almost daily to keep on top of all boating issues. The publicity committee is reaching out to local papers, marinas, boat shows and TV shows to get our message in front of all non-members. Join us by bringing a friend to a dinner or a cruise.

Executive Officer Joe Ewalt mans the booth he prepared for the Charleston Boat Show in January.



At the March meeting—just a couple of days ago—Bob and Helen Kovach informed us of their wonderful adventures on the Great loop. In



April, we will hear from Douglas Logan, one of Charleston's Harbor Pilots, and in May CSPS member Joyce Wichmann will tell us about local lighthouses. All of them will bring the excitement of their expertise. March was also the yearly Spaghetti Cook Off.

Still the Champ! Dave Walsh accepts his 1st Place Spaghetti Chef certificate from Cdr Karl Naugle at 13 March dinner meeting.

So get on board, get involved, cast off, full steam ahead! Don't sit and wish you were out on the water - join in.

The Cruise Captains will find you a ride; the Cooperative Charting teams can use another deck hand; the boat inspection teams can use more inspectors. The Spring Clean-Up is April 16. Earn that Merit Mark! Take a course, or just enjoy the monthly meeting. Don't anchor at home! Boating is fun...come, we'll show you how!

Time for Spring Cleaning **P/C Billy Lynes, Housing Committee**

Now hear this! Our annual spring clean-up day at headquarters is Wednesday, 16 April, and we can use your help. This is a combination work/fun day. We will be doing some yard work, painting, and catching up on some maintenance and cleaning. We will start at 0900 and work until lunch when we will enjoy pizza. Come on out for some exercise, fellowship, and even earn some credit toward a merit mark.

Report from the Education Department SEO Nelson Hicks, SN

Plans are underway for classes to begin in September 2014. Depending on member interest, classes could include Sail, Seamanship, Advanced Piloting, and Weather. Member course desires should be communicated to the Squadron Education Officer (SEO).

On The Water (OTW) additions to our Americas Boating Course (ABC) and Piloting Class (P) are being considered by the Educational Committee. These would be four-hour on the water boating experiences for \$40 to give students a practical exercise of the principles learned in the classroom. To accomplish these OTW exercises we will need member boats and skippers and instructors. The ABC OTW plans will be considered first and will be patterned after similar OTW training several years ago. Members interested in joining or helping with this class should contact the SEO.

Congratulations on recent successful course completions to Deb Brown for Engine Maintenance, and to Doreen Fonzo and Lisa Graham for Seamanship.

Questions or comments regarding the Charleston Sail and Power Squadron's Education Programs should be directed to SEO Nelson Hicks: (843) 273-6218 or nelsonhicks@comcast.net.



A class in Piloting at Charleston Sail and Power Squadron Headquarters.

Safety Column: Man Overboard (person-in-the-water) **P/C Harl Porter, SN**

Sea Story One - Rescue of four deer in the water.

Captain Tom Satre, homeport Juneau Alaska, saw four juvenile black-tailed deer swimming toward his 62-foot fishing vessel, Alaska Quest, while fishing in Taku Harbour. His son and daughter were on board as crew. The deer began to circle his boat, looking directly at them; obviously the young bucks were distressed. He stopped the boat, opened the gate to his swim platform and helped the typically skittish and absolutely wild animals onto the boat. Captain Tom said: "In all my years fishing, I've never seen anything quite like it! Once on board, they collapsed with exhaustion, shivering."

Once they reached the dock, the first buck they had pulled from the water hopped onto the dock, looked back as if to say "thank you" and disappeared into the forest. After a bit of prodding and assistance, two more followed; but the smallest deer had to be carried off the boat.



Sea Story Two - How to recover a 300-pound person from cold water.

On my qualification check ride for my USCG Auxiliary Coxswain rating, I was asked by my 300-pound Qualifying Examiner how I would get him back into the boat if he fell into the water and could not climb up on the swim platform. (Drowning was not a concern as all USCG crewmembers are required to wear their PFDs (life jackets) while underway; hyperthermia would be the killer.)

After carefully considering the problem, I gave this for my answer. There was no way I could get him back into the boat or out of the water onto the swim platform. What I would do was to pass a line around his chest and under his arms; I would then secure each end of the line to the boat and raise the trunk of his body (from waist up) out of the water. This would get most of his internal organs out of the cold water, greatly slowing hyperthermia. I would then proceed at a slow speed to nearest safe haven with him secured over the side of the boat.

I passed both his question and the check ride. He agreed that I probably could not get him onto the swim platform let alone back into the boat.

How to recover a person-in-the-water.

A LifeSling performs three functions to recover a person-in-the-water: 1) delivers a 21 pound flotation collar to the victim, 2) connects the victim to the vessel with its attached retrieving line and 3) can be used as a lifting sling to hoist (with a lifting point 10 feet above the water) the victim back onboard if the victim needs help out of the water.

Developed by The Sailing Foundation, a nonprofit organization, the LifeSling has become the most widely used person-overboard retrieval system used on cruising and racing sailboats. For offshore use, a water-actuated light or strobe is recommended to be attached to the flotation collar.

The directions for using the LifeSling are conveniently printed on the outside of the rail storage case, making use easy in an emergency. Here are the basic steps:



1. Stop the boat if near the **person-in-the-water**, or circle at slow speed.
2. Open the case and pull out the flotation collar. Throw it beyond or as close to the **person-in-the-water** as possible. (The bitter end of the floating line was secured to the boat when the LifeSling was mounted on the stern of the boat.)
3. If the **person-in-the-water** cannot reach the flotation collar, slowly circle the person with the boat, towing the collar so that the floating line is moved to the person. Stop the boat and engine (to ensure the prop is not turning).
4. The **person-in-the-water** slips the flotation collar over his or her head and shoulders and around the chest at armpit level.
5. Crew on the boat pulls the **person-in-the-water** to the boat.
6. The method used to get the **person-in-the-water** onboard depends on the boat and its gear. *The boat owner or captain should plan ahead for this in case of emergency.* The **person-in-the-water** *may* be able to climb a swim ladder or assist with being pulled in over the side.
7. If the **person-in-the-water** is too weak to assist, and if crew cannot manually pull the person aboard, you may need to hoist the person with a winch, using the flotation collar as a sling (as described below).
8. Getting the rescued **person-in-the-water** to the boat is only half the process—**getting the person-in-the-water back on board may be the most difficult part.** Even in ideal circumstances with light wind and calm seas, most people are too heavy to be lifted straight up the side of the boat and over the rail by one or two crew. Someone who has been in the water for a while may be too exhausted to climb a ladder or help the rescuing crew. Therefore it's critical to have a plan for hoisting the person.



9. The best equipment is a block-and-tackle (think boom-vang) you can clip between the end of an available halyard and the flotation collar. **Hoist the top block at least 10 feet above the deck.** Then winch the block-and-tackle fall line to raise the **person-in-the-water** up over the rail. The mechanical advantage of both block-and-tackle (4 to 1) and the winch (13 to 1) is approximately 45 (due to friction); therefore less than 10 pounds of effort is required to rescue a 300-pound **person-in-the-water**.

The key thing is to have a Man Overboard Plan *before* the emergency strikes.

Updates on the CSPS Website Webmaster Bill Quick, S

1. The Charleston Sail and Power Squadron website, CharlestonSailandPowerSquadron.org, has been adding more items for your reading pleasure.

In addition to posting the most recent information about upcoming courses, cruises, and meetings, the website now includes:

- more history of the squadron.
- lots more old issues of the Palmetto Log.
- there's a "Virtual Vessel Safety Check" (find it at the What's New page for February 8)
- a history of the CSPS squadron, thanks to Harl Porter (find it at the What's New page for January 19 & 20)
- an updated description of the ABC Course (find it at the What's New page for January 12)

and lots more: keep watching the What's New page.

2. There's now a mobile version of the website if you want to stare at the website on your smartphone screen. You can access it at the following hyperlink

CharlestonSailandPowerSquadron.org/mobile/

or from the homepage of the full version of the website (click on the words "Mobile Version" or the graphic of a smartphone).

3. Oh, and the webmaster (that's me!) has a dedicated e-mail account, at webmaster.csp@gmail.com

Youth Outreach Activities **P/C Billy Lynes, SN, Youth Outreach Coordinator**

Your Youth Outreach group is very busy planning spring and summer programs for young people to promote an interest in boating and safe boating practices. We will again offer the classroom portion of the small boat sailing merit badge to Boy Scouts in conjunction with the BSA Sailoree. In June, we will partner with the Berkeley County Library to offer an ABC class for teens in Moncks Corner. Throughout the summer we have scheduled programs with the Charleston County Library summer reading program to read and do boating related crafts with children. We will present safe boating programs at summer camps as well. We could really use some help, especially with the summer reading program. If you enjoy working with children, this is the job for you. Let's make these kids smart, safe boaters.

Bringing Home the Boat: a Lifelong Dream Realized

Lt/C Paul Wood

In late August 2013, I found and purchased the “perfect” boat, a 1976 Defever Passagemaker trawler with all the features we wanted. It was owned from new by the same family and came with all its manuals, the sales brochure, boating magazine reviews and of course the original red shag pile carpet!

I think it had only been used for day trips and the occasional overnight, so there were a number of refinements and repairs that I needed to make in order to eliminate the potential for mutiny by the crew on the journey south—for example, rebuild the head and the Electrasan unit and create a functioning shower in the head. The boat was located in Cambridge MD and I soon realized that I needed to do the first year’s planned maintenance and upgrades before we even set off for Charleston. Several road trips and many jobs later we were finally ready to go in early November.



I had realized early on in this endeavor that my boating skills, just like the boat, needed some upgrades too. The USPS Engine Maintenance and Seamanship classes were a great help, but some hands-on help was needed too, especially as the first part of the voyage involved crossing the Chesapeake in late fall. I found and hired a local boat delivery Captain, coincidentally also a Brit like me, and his knowledge was invaluable in timing our departure to coincide with a brief two-day lull in windy conditions out on the big water.



I contracted for delivery and training to get the boat 1/3 of the way home. Our itinerary was Cambridge MD to Elizabeth City NC via Solomons, Deltaville, and Portsmouth using the Dismal Swamp route. I learned many things from the good Captain, including docking practice every morning and navigation with charts, but the biggest takeaway for me was that at this stage in my boating career, I never want to arrive at my destination after dark.

The first and only system failure during the 4 day voyage was a burned out domestic water pump motor on the first day! Washing dishes with bottled water heated in an electric kettle seemed somewhat extravagant, and I learned to deal with the widely varying qualities of Marina bathrooms, there were a few days when I opted not to shower!

The highlight (or low point depending how you see it) of the voyage was being boarded by the

CHARLESTON SAIL AND POWER SQUADRON

Coast Guard one hour from Deltaville on the second day. The good Captain was at the helm, so it fell to me to interact with the CG. The knowledge of the boat that I developed while doing repairs at Cambridge really paid off in that everything they wanted to see, I was able to show them, from the presence of the oil placard on the back side of one of the fuel tanks to the correct position of the “Y” valve. This event would not have been so challenging had it not happened at dusk with a heavy beam sea and both boats rolling to the point where it was hard to even stand up in the salon.

I am delighted to say that we passed inspection, because I had prepared the boat according to the checklist David Walsh gave me when he did the safety check on our 17 ft. center console last year, so the inspection program really paid off for me. The CG left us (disappointed I am sure) to continue to our destination in Deltaville...in the dark. If it had not been for the good Captain and his knowledge, I would never have got us to the marina in Deltaville by myself—probably would have run aground at the entrance.

Our overnight at Portsmouth really opened my eyes to the fact that our boat is very small and insignificant compared to many of the boats out there. However, the fact that she is fully paid for and only required \$800 (only I say!) of diesel to fill her up for the rest of the journey home made me feel very satisfied with my place in the boating world.

The next day took us through the Dismal Swamp canal. Apart from the pleasant surprise that its name is so misleading, it was an excellent opportunity to learn the techniques for using locks. I don't know if this happens every time, but the lock keeper at the Deep Creek lock, a gregarious person, treated us to a musical interlude played on a conch shell taken from the garden around the lock...who would have thought!



The end of this first stage of the trip home was Elizabeth City NC where the boat was safely secured at Lambs Marina allowing me to attend to the holiday season and family commitments back in Charleston. As I write this, I am back on the boat keeping her warm through 2 nights of 12 degree temperatures as she has not been winterized.

The next stage of the journey, destination Wrightsville Beach will begin as soon as weather conditions allow a reasonable crossing of Albemarle Sound.

Editor's Note: This is the first in a three-part series by new Executive Committee Member Paul Wood. The next two segments will complete the voyage to Charleston. The photo on left above shows Paul, on the right, with his “good Captain.”

USPS Centennial Cruise

Charleston Sail and Power Squadron members P/D/C Ed Kridler and Cindy Kridler joined other members of Power Squadrons from across the country on a Caribbean Cruise, celebrating the Centennial of the United States Power Squadrons. Ed sent in these pictures and a few comments. Looks like a wonderful trip!

The cruise stopped at Grand Turk; San Juan, Puerto Rico; St Thomas, US Virgin Islands, and Half Moon Cay, Bahamas.

At left, an interesting sunrise at sea.

Below, our ship, Nieuw Amsterdam at Grand Turk, and the view entering San Juan Harbor.



About 350 to 400 USPS members were on the cruise.

The St Thomas Squadron made arrangements for a special tour of the island and hosted a lunch party for the USPS members on the cruise. Clockwise, the photos below show the view from a mountaintop in St. Thomas; dancers at the party hosted by the St. Thomas Sail and Power Squadron; and P/D/C Eric Pearson, SN and P/D/C Ed Kridler, SN relaxing on board ship.



CHARLESTON SAIL AND POWER SQUADRON

Classified Ads



The image shows a business card for Charleston Sail Loft. On the left side, there is a logo consisting of a stylized sail with a green upper section and a black lower section. Below the logo, the text reads "charleston sail loft" in a lowercase, sans-serif font. Underneath that, it says "powered by" in a smaller font, followed by the "QUANTUM" logo, which features a stylized 'Q' and the word "QUANTUM" in all caps, with "SAIL DESIGN GROUP" in a smaller font below it.

John Bowden | Owner
john@charlestonsailloft.com
843.754.9547

charlestonsailloft.com
1801-D Reynolds Ave.
Charleston, SC 29405

*Tell your friends in boating-related businesses:
CHARLESTON SAIL AND POWER
SQUADRON PRINTS CLASSIFIED ADS IN
THE PALMETTO LOG!*

See the policy on the next page.

Policy for Ads in The Palmetto Log

1. CSPS members may place ads for personal items related to boats or boating at no cost. These may be ads for items for sale or want-ads for items members are seeking. Such ads must be short, text-only notices.
2. CSPS members may place ads for boating-related goods or services provided by their own boating-related businesses at a cost of \$10 per issue. Such ads will be limited to text and graphics as might appear on a business card. They should be sent to the editor as images to be inserted; editor will not be responsible for designing or formatting the ad.
3. All non-boating business advertisements, whether from members' businesses or non-members', may be purchased at \$20 per issue. Such ads will be limited to ¼ page or less and must be provided to the editor as images to be inserted. Editor will not be responsible for designing or formatting the ad.
4. Ads of a personal nature, related to boats or boating, submitted by non-members may be placed at a cost of \$10 per issue, subject to review by the editor and providing they follow all guidelines in this policy.
5. Requests for ad placement must be submitted to the editor by the submission date for each issue, as announced on the last page of the prior Palmetto Log.
6. Checks should be payable to CSPS. Ads will be run only if payment has been made prior to or accompanying submission of ad copy.
7. Ads will appear in one issue only. Request for renewal must be made to the editor in writing and must include additional fee, as described above.
8. All ads must include appropriate contact information. Interested persons or potential buyers or customers should not contact the CSPS contact line nor the Palmetto Log editor regarding items or services advertised.

Submission and publication dates for *The Palmetto Log* are as follows:

Submit by:

30 April 30 June 31 Aug 31 Oct 31 Dec 28 Feb

For issue to be published on:

15 May 15 July 15 Sept 15 Nov 15 Jan 15 March

All members are invited to send an article or write-up for consideration, or contact the Editor with a suggestion. Send contributions, comments or inquiries to elise.jorgens@gmail.com

Important Web Pages

United States Power Squadrons

www.usps.org

District 26

www.usps.org/localusps/d26

Charleston Sail and Power Squadron

CharlestonSailandPowerSquadron.org

The Palmetto Log is an electronic newsletter and is distributed by email to all members who have provided us with their email addresses. Providing us with your email address shall constitute agreement to receive notices electronically. The Palmetto Log and our Bylaws are posted on our web site, www.usps.org/localusps/cps.

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