

# The Palmetto Log



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

Volume 70 Issue 1

First Quarter 2017

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## Upcoming Events

**February 11:** [ABC Course At Headquarters](#)

**February 18:** [Operations Training At Headquarters](#)

**February 19:** [Cruise to Vickery's at Shem Creek](#)

**March 3-5:** [District 26 Spring Conference \(PDF\) at Greenville](#)

**March 11:** [Junior Navigation course begins](#)

May 19-21: [District 26 2017 Cruise & Rendezvous](#) at Charleston

**CSPS Headquarters, 1376 Orange Grove Road, 29407**  
For up-to-date information on events, be sure to check the CSPS website, [CharlestonSailandPowerSquadron.org](http://CharlestonSailandPowerSquadron.org).

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 Committee Members at  
 Large**

**Tony Marchesani, P**

**Byron K. Dalrymple**

**David Billingsly**

**F. Joseph Klosik**

**Wendy Walker, S**

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**United States Power Squadrons®**

*Come for the Boating Education... Stay for the Friends<sup>SM</sup>*

## **Election of 2017 Officers**

**Elected at our Annual meeting and Oyster Roast 10/29/16**

Commander (Cdr) Lt/C Jeffrey LaRue, P  
Executive Officer (XO) Lt/C Donald D' Amaral, S  
Administrative Officer (AO) Brigitte Nelcoski, S  
Education Officer (SEO) Lt/C Nelson Hicks, SN  
SN Assistant Education Officer (ASEO) Charles Wilber, S  
Treasurer Lt/C Ken Fonville, SN  
Assistant Treasurer P/Lt/C Donald Todd, JN  
Secretary Lt/C Beverley Marchesani, P

## **Executive Committee**

William Quick, P, Immediate Past Commander  
David Billingsly  
Byron K. Dalrymple  
F. Joseph Klosik  
Tony Marchesani, P  
Wendy Walker, S

## **Bridge Officers, ex-officio**

### **Housing Committee**

P/Lt/C Paul Wood, P Drew Phillips, S P/Lt/C Rick Cone, JN

### **Nominations Committee**

P/C Karl Naugle, AP P/C Joe Ewalt, AP P/C William Quick, P

### **Auditing Committee**

P/Lt/C Wendy Walsh, SN Gary Wolfe, S

### **Rules Committee**

P/C Karl Naugle, AP P/C Joe Ewalt, AP P/C William Quick, P



## **From The Bridge**

Cdr Jeff LaRue, P

I'm glad to report that the **Charleston Sail and Power Squadron** is kicking off **2017** in several exciting ways. The executive committee is focused on a three-prong strategy outlined at our December change of watch. Like Poseidon's Trident, this strategy has three prongs which are inter-related and which we hope to thrust forward.

We, and several of you, are already working on aspects of the three prongs:

- 1) To put our squadron on a more secure financial footing,
- 2) Build our membership, and
- 3) Increase both our on-the-water and land-based activities.

I'd like to take this opportunity to describe the points of the trident, some of the tactics we are using toward this strategy and encourage you to get involved.

**Financial position**—Our income and expenses have been about the same for several years. This year however, our budget is facing additional strain. Last year, we reduced the portion of your annual dues that support the local squadron in order to offset an increase implemented by the national office and our recent oyster roast, designed as a fundraiser, lost money. Perhaps our biggest challenge is the fact that our property insurance rates have increased unexpectedly and significantly as the value of our headquarters increased. We need to take quick action to ensure we can remain an active member of the Charleston Community.

Our Executive Committee has begun planning some creative approaches to raising funds that may include special events and incentives. If you have suggestions or would like to help in this area, please contact Joseph Klosik, at 843-860-8112.

I mention that generous contributions made to the Housing fund have remained dedicated to renovations and repairs to headquarters. (You can read more about those in the Housing Committee report from Paul Wood.) Those funds are kept appropriately separate from our Operation funds.

**Membership**—Like the budget, our membership has remained pretty stable for the past several years. We've recruited new members, but lost about the same number of experienced members to age, ability, or lost interest.

Our Membership Chair, Joan Naugle, has a new plan for converting class participants and visitors into members. The plan involves partnering prospective members with more seasoned members that have something in common. When she meets them she'll talk about their interests and introduce them to a current member based on things like vessel type, area of residence, lifestyle and other characteristics. We are asking each of you to treat these introductions as a chance to make a new friend. Engage them in conversations at the meetings and get their contact information so you can invite them to join you at an upcoming meeting, cruise or other squadron activity.

An important step toward retaining intermediate members (those with less than 3 years of membership) is to get them involved. Not just by attending events and classes but engaged in planning and leading initiatives. This will help newer members demonstrate their unique talents, be

more vested in the organization and give some relief to seasoned members who have taken on more and more responsibilities and tasks over the years. If you are a member, new or old that feels your talents could be better utilized by the squadron, please stop reading and call me immediately at 843-870-4858. After the call, you may go back to reading the Palmetto Log.

The final element of the building membership prong involves keeping our more seasoned members interested, active and involved. We have a lot of valuable members that don't boat as much as they used to. Some no longer have boats or have lost a spouse who was the driving force in their boating endeavors. My hope for all of us is to recognize the value of these members and keep them involved whether through teaching, helping to organize meetings and events, join active boaters on their vessels or meet us at our land-based activities. That brings us to the final prong of the Trident...

**Activities**— Our members are bombarded with demands for their time and attention. Some organizations are thriving while others are withering. Organizations that demonstrate a return on the investment of their member's time and treasure are growing, and several area boating organizations have seen their rolls expand. If we don't deliver on our promise of education, fun and friendship we risk losing all but the most dedicated nautical adventurers.

Thanks to Chazz Wilbur, Nelson Hicks and their team of instructors, the educational component of our squadron remains strong. They have a full agenda of classes in the works. With the addition of our new Sea Scout Ship, which we hope to "christen" in 2017, we'll have an influx of new 14 to 20-year-olds interested in our classes.

Our co-Cruise Directors have agreed to increase the number of on and off of the water activities through 2017. Our goal is to schedule at least two activities each month. In order to reach this goal, we need two things.

First, we need good suggestions for on and off the water activities. Not every activity will appeal to each and every member, and that's OK. Our hope is that by adding a wider variety of activities, we will demonstrate the value of membership to more people and retain their interest over the years.

The second thing we need to reach this goal is people to lead the activities. Joe and Karl can't do it all (their phone numbers are 859-333-8822 and 843-875-2850 respectively). Depending on the cruise, the commitment isn't that big either. Just let the directors know you're willing to host an activity, then show up a little early and be friendly. If it is on the water, you can set the rendezvous point and encourage people to raft up. It can be that simple! And don't forget we'll be hosting USPS members from around our district May 19-21, when our squadron will showcase our city, hosting the 2017 Cruise and Rendezvous. We'd love it if you could take a few of our D-26 guests on our planned harbor cruise.

I believe that the future of the USPS and the Charleston Sail and Power Squadron can be strong. The future of our squadron lies in the success of our trident strategy. We can improve both our **financial** and **membership positions** by demonstrating our value through fun and interesting **activities**. But we need all hands-on deck. Please think about the ways you can become more involved and let us know. If you want to teach a class, prepare a dish for a meeting or just invite people to join you at your favorite anchorage, let us know, we are eager for your help.



## **Report from the Education Department**

SEO Nelson Hicks, SN

### **Spring 2017 Courses**

#### **America's Boating Course (ABC)**

America's Boating Course (3rd Edition) is our primary civic effort toward public instruction in the fundamentals of Safe Boating. Both short (8-hour) and long (12-hour) formats are designed to familiarize the student with the fundamental of safe boating and qualify for certification in most states that require boating education before

operating a watercraft.

The short (8-hour) course covers the basic needed to operate a boat safely and is a replacement for previous short USPS courses such as Boat Smart and the 8-hour version of the Squadron Boating Course.

#### **Next Course 2/11/2017**

Cost \$55

#### **USPS Operations Training**

The goal of this session is to provide information about the way in which the United States Power Squadrons operates at the squadron, district, and national levels. We will discuss officers and their areas of responsibility, committees and committee operations, and a little about protocol, including merit marks and their significance, and rank and grade. The USPS educational program will be discussed. We will also talk about ways you can help the organization in its functions.

The course is interactive session with questions and comments encouraged. This is a great opportunity for members to learn about the organization they have joined. USPS also encourages all bridge officers to participate in the course. Also, since the organization makes changes in its operations periodically, you are encouraged to retake the course at least every five years to keep up with these changes.

The course will be about three to four hours in length. There is no student manual, and there is no exam.

#### **Next Course 2/18/17, there is no charge for USPS members**

#### **Junior Navigation (JN)**

Junior Navigation is the first in the two-part program in offshore navigation, followed by the Navigation course. It is a practical "how to" course covering: precise time determination, use of the Nautical Almanac, taking sextant sights of the sun, reducing sights to establish lines of position, special charts and plotting

sheets for offshore navigation and offshore navigational routines. It is designed as a practical "how to" course. Subject matter includes: • Precise time determination • Use of the Nautical Almanac • Taking sextant sights of the sun • Reducing sights to establish lines of position • Special charts and plotting sheets for offshore navigation • Offshore navigational routines for recreational craft In Junior Navigation, the student will continue to use GPS as the primary position sensor, as they learn to do in Piloting and Advanced Piloting. However, the offshore environment poses many different elements for consideration by the Navigator. Ocean currents, wind, and sea state all affect a vessel's performance over longer passages.

There are two examinations elements for the JN course, the Sight Folder and the Open Book Exam. The sight folder is graded at the squadron level. The Sight Certificate (SC07) must be submitted with the complete open book exam to be evaluated when it is submitted to Headquarters.

**Next Date 3/11/ 2017 for 5 Sessions every 2 weeks**

Cost Member \$100, Nonmember \$180

**Questions or comments regarding the Charleston Sail and Power Squadron's Education Programs should contact:**

**SEO Nelson Hicks: (843) 270-6218**

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**ASEO Chazz Wilber: (203) 494-4933**

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## Webmaster Update

For updates to the CSPS Website  
Contact: Bill Quick Webmaster [webmaster.csps@gmail.com](mailto:webmaster.csps@gmail.com)

I am delighted to report that our website, [CharlestonSailandPowerSquadron.org](http://CharlestonSailandPowerSquadron.org), has been awarded the [Distinctive Communicator Award](#) for **2016!** Our website has won this award in 2016 — 2007 and previously from 2004 — 1999.

Here is a list of new items for your reading pleasure.



- Information about the [Operations Training course](#) on February 18 at Headquarters it's **FREE**
- Photos from the [2016 Parade of Boats](#)
- Updated [The Bridge](#) for 2016-2017
- Info about the [Catch the Spirit Award](#) (congratulations, Paul!)
- The [District 26 2017 Cruise & Rendezvous](#), which Charleston will be hosting.
- The status of the Charleston Sail and Power Squadron's [Five Year Facility Upgrade Plan](#)
- The Charleston Sail and Power Squadron's [Beach Sweep and VSC Blitz](#) event, held in September 2016.
- A listing of [Charleston-area dining establishments](#) that have *dockside access*. (If you are aware of any other Charleston-area restaurants that should be on this list, or if you have any updates or corrections, please contact me at [webmaster.csps@gmail.com](mailto:webmaster.csps@gmail.com))
- We published the [Gold Loop Adventure](#), by Bob Kovach.
- A [Trailer Boat Check List](#). It's available as webpage, plus a [printer-friendly version](#), and as a [PDF](#). Thanks to Tim Taylor and Paul Wood for updating Dave Walsh's document.
- Our [New Member Handbook](#) is now available on the Internet. Thanks to our membership chair, Joan Naugle, for her assistance in developing this document.
- Updated our [Cooperative Charting](#) webpage

There is always the most recent information about upcoming cruises, courses and meetings. Keep watching the [What's New](#) page -- you can find it as the last choice on the left side menu.

There's a mobile version of the website. If you want to view the website on your smart phone screen, you can access it at the following hyperlink

<http://CharlestonSailandPowerSquadron.org/mobile/>



## **Charleston Spring Cruise & Rendezvous**

May 19 – 21, 2017

We need **everyone's help** for the [Cruise and Rendezvous!](#)

Below is a list of jobs to be done. Please help with at least one and possibly more. We hope that you plan to be part of the C&R and enjoy the fun, too!

- Take people out in your boat for a **harbor tour**,

Saturday May 20, Approx. 10–2 PM

- Help **shuttle** people from marinas to events Friday and Saturday

- Help in **Hospitality Room** at the Quality Inn (Sell drinks, keep eye on auction)

Times are: Fri. 4-7 PM

Fri. 7-10 PM

Friday 12-4 PM

Sat. 8-10 AM

Sat. 2–5 PM

Sat. 8–10 PM

**Silent Auction:** We need donations of items: gift certificates, gift cards, gift baskets, Nautical Items for the Silent Auction.

This is our money-maker which will put us in the black for the conference.

**We ask that every family donate at least one item** (more if you can).

We also need some **Key Personnel:**

**Treasurer:** To collect forms and money as they are mailed in. Keep a spreadsheet/database of names and other info along with which events they are participating in and if they need a boat slip, transportation to events, other special needs. Need to be able to email information regularly to other key persons to keep them apprised of numbers.

**Auction Coordinator:** To collect items and supervise setting up and pricing and collecting money and dispersing items on Saturday evening.

**Registration Coordinator:** Set up registration packets with meal ticket, activity information, etc. as well as be present to handle questions and problems.

**Transportation Coordinator:** To be on-call to organize rides to and from events and marinas. On call the entire time with phone numbers of drivers to dispatch them to events.

**Boating Coordinator:** to answer questions about marinas, boat landings, etc.

**Event Leaders:** to lead groups to events which include Water Taxi, Boat to Ft. Sumter, Golf Course, Yorktown, and to marina Members' boats for Charleston Harbor Tour. These will all take place Saturday morning around 10:00 AM

Thanks! Joan Naugle, Glenda LaRue and Jo Ann Ewalt

Please let Joan know which task(s) you are willing to help us with by emailing [joannaugle3@mail.com](mailto:joannaugle3@mail.com) or calling **843-875-2850** or **843-810-5358**. (Some of you already signed up at the Holiday Party. The sign-up sheets will be found at every meeting until we have enough people!

## **Charleston Cruises**

**Watch the website for more information and contacts**

**February 19:** Cruise to Vickery's at Shem Creek

**March 19** 2017

Bohicket Marina

**April** 2017

Capers Island Cleanup

## **Membership Update**

By Joan Naugle



**Swearing in new members at the January meeting**

Left to right: Stephen Jax, David Foss, Krisann Foss, Bryan Armentrout, Marta Lopez-Vara, Pilar Vara-Blanco, Manel Lopez-Wright

**We would like to welcome our new members:**

**Please welcome all of these folks when you see them at a meeting or cruise!**

## **MY FIRST BOAT TRANSFER**

By Karl Naugle

29 Oct- 4 Nov



I have always wanted to do a re-positioning cruise and being Fall, it was a good time of the year. So, for me, it was a great idea to join with Paul Mitchell to bring a 37-foot CSI sail boat up to Oriental, North Carolina. When I first heard the idea explained, going to Merritt Island Marina in Florida sounded appealingly warmer than here. Paul said the owners wanted to ride along and learn how to sail her, and again that sounded great. I learned a lot on this trip and I thought I would share the highlights.

As you read this story, please remember that the First Mate on a boat relocation and his first open ocean trip, probably doesn't read the charts precisely or remember the exact route that we took. But as in the old TV series *Dragnet*, I promise to give you the facts, and just the facts, that I remember.

The owners, Bill and June, rented a car to come down to Charleston to pick Paul and me up. Bill couldn't make the trip because of business obligations. But not having him along wasn't going to be a problem as June was fully capable of handling the boat when the time came. She was loading lots of prepared food in the car, and I was happy to get moving. My first boat delivery was underway.

We arrived at Merritt Island with the sun shining bright. I spotted her sitting in a tight little slip, double-tied to avoid the just-passed Hurricane Matthew. My eyes grew wide as I saw a 1982 sailboat in very good shape and only one small issue to solve: NO SAILS. I had assumed she'd be rigged and ready to go. No such luck. At least the sails were aboard. So we began rigging her to make the journey. Half a day later and a few trips to West Marine, we shoved off to start the trip to NC. Paul is an excellent sailor and he made the maneuvers with minimal effort. We started out to the ocean and the venture was on. Once in navigable water, Paul let me steer while June finished stowing the gear below and Paul made the boat more sea worthy.

We left Merritt Island Marina and headed up the Indian River waterway, to purchase diesel and fill the three 5-gallon cans to ensure we wouldn't run out of fuel. As it turned

out, the boat wasn't set up to use cans for easy transfer of fuel from the cans to the fuel tank. With practice, we got better.

After leaving the fuel dock, Paul headed out to the locks near Jacksonville. This was my second time through a lock. It was quite different than I expected. We had been through the Panama Canal, and the ship barely fit. In the Jacksonville lock, there were three small boats and we probably could have floated in the middle if they had allowed it. We motored through the locks and passed the restaurants and stores. Unfortunately, we arrived too late to stop and buy ice.

I was in heaven, tootling along in my own sea happy mind. We were going to go out 100 miles and turn north for NC. With a few sails up we were doing just fine as night approached. Paul made up the watch list of two-hours on and four off to rest, and then used his skills to plot the course for the new home port. I recognized the "60 D street" from piloting class; thanks Dick and Nelson.

Next thing I knew we were in the ocean and off for North Carolina. Paul did some excellent plotting, set the autopilot, and let the owner steer. With one night, out of the marina under my belt, I felt confident this would be a great adventure. My first watch was 6 – 8 PM.

We had a nice dinner and the sun started to set. My watch! As the sun dropped, so did the temperature and suddenly I noticed that the waves were getting rougher. Paul came out and lowered the sails, deciding to motor for a while. As we turned north, I was glad to see the three yellow cans still strapped to the side of the rails with diesel fuel to get us through the night. The wind turned southerly and we knew we couldn't rely on the sails anymore.

Suddenly, it got a lot rougher and that's when June realized she was having some problems keeping her dinner down. So as Paul hit the bunk and June began her long stint at the rail, I decided to take her watch, stretching mine to four hours on and two off.

At Midnight, I woke Paul and went below and got some much-needed rest. I could tell we were having a bit of heavy weather. I quickly fell asleep. While I was sleeping, the gale got much worse. That's when I learned that sailing in storms can make you very, very tired.

My next watch came much sooner than I thought and as I sat in the Pilot's chair, I braced myself and put the harness on because there is little worse than the idea of being the only one awake and falling over the side. Fortunately, I didn't. Paul went below and quickly fell asleep. I decided June still wasn't in good enough shape to take her shift, so I let her rest and kept on sailing. It was better to have Paul get his rest and be ready to sail when he woke up.

Sometime between 2 and 4 AM, we were visited by an Irishman. He climbed aboard the stern and stood by my side in red and white checkered pants, a white shirt, green bow-

tie, and a black tam on his head. We talked for a little while until he climbed back over the stern and disappeared into the night. I looked for the dingy or the line but it wasn't there. Wonder what he was? Dare I say, "ghost?" I'll likely never know. So, I motored on.

The storm was quite rough and I learned a new rule: be careful where you stand. As Paul came up for his watch, the first wave knocked him flat on the deck. He retreated below and got his life vest and harness. We switched places and the next wave threw me into the cabin. My foot slid under the gimbaled oven. The boat shifted back and I painfully learned how heavy it was as it broke my middle toe.

Paul finally decided that we'd had enough and headed toward Savannah. He was worried about running low on fuel and the size of the gale. As we came through the inland waterway by Tybee Island, I learned another lesson: After dark, be careful and know which red and green lights are your lights. It seemed like there were several channels in the back bays.

Then what to my wondering eyes should appear, but dozens of brightly lit pleasure craft. Lo and behold, it was the Savannah Christmas Parade of boats! They were beautiful, and we were a hazard to their navigation. No sooner had we found our way through, a large freighter hailed us to say, "This is the Spirit of St. Louis, and you are in our shipping lane. Move to your starboard." I quickly looked at the GPS and saw we barely had enough depth to do it. Paul managed to skillfully maneuver the boat out of the way of the largest freighter I have ever seen.

We finally made it to the last available dock in Savannah. We tied the boat up, retreated to our bunks, and collapsed into sleep. Early the next morning, we had breakfast in the restaurant 20-feet away from the boat. We grabbed the three yellow diesel cans and started off on foot to find fuel. Interestingly, there aren't many places in Savannah that sell diesel. New rule: Take a cab! It was 15 blocks later when we finally found a station to fill the cans. The cans weigh about 40 pounds each. So, I spent some time looking for a cab that would take us back to the dock. Once back at the boat, we lashed the cans to the rail and set off for Charleston. To give us a break, Paul decided to take the Intracoastal Waterway the rest of the way.

About the time, we reached the cut between the North and South Edisto Rivers, we decided to stop and spend the night. The next morning after breakfast, we set off for the Isle of Palms. We barely made the last bridge opening right before the marina.

I never knew that six days could pass so quickly and teach me so many lessons about how the skills and knowledge from the USPS courses would come into play. My hat is off to Paul for being a great captain. *Cheers!*



## **Safety Column**

by P/C Harl Porter, SN

### **Person Overboard Procedures**

Have you been out on the water in your boat this year? Did you first discuss safety with your crew? Make sure that your First Mate knows how to rescue an overboard Captain; assume that the Captain knows how to rescue an overboard crew member.

Here are the Person Overboard Procedures for a Boating Safety talk with your crew

- No one deliberately goes into the water without permission from Captain
- If someone falls overboard
- Immediately yell "Man Overboard" (even if child or female), throw them a Life Cushion, keep an eye on victim and continually point to them (don't take your eye off the person in the water or stop pointing to them)
- Helmsmen jettison crew-Overboard rig (horseshoe & COB pole if available), else an extra PFD (reason for 2 floating objects in the water is to form a "range" pointing to the victim)
- Reverse course and return to victim in the water
- Stop boat ten-feet from the victim and stop prop(s) (as a minimum shift to neutral, engine(s) off is better) - Then recover person in the water

There are three primary causes of crew overboard accidents: slipping and falling, safety equipment failure and relieving over the side. - Two things can prevent slipping and falling: 1) wear deck shoes at all times, 2) non-skid treatment of fiberglass or metal deck. Wearing of deck shoes should be mandatory while underway. - What is worse than no safety equipment? Old or worn safety equipment that looks like safety equipment but will fail when needed and used. What is the proof-test load for life lines? The shock load from a 175-pound crew member when projected into a life line is approximately 3,000 pounds. Lifelines, stantions and fittings should be inspected at the start of the boating season (now) and periodically for serviceability, wear and corrosion. The last cause is normally not a problem if you have either a coed or an all-female crew. The prevention is - Go below and use the head. A large percentage of male drownings on boats under 20-feet are found to not to be wearing a life jacket and have their fly open.

Early this year brief your crew on crew overboard procedures. Then conduct a person overboard drill while underway - throw a life cushion over the side, center the wheel and bring throttle back to idle. Then yell MAN OVERBOARD and step away from the helm. Tell your crew that the cushion represents the Captain that they need to rescue. NO coaching from the Captain while they execute the Man Over Board (MOB) drill.

After the MOB drill, and we hope successful recovery of the life cushion, hold a MOB critique. If recovery was unsatisfactory go over MOB procedures again and conduct another MOB drill.

## **Youth Outreach**

by P/C Billy Lynes

CSPS will offer a free America's Boating Course for youth only  
**April 1, 2017** Course starts at 9 AM at the Roper Berkeley Auditorium  
in Moncks Corner.

## **HQ Renovation Update**

By Paul Wood – Housing Chair

The **first quarter** will start with several projects already funded by individual member donations:

- Completion of the framing and hanging of new Charleston area charts (3).
- Replacement of the damaged screen door at the side of the building.
- Installation of an outside exhaust range hood in the kitchen to prevent food odors permeating the building, and help with maintaining a more comfortable temperature in the kitchen during cooking activities.
- Full renovation of the ladies restroom.

Completion of the flooring project - commercial carpet tile installation to replace the old blue carpet, and reduction of the stage bump-out, is contingent on future funding, several promises of donations have been received, and our Commander Jeff LaRue or Treasurer Ken Fonville would be happy to talk with members interested in helping fund this improvement





### USPS Launches Digital Media Library

USPS announces the launch of its new Digital Media Library online at [www.uspsdml.org](http://www.uspsdml.org) and as a free mobile app.

Thanks to a U.S. Coast Guard grant, the USPS DML has been developed to serve as a showcase and repository for digital media focused on boating safety and safe boating education, including a series of original videos showing how to prepare popular recreational motorboats for departure, operate underway, dock, and secure them at their destinations. Slideshows and images offer additional safe-boating educational material and boating-safety messages and tips.

All digital media in the library is offered at no charge. Visitors can sign-up for notifications when new material is added to the library and to request information about particular boating topics. Members and squadrons are encouraged to utilize the digital media library's resources.



## Classified Ads

## Commercial Ads



*Ashley River*  
BOATWORKS

Owned and operated by  
CSPS member **Tim Taylor**  
ABYC certified in Marine  
Electrical, Marine Systems &  
Diesel Engines.

Call for all your repair,  
maintenance and restoration  
needs.

**843.789.0511**  
[AshleyRiverBoatworks.com](http://AshleyRiverBoatworks.com)



**THE CARPET SHOP**  
*Hardwood • Carpet • Laminate  
Porcelain & Ceramic • Area Rugs*  
Financing Available  
843-873-1252

Family owned by CSPS member  
**Drew Phillips**

Our thanks to Drew who supplied the  
new vinyl flooring for Headquarters

**843-873-1252**  
[www.carpetshopsummerville.com](http://www.carpetshopsummerville.com)

**Tell your friends in boating-related businesses:**

**CHARLESTON SAIL AND POWER SQUADRON  
PRINTS CLASSIFIED AND COMMERCIAL ADS  
IN THE PALMETTO LOG!**

**See the policy on the next page.**

## Policy for Ads in The Palmetto Log

- ✓ 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.
- ✓ 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.
- ✓ 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.
- ✓ 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.
- ✓ 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.
- ✓ Checks should be payable to CSPS. Ads will be run only if payment has been made prior to or accompanying submission of ad copy.
- ✓ 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.
- ✓ 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:**

|                   |                   |                                      |                  |
|-------------------|-------------------|--------------------------------------|------------------|
| <b>Submit by:</b> | <b>4/23/2017</b>  | <b>For issue to be published on:</b> | <b>5/1/2017</b>  |
|                   | <b>7/23/2017</b>  |                                      | <b>8/1/2017</b>  |
|                   | <b>10/22/2017</b> |                                      | <b>11/1/2017</b> |

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 [wendywalker@hotmail.com](mailto:wendywalker@hotmail.com)

**Important Web Pages**  
 US Sail and Power Squadron - [www.usps.org](http://www.usps.org)  
 District 26 - [www.usps.org/localusps/d26](http://www.usps.org/localusps/d26)  
 Charleston Sail and Power Squadron  
[CharlestonSailandPowerSquadron.org](http://CharlestonSailandPowerSquadron.org)

**NOTICE:** 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](http://www.usps.org/localusps/cps)