

THE PALMETTO LOG



Charleston Sail and Power Squadron

A Unit of United States Power Squadrons®

and District 26

Volume 65 Issue 1

February 1, 2012

2012 Bridge

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Upcoming Events

February/March 2012

Events in February 2012

02 February 2012

Executive Committee Meeting 1830 HQ

09 February 2012

Monthly Dinner Meeting HQ 1800 with Sea Scouts

11 February 2012

Public Boating Course 0800 – 1700 HQ

Looking Ahead to March 2012

02 March 2012

Executive Committee Meeting 1830 HQ

03 March 2012

Cape Romain Lighthouse Cruise

08 March 2012

Monthly Dinner Meeting HQ 1800

Charleston Waterkeepers

09-10- 11 March 2012

District 26 Spring Conference

Hosted by Beaufort Sail and Power Squadron

17-18 March 2012

Capers Island Cruise

Commander Elise Jorgens, P



The first few weeks of my watch as your commander have been full ones! The squadron's regular fall activities—annual Oyster Roast in October, the Holiday Parade of Boats and annual Holiday Party in December—

got the new watch off to a great start.

As always, there are many people to thank for the success of our events. Joyce and P/C Fred Wichmann were once again our generous hosts for the Oyster Roast. P/C Dick Howells arranged the purchase of the oysters and ran the cooker; XO Rob Turkewitz cooked the burgers and hot dogs and assisted with the set-up and take-down; James Rowe purchased the oysters and made all his cooking equipment available to us; P/C Dave Walsh and Mike Fauss cleaned the oysters; P/C Harl Porter got us the tent and managed the set-up and take-down; Gary Whitley and Don Todd ran the bar; Ellis Thomas provided wonderful live vocals and guitar; Rick Cone helped transport chairs and tables to and from HQ and, along with Wendy Walsh, ran the check-in; and many members brought food—THANK YOU to all!

P/C Dick Howells once again coordinated the Holiday Parade of Boats, working with the City's Office of Cultural Events to produce this popular annual event. There were 33 decorated boats in the parade, and the Best-in-Show award was won by CSPA members P/C Boo and P/C Tony Ward. Fred Wichmann was captain of the lead boat Mob Jack, and P/C Joe Schady, Carol and Ross Burgess, Scotty Booze, Mike Fauss and John Wilcox provided the work boats. XO

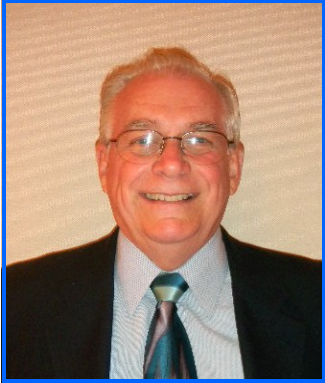
Rob Turkewitz made a super contribution to the success of the Holiday Parade of Boats by securing a stellar line-up of judges—the commodores of five area yacht clubs plus the commander of the Charleston Sector, Coast Guard, and the chaplain of the Coastal Crisis Ministries. Thanks to Dick Howells, we had Channel 2 News Anchor Laura Harris as Commodore of the Judges. These are all important contacts for the squadron as we seek to establish alliances with others in the Charleston boating community. Ken Lewis was the official photographer for the event, and he and Dick produced a wonderful slide show of the lighted boats. All in all, it was a lively evening with a great line-up of fanciful boats.

The Holiday Party brought about forty of us together for food, games, music and good cheer. BIG thanks to Cindy and P/C Ed Kridler who showed up to help decorate, turning our headquarters into a festive party locale. Many people stayed around to help clean up, which is always appreciated!

Those who attended the January Dinner Meeting heard from bridge members and committee chairs about future plans and opportunities for participation.

As we go forward in the new year, I hope you will continue to think about the activities of our squadron and your role in them. The annual Oyster Roast and the Parade of Boats are fine illustrations of CSPA cooperation at its best. Like all organizations of its kind, the squadron is dependent on member participation and involvement. Your participation, in whatever way works best for you, is needed for our squadron to thrive. What would you like to do with or for the squadron? What are the obstacles to your participation? Give me a call 843 768-8574 or send me an email elise.jorgens@gmail.com.

Education Officer Lt/C Ken Lewis, JN



Bob and Sue took the 'Jolly Roger' on an overnight to Georgetown. This time their daughter-in-law Betty and the two granddaughters were along. The girls were now a little older and appreciated being around the water. The trip up was sunny,

seas were calm, and the girls enjoyed spotting dolphins along the way. Bob was surprised that the girls actually liked walking around town before and after dinner. Everyone had slept well and had a nice breakfast, and now the 'JR' was homeward bound, running along nicely on the offshore leg in the sunshine.

Sue relieved Bob at the helm so he could go below and use the head. Sue never liked these brief periods when she was at the helm of the 'JR'. Bob loved the boat and was what you might call a 'wheel hog'. He was famous for saying that someday he was going to let others learn the ropes. Someday.....

Just as Sue settled her nerves, a loud and heavy thump came from below, followed by Bob's anguished cry for help. Betty ran below where she found Bob lying in pain on the cabin floor. He was unable to move and complained of severe pain in his right hip. He didn't look so good, either. Betty ran back up to the helm and reported these unsettling matters to Sue. Sue was alarmed. She was also very worried about Bob, and then realized that she was probably going to be in sole command of the 'Jolly Roger'.

Sue became more worried and a little frightened as she pondered what to do next.....

Could a tragic scenario like this one happen to

you? Would you be prepared if you found yourself solely in command of your boat when an emergency happens? What could Bob and Sue have done to prepare for emergencies like this one?

Fortunately, the CSPA Education Department has some of the answers. In addition to the power squadron's excellent longer courses, this winter we'll be offering a series of seminars designed to give you important information in short three hour sessions. Each seminar contains the basics and also additional information for the more advanced boater. They are an excellent opportunity to brush up on material from a course you took long ago. Watch for seminars on 'Using GPS', 'Using VHF Radio', 'Basic Coastal Navigation', 'Rules of the Road', and other topics. A series of seminars is planned, so check the website and your email for schedules.

The first two seminars will be 'Partners in Command', which addresses Sue's predicament. The second seminar, 'Emergencies at Sea' is an overview about how to respond to common emergencies and is good for boaters of all skill levels. Both of these will be offered together on Saturday, March 10th, at CSPA HQ. We'll have coffee and muffins beginning at 0830, followed by the first seminar, a lunch break, and then the second seminar. The day will conclude at 1630. Each seminar costs \$35. You can take both for \$60. You can bring a crew member who shares your materials to one seminar for \$45. Or, you can bring a crew member who shares your materials to both seminars for a total of \$70.

Please reserve the date now and enroll soon, space is limited. To enroll please send an email to Ken@SVRestless.us.

Remember to check the CSPA website at <http://www.usps.org/localusps/cps/>. Look for CSPA Education Department where you'll find information about courses, seminars, dates, prices, and other educational events.

Spring Lineup of Classes

Spring Class Lineup

Here's the spring lineup of classes, all to be held at CSPA Headquarters

Partners in Command Seminar:

10 March 2012, 0900 - 1200

Emergencies at Sea Seminar:

10 March 2012 1300— 1630

America's Boating Course: 11 Feb (Start Time: 0830)

Elective courses coming soon

The CSPA Education Department is here for you! Why not take a seminar or two, or maybe a course, to boost your nautical knowledge.

If you don't see a course or seminar you'd like to take please send an email to SEO Ken Lewis at Ken@SVRestless.us. I am looking forward to an exciting year and hope to see you at one of CSPA's monthly meetings.

Remember: Safe Boating is Fun, We'll Show You How!

Ken Lewis, JN

Squadron Educational Officer



Attention USCG License Holders!

If you hold a United States Coast Guard master's license (6-Pack or 50 Tons or higher) you may qualify for completion of certain USPS courses (Seamanship, Piloting, Advanced Piloting). If you hold one of these licenses and are interested in obtaining this course credit, please contact SEO Ken Lewis at Ken@SVRestless.us. If you hold one of these licenses and would be interested in teaching or co-teaching one of the USPS courses, please contact Ken as above.

Administrative Officer, Lt/C Donna Lynes, JN



First, let me thank Elise for putting together that awesome holiday party. If you were not there, you missed some great food and fellowship. Second, I thank you for the confidence you have shown in allowing me to serve as your administrative officer for the upcoming year. Elise did a great job last year, so I have big shoes to

fill, but I know with your support I will be up to the challenge. The other bridge members and I will share with you at the January dinner meeting our plans for working with you to make this the best year ever for the Charleston Sail and Power Squadron. Please join us 12 January at headquarters to meet your new bridge and enjoy some yummy chicken from the Music Man's Barbeque.

To preview upcoming dinner meetings, in February Thom Harrison from Sea Scout Ship 510 will be over with some of his Scouts to tell us all about the exciting things they are doing to promote boating among teenagers. Many squadrons have developed meaningful relationships with Sea Scouts and I hope as Thom speaks we will be inspired to find ways to work with them. I know right now they would like to do some cooperative charting but lack the proper equipment. If you have a power boat and would be willing to take some teenagers out for a day of coop charting, see Billy Lynes, our Sea Scout liason.

In March, Cyrus Buffum from Charleston Waterkeeper will be our speaker. Charleston Waterkeeper is a nonprofit organization concerned with defending Charleston's waterways against pollution.

If you have ideas for speakers or if you have a topic you would like to speak about yourself, I would love to hear your thoughts. We want to provide speakers that reflect the varied interests of our members and I value your input in helping me plan a quality program.

Thanks so much to Betsy Porter and Joan Naugle who offered to help with the meals for the upcoming year. If you would like to be a part of that effort or if you have ideas for meals, please share those as well. Together we can make this a great year.

February Dinner Meeting

09 February 2012

1376 Orange Grove Road

Social Hour: 1800

Dinner: 1845

Program: 1930

Speaker: Thom Harrison, Skipper of Sea Scout Ship 510 from the Yorktown, and Sea Scouts

RSVP by 06 February

Donna Lynes 843-696-2438 or

lynes@tds.net

HAPPY VALENTINES DAY!

March Dinner Meeting

08 March 2012

1376 Orange Grove Road

Social Hour: 1800

Dinner: 1845

Program: 1930

**Speaker: Cyrus Buffon
Charleston Waterkeeper**

Look for emails for more details.

RSVP by 05 March

Donna Lynes, 843-696-2438

lynes@tds.net



Cape Romain Lighthouse & Capers Island



Cape Romain Lighthouse Cruise

Saturday, 03 March 2012

This cruise is a rare opportunity to visit Cape Romain Lighthouse, a historic landmark.

Cape Romain Lighthouse was constructed on Raccoon Key, now known as Lighthouse Island, which is located six miles offshore from McClellanville. The light's main function was to alert mariners of a treacherous shoal nine mile southeast of the beacon. Now listed on the National Register of Historic Places, the light was in service from 1858 to 1947.

The Lighthouse is surrounded by shallow water and to approach it, it is necessary to have local knowledge or to be very brave, and also to have a

permit. Fortunately, we have P/C Fred Wichmann, AP to lead the way and take care of the details. Most boats will have to anchor out off the lighthouse and shore visitors will have to be ferried by dinghy or small boat to the island. Be sure to bring your mud boots as you may have to wade through some plough mud to get to shore.

The lighthouse excursion will leave from Leland Marine on Saturday at 1400 (high tide at 1619 at Jeremy Creek) and return by 1800. A pot-luck on the dock is planned at 1200.

If you are trailering your boat to McClellanville, you can put in at the Robert E. Ashley Landing, which is just a stone's throw from Leland's. Stop at Bulls Bay Supply, open 0700 to 1900, corner of Highways 17 and 45, to buy a \$10.00 one-day pass to use the Landing. Be at the marina by noon if you want to join the pot-luck.

After we get back from the lighthouse on Saturday, we are planning to meet at T.W. Graham's Restaurant for dinner. Call us if you want us to make dinner reservations for you.

Cruise Captains are P/C Billy and Lt/C Donna Lynes lynes@tds.net. Donna's cell phone is 843-696-2438 and Billy Lynes cell phone is 843-312-2876.

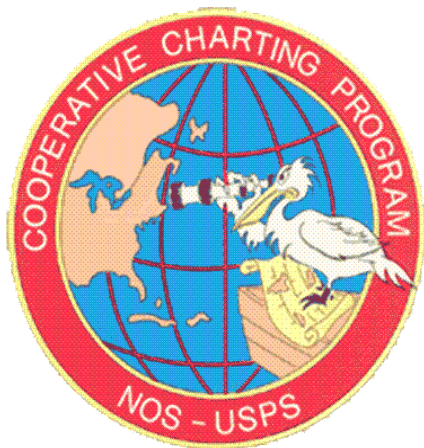
Capers Island Cruise

17-18 March 2012

This can be either a day trip or an overnight camping trip, on the island or boat. Contact the cruise captain as permits may be necessary.

Cruise Captain is Debra King. Phone 843-793-7527 or 843- 821-7776.

Cooperative Charting 2012



Participation in the Squadron's Cooperative Charting program is a great way to learn about our beautiful waterways and enjoy boating. Here is a brief description of the program and how you can get involved in Cooperative Charting. In this program, our members supply nautical chart information to the Marine Chart Division of the National Atmospheric Oceanographic Atmospheric Administration (NOAA). This information is used by NOAA to update nautical charts and Coast Pilot publications. In this program, The Charleston Sail and Power Squadron has "adopted" Nautical Chart 11518 (Intracoastal Waterway, South Carolina, Casino Creek to Beaufort River) and Chart 11522 (Stono and

North Edisto Rivers). Our responsibility in this "adoption" involves taking GPS fixes to verify the location of aids to navigation and other chart features, such as marina facilities on Charts 11518 and 11522. We also report damaged markers and shoaling to the US Coast Guard.

In the 2012 boating season, The Charleston Sail and Power Squadron will conduct Cooperative Charting in the Charleston area and on the Intracoastal Waterway. To do this, we need volunteers to go with us on day trips, collect GPS data and inspect waterway facilities shown on Charts 11518 or 11522.

If you are interested in learning more about Cooperative Charting or volunteering, contact: David Walsh, Squadron Cooperative Charting Chairman at wals6563@bellsouth or phone 843 556-3258. Cooperative Charting is fun, a great excuse to get on-the-water. Expenses are tax-deductible for fuel used in the Cooperative Charting program.



Squadron Member Taking a GPS Fix of a Navigation Buoy for Cooperative Charting

Engine Maintenance Class

Engine Maintenance Class

Repairs Boat Engine

The Charleston Power and Sail Squadron recently completed The USPS Engine Maintenance Course. The course started in September and finished in November. This year, 9 students were enrolled in the course. Instructors for the course were squadron members David Walsh and David Leaphart. Walsh covered overall theory and marine engine maintenance practices while Leaphart taught marine diesel engine maintenance. At the beginning of the course, a leak in the fuel tank of Walsh's boat "Reely Fun" was discovered. Mechanics at Dolphin Cove Marina announced that the boat needed a new fuel tank. On this boat, tank replacement involves removing the engine from the boat. This provided an available engine for the class to get some hands-on engine repair experience. Dolphin Cove Marina mechanics removed the 5.7 liter Mercruiser gasoline engine from the boat and placed in Walsh's pickup truck. Class members met at Walsh's home to evaluate the engine's performance. This evaluation identified three major engine defects. The engine's exhaust manifolds, risers and elbows were corroded, the raw water pump was defective and the number 5 cylinder had low compression. From this evaluation the students concluded that the engine needed a new raw water pump, thermostat, ex-



haust system and a valve job on both heads.

The students removed the manifolds, water pump and heads. Walsh ordered the necessary parts and brought the engine heads to a local machine shop for a "valve job." The class waited for several weeks for heads and parts to arrive. Upon arrival they went to work installing the rebuilt heads, raw water pump, and thermostat and a new exhaust system. They followed the Mercruiser Engine Manual's instructions closely during engine re-assembly. Upon completion, Walsh returned the repaired engine to Dolphin Cove for installation in the boat. The project was successful. When Dolphin Cove's mechanic started the repaired engine it ran like new. Thanks to the squadron Engine Maintenance class, the good ship "Reely Fun" has a peppy repaired engine to go along with its new 65 gallon gas tank. Here are some photos of the Charleston Sail and Power Squadron's 2011 Engine Maintenance students repairing "Reely Fun's" engine.



“Reely Fun’s” Engine in Instructor Dave Truck



Joel Green Watches Joe Rubin Use Torque Wrench to Tighten Head Bolts



Ted and Scott Erskine Remove the Engine Head



Checking Cylinder Compression: (left to right) Ted Erskine, Scott Erskine, Samuel Steinberg, Joel Greene, Joe Rubin



Samuel Steinberg and Joel Green Checking Cylinder Compression



“Reely Fun” Underway with Repaired Engine and New Gas Tank

Boating Safety

Hypothermia

by P/C Harl Porter, SN

Are you out on cold water or are you only a fair weather sailor / power boater?

If you do cold, what Safety Precautions have you taken for cold weather boating?

Remember at near the end of the Titanic movie when a ship's officer took a life boat back to look for survivors. Remember all the "floaters" with their PFDs on, but they only found one survivor (Rose – the heroine) on a "raft" (not in the water).

Life Jackets; they float, you don't. But Life Jackets will not prevent hypothermia. Loss of body heat, from exposure, is called hypothermia. Hypothermia can kill. Cold Water Immersion Suits provide both floatation and protection from the cold.

As suggested in the movie a wet person out of the water in 40-degree air will survive longer than a person in 40-degree water. Expected survival time in 40-degree water is 60 to 90 minutes with exhaustion or unconsciousness in approximately 30 minutes. Two or more persons in the water in a huddle (will conserve body heat) will survive longer than separate



individuals in the water. When in cold water, by self, draw knees up into Heat Escape Lessing Position.

All USCG small boats are equipped with type I PFDs and Cold Water Immersion Suits. USCG policy calls for hypothermia protection (Cold Water Immersion Suits) clothing to be worn when water temperature is below 60-degrees; the Safety at Sea Seminars also recommends Cold Water Immersion Suits if boating in water colder than 60-degrees. Typical Charleston Harbor water temperatures are: 50 in January and February and 57 in March. Expected survival time in 50 to 60-degree water is one to six hours with unconsciousness in one or two hours and loss of dexterity in 10 to 15-minutes. **Cold Water Immersion Suits** are expensive (around \$500) but if you are overboard in cold water it **may SAVE YOUR LIFE**.



District 26 Spring Conference

District 26 Spring Conference

9-10-11 March 2012

Hosted by Beaufort Sail and Power Squadron

The registration form is available in *026^o True*, the publication of District 26, and also on their website

www.usps.org/localusps/d26/

The conference starts on Friday, 09 March at 1300. Meetings of interest to squadron members on Friday are from 1500-1700 and include DB2000, Vessel Safety Checks, and BOC (Boat Operator Certificates).

Seminars on Saturday from 930-1030 are on Cooperative Charting and DB2000 again.

All squadron members and spouses are welcome to attend.

USPS National Appointed and Elected Officers from Charleston Squadron

Governing Board	Official Member	Edwin Kridler, SN
Education Department	OnCom – Offshore Nav.	Victor Schwartz, SN
	EMS ComElectro-Mechanical	Harl Porter, SN
Administrative Dept.	Leadership Department Committee	Ed Kridler, SN
Secretary’s Department	Communications Committee	Harl Porter, SN

District 26 Appointed and Elected Officers From Charleston Squadron

Executive Officer	District 26	Ed Kridler, SN
Executive Department	Co-op Charting	David Walsh, SN
Executive Department	Vessel Safety Check	Cynthia Kridler, AP
	Public Contact	Ed Kridler, SN

Member News

Since we started full time cruising in May 2010, we have put a lot of nautical miles under the keel and hours on the engines. Capt. Helen continues to be in command and does a fine job of driving ALLEZ! and taking care of the cruise planning, navigation etc. I have gotten my vision stabilized but it will not get any better so my duties as Chief Engineer keeping the systems all running, like air conditioning, sanitation, engines, generator, and the required oil changes, filter changes and things keep me busy.

We spent last winter in the middle keys, Marathon, FL to be specific, and then headed North for the Hurricane season. With the cost of fuel and the great deal we were offered to stay at the Cocoa Village Marina, in Cocoa, FL we didn't go any further. We thoroughly enjoyed the facility and Cocoa Village. Monthly dock parties, Concerts in the park, Fourth of July festivities, Classic Car Shows, Shuttle launches, Oktoberfest to name a few. We made it safely through the Hurricane season and have now turned south again to return to Marathon for the winter. Spring 2012 will see us heading north again, but this time we will continue and plan to stop in Charleston, S.C. hoping to make a squadron meeting in May 2012. After our stop in Charleston, the plan is to dead head to the Statue of Liberty, Hudson River and start our long planned trip around the Great Loop. See www.greatloop.org The N.Y. State Canal authority is confident on getting the Erie Canal fixed from the Hurricane Irene damage which was pretty extensive. It was amazing what water pressure can do to solid steel. This trip is a 6,000 mile circum-

navigation of the eastern half of the U.S. into Canada and Great Lakes and down to Mobile, Alabama across the Gulf of Mexico and back to Florida for the winter of 2012. This will probably be the West Coast of Florida - Ft Myers or Port Charlotte. If the canal is not fixed, the East Coast looks good with thoughts of Maine and feasting on Maine lobsters.

On March 31, 2012 we are underway to Fernandina



Beach, FL for the MTOA (Marine Trawler Owners Assoc) trawler rendezvous in mid-April.

Looking over our shoulder, we would not change our current life style at all. The 18 months of cruising have been totally enjoyable. We don't miss the house or cars. Our new Dahon Espresso bicycles are great transportation and great exercise.

Fair winds, cruise safe and enjoy,

Capt Helen and Chief Engineer Bob Onboard
ALLEZ! Lying Vero Beach, FL

Cell 864.430.7939 or 864.3801.2225

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Law Officer's Report

By Rob Turkewitz, Legal Officer

Know The Difference Between a Salvage and a Tow

Introduction

Every boater should know the difference between salvage and tow and check their insurance policy to confirm they are fully covered by insurance for possible salvage costs.

Underlying Principle Behind the Law of Salvage

In general, the law of salvage is based on the fact that the sea can be a dangerous and inhospitable place for mariners and when things go wrong, assistance from other mariners facing similar danger may be our only hope. As incentive to other mariners to render aid and assistance, salvors are rewarded with a percentage of the value of what they save.

Elements of a Salvage

1. Boat must be in peril, which is a situation that might expose boat or legally protected marine environment to loss or destruction. Examples include vessel hard aground on a rocky bottom and being pounded by waves; vessel taking on water and in danger of sinking; widespread fire raging aboard vessel, etc.



Law Officer's Report (Continued)

2. Salvor's actions must be voluntary and must not be under a preexisting obligation to help. Coast Guard rescue would not be eligible for salvage. Preexisting contract with towing company that covers services provided should also not be considered salvage.
3. Salvors must be successful in saving boat or minimizing damage.

Pointers

1. Maintain marine comprehensive/liability insurance on your boat and make sure your comprehensive insurance covers salvage costs up to full value of boat, and not a percentage of its value. Also, make sure there is no deduction for salvage costs. In addition, make sure your liability coverage includes the cost of wreck removal on top of your comprehensive coverage.
2. Maintain insurance with a towing company (i.e. TowBoatUS, SeaTow, etc.) and use that towing company whenever possible.
3. Be generally familiar with your towing companies' agreement and what it considers towing versus salvage. For example:

BoatUS - Covers breakdown or soft grounding, but specifically excludes. "salvage, including but not restricted to hard groundings, or assistance requiring more than one vessel, pumps, divers, airbags or other special equipment."

Sea Tow – "Sea Tow will provide free ungrounding assistance to *covered vessels* when all five of the following conditions apply, namely that the vessel: is in a stable, safe condition, is not in *dangerous surf* or inside a *dangerous surf* line, is surrounded by water on all sides, has some movement (for example rocking), and can be refloated upon initial arrival or at the next high tide in 15 minutes or less by one Sea Tow boat. Ungroundings that do not meet the foregoing criteria are considered salvage services and are invoiced to the *member* as such.

4. If faced with a situation that could be viewed as a salvage, request clarification from the towing company before services are accepted. If the responder is claiming salvage, request the work be done on a fixed price or time and materials basis before services are accepted, and get the quote in writing or have the oral agreement witnessed by a third party.

Law Officer's Report (Continued)

5. Recognizing that it is almost impossible to assess and interpret the language of a contract in times of stress, you may wish to avoid signing a salvage contract if at all possible, especially since no written contract is necessary for salvage to apply. Always avoid signing the Lloyds of London contract known as the "Standard Open Form Salvage Contract."
6. Notify your comprehensive/liability insurance carrier immediately in the event you are assisted by a responder who is claiming salvage. Most insurance contracts require that the insured place the insurance company on notice of a claim within a certain time period and failure to timely place the company on notice could be used as grounds for denial of the claim.



Editor's Note

Deadline for Next Palmetto Log (Apr/May)

15 March 2012

Format for Submitting Articles

Articles for the Log should be submitted in Word or RTF format

Photos for the log should be submitted in JPG or TIF format.

Email articles to:

Wendy Walsh at: wals6564@bellsouth.net

or

Commander Elise Jorgens at: elise.jorgens@gmail.com

THE PALMETTO LOG

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www.usps.org/localusps/cps/

BOATING IS FUN...WE'LL SHOW YOU HOW



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