



The Palmetto Log

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

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Coming Events

24-26 January - Charleston Boat Show - Charleston
Area Convention Center

6 February - ExCom Meeting - 1830

8 February - ABC Class - 0800

10 February - Courses Begin

13 February - Membership Meeting - 1800

15 February - Cruise to Charleston Harbor Resort
and Marina

28 February - Deadline for submission to 15 March
Palmetto Log

6 March - ExCom Meeting - 1830

13 March - Membership Meeting -- 1800

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

22-23 March - Cruise to Capers Island

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, AP; A/O Paul Mitchell, JN



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 Cdr Karl Naugle.

December was an exciting month. We had 55 people attend the holiday celebration on 12 December. Trying to use longitude and latitude to get our waypoint numbers for the gift exchange, we all helped each other get the answers using a variety of skills learned in our courses. The best message was sent by the people attending who donated \$1,155—and a new computer—towards our education program.

On 07 December the crews of 25 boats were busy rigging lights, sails, trees and other decorations on their boats in a quest to win one of the six cash prizes in the Parade of Boats in Charleston Harbor. All were watching the weather reports and looking at the charts prepared by P/C Dick Howells (who directs this effort each year), awaiting the chance to take their boats and crews out to the center of the harbor and join into a growing circle of boats led by our own P/C Tony Ward and P/C Boo Ward. Many of our members pitched in taking pictures, helping to score the judges' ratings, and piloting the marker boats that guided the decorated boats past the judges. By 1800 the temperature had dropped, the wind was almost gale force and it began to rain. But the weather could not stop the Parade of Boats, which is sponsored by the City of Charleston along with the Charleston Sail and Power Squadron. It's a celebration that many Charleston citizens look forward to each year.

December also brought a very successful cruise to the Charleston Harbor Yacht Club on the 14th, with cruise director, P/C Tony Ward. Although the weather was poor, the spirits were high. Tony and his wife Boo arranged for a lunch of grilled hamburgers and



all the fixin's. There were many guests from the Meet Up Club. Three of them, Phyllis Johnson, Fiona Purvis and Teresa Rogers, have joined the squadron. Wendy Hermance is planning to join and David Ryeson, is considering joining us. We spent three hours discussing boating, education, parties and generally enjoying being members of a group that has one common bond: we all enjoy boating.

We are growing! At some of these events, we welcomed back members who have brought their memberships up to date, and we have had invited guests and attracted several new members. We on the bridge look forward to a great year. We have added more cruise opportunities and our A/O, Paul Mitchell, has a variety of new speakers and some favorite meal choices coming up. Our challenge this year is to have more fun with each other and invite people to meetings and activities. We look forward to more good times and more new members.

Come join the fun at the next cruise February 15 at the Charleston Harbor Resort and Marina. Email Elizabeth Wenner about Charleston Harbor Resort.

What's ahead? Check your email and our webpage often. Our new web master, Bill Quick, is keeping us well informed. We now have five new instructors and are traveling to any group who wants a course on boat safety. We are enjoying being able to sell courses in a new setting. Our youth grant director, P/C Billy Lynes, has pushed forward on many fronts too, and we look forward to seeing what he creates next.



Spring Conference March 14-16 Anderson SC

Golden Corner Lakes Power Squadron is hosting this year's Spring Conference and once again, it's going to be a memorable occasion. Friday starts off with a St. Patrick's day bash, complete with a festive party, prizes and of course, corned beef. We've done everything possible to keep the costs down. Go to the District Website and check it out. <http://www.usps.org/d26/> Wearing of the green isn't mandatory, but you may want to just the same. Unfortunately, our cutoff date is February 20th as another large conference is in need of hotel space. See you there.

CHARLESTON SAIL AND POWER SQUADRON

From the Education Officer Lt/C Nelson Hicks, SN

All four of our Fall classes are now complete, and hearty congratulations go out to the following:

- Passing Engine Maintenance, taught by David Walsh, were David Apel, Tim Broderick, Joe Ewalt, Tony and Beverley Marchesani, Karen Race and Paul Wood.
- Passing Weather, taught by Ed Kridler, were Robin Altman, Deb Brown, Rick Cone, Tony and Beverley Marchesani, Paul Mitchell and Karen Race.
- Passing Seamanship, taught by Dick Howells, were Deb Brown, Doug Degood, John Graham, Art McDonald, Karen Race and Paul Wood.
- And finally, passing Cruise Planning, taught by Nelson Hicks, were Basil and Mary Acock, Joe Ewalt and Paul Mitchell.

Congratulations to you all. The several miscues we had are being addressed by our instructors with review and retest free of charge, as is our policy. Your comments, concerns, and suggestions for the Squadron Education program are always welcome (contact information below).

Junior Navigation will be taught beginning in February, 2014, by our resident wizard in this subject, Ed Kridler. In Junior Navigation, students will continue to use GPS as the primary position sensor, as they learned 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 the longer passages. Since visible terrestrial landmarks are no longer available to the navigator as reference points, in the Junior Navigation course, students will learn to substitute celestial objects such as the sun as reference points. The course begins with the study of celestial navigation, teaching students to take sights on the sun with a marine sextant and derive a line of position from that observation. Next, students apply the principles learned in Advanced Piloting, and plot a running fix from two sun sights taken about four hours apart. Once students have learned the basics of celestial sight reduction, the course continues with planning, positioning, and checking one's position in the offshore environment, using both electronic and celestial tools.

In February, your Squadron is also offering Piloting, Seamanship and Advanced Piloting, depending on the interest of the membership, and Marine Navigation Systems as described on the next page by instructor Harl Porter.

Please contact Squadron Education Officer, Nelson Hicks at nelsonhicks@comcast.net or [843-270-6218](tel:843-270-6218) to register for any of the classes due to start in February, 2014. Your comments on our Education program in general and your specific needs are welcome at any time.

Marine Navigation Systems **P/C Harl Porter, SN**

Marine Navigation Systems, which was offered to USPS as the replacement for ME103, will be taught this Spring by P/C Harl Porter. Class starts on Wednesday 12 February at 1830; class will be five weeks long plus a 6th night for review and exam. This course is designed to teach the theory, operations and maintenance of various Electronic Navigation Systems. It also contains an excellent chapter (*not* tested) on electronic unit troubleshooting which will permit skilled boaters to correct approximately 90% of their electronic problems.

This course is recommended both for members who have not taken ME103 and for members who took the old ME103 and need a technology update. There are no prerequisites. Students will be provided a CD containing both the text and copies of all PowerPoint slides. Upon completion, students will take the ME103 exam and get credit for ME103.

Marine Navigation Systems features a complete rewrite of what was ME103. This course presents a solid foundation in Depth Sounders, Radar, Global Positioning System (GPS) receivers and Chart Plotters. Also covered is Computer-Assisted Navigation software. Topics include both their proper operation and repair. There are new chapters on Maintenance and Automatic Identification System (AIS). Other chapters have been updated and expanded as ME103 is based on technology over ten years old.

To get credit for Marine Electronics you need to complete any two of the three Marine Electronics Classes. The three classes are: *Marine Electrical Systems* (replaced ME101), *Marine Communications Systems* (replaced ME102) and *Marine Electronics for Navigation* (ME103).

Updates on the CSPA Website **Webmaster Bill Quick, S**

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 cruises and courses, the website now includes:

- A photo on the homepage from one of our recent events, and a direct link from that photo to other photos about that event. (The photos are located on our Facebook page.)
- A webpage with nautical humor, mostly one-liners. (Look for the word "Humor" on the pale blue menu on the left side of every page to find the link to this webpage.) I'd be happy to add more one-liners, and if sufficiently funny to make me laugh out loud, longer jokes.
- Back issues of the Palmetto Log, from 2001 to 2007. It's interesting to see what activities CSPA was doing years ago -- some are very similar to today's activities, and some were very different. (By the way, I found these using an on-line archive, the Wayback Machine. We're still missing some old issues, so if you kept a collection, especially between 2007 and 2010, please let me know!)

Safety Column: Importance of Keeping a Ship's Log **P/C Harl Porter, SN**

Does your vessel have a Ship's Log? If you answered "No," I recommend that one of your new year's resolutions be to start and use a Ship's Log for your vessel.

Originally a **Ship's Log** or **Logbook** was a book used to record chip log readings; a chip log is a device that was used to measure the distance run through the water in a given period of time. Today a **Ship's Log** has grown to contain many other types of information and is a record of operational data (navigation and maintenance) relating to your vessel. It is a historical record of the utilization of your vessel: who was on it, date, duration and destination of every cruise, significant on-the-water events and major maintenance and/or repair of the vessel.

Logbook entries are sometimes of great importance in legal cases involving maritime disputes. Examination of the detail in a ship's log is often an important part of the investigative process for official maritime inquiries, in much the same way as a "black box" is used on airplanes. They also make interesting reading and will refresh your memory.

Ship's Log recommendations

Physically, your Log should be a hardbound book with pre-numbered pages, not a loose-leaf book. Entries should be in ballpoint pen, not in pencil that can be erased or in felt tipped pen that will run when wet.

Minimum entries

- Date vessel used, departure time/engine hours and arrival time/engine hours
- Names of all people on board
- Position reports for 0600, 1200, 1800 and 2400 (only for times underway)
- Name/location of nights away from home marina
- Time that bridges and locks were passed
- Time that running lights and radar were turned on and off
- Any significant events or assistance requested or given, plus details of any "Mayday" calls involved with (not heard, but played an active part in)
- Any vessel problems noted while underway (for latter repair)
- Refueling gallons with engine hours (latter used to calculate fuel consumption per hour)
- When water tanks were topped off and holding tank pumped

Maintenance entries

On my vessel the **Operation Log** starts on page 1 and continues toward the end of the logbook. My **Maintenance Log** starts on the last and continues toward the front of the logbook.

All major items (new and replacement) purchased for the boat are recorded (date and cost). It is nice to know how old the starting and house batteries are, etc.; how old are dock lines; for us sailors how old is our running rigging. Preventive and corrective maintenance by owner or paid mechanic are also recorded as well as when raw water impeller, belts, hoses, etc. were last replaced.

From our Facebook page: "CSPS youth outreach recently worked with nearly fifty American Heritage Girls. Don't forget to wear those PFD's, ladies!"



Billy and Donna Lynes with a few of the American Heritage Girls, learning about boating safety!



Youth Activities Report P/C Billy Lynes, SN

Hello from the Youth Outreach initiative, which is all of us I hope. It is going to be very challenging to out-do last year, when we carried the water safety message to over 400 youth. I (we) accept the challenge. Contacts are already being made to confirm dates for carrying the boating safety message to tomorrow's boaters. If you have any suggestions or contact information about groups that might like a presentation, please share it. Our HQ building served our youth program well under the capable leadership of our educational personnel to provide DNR-required license opportunities to youth. Our squadron has the resources and expertise to take these educational opportunities to other groups' meeting places as well. Just recently we presented the ABC class to Ashley Hall students and parents at their facility. This year you will find us at American Heritage Girls and Boy Scouts of America meetings, youth police/summer camps after end of school year and at public libraries in the tri-county area. We are mobile. Please add to our list. Remember, when we reach out to youth, their parents are listening also.

Cruising with ALLEZ!

Bob Kovach, AP, with assistance from Helen Dietrick Kovach, AP

If you have ever dreamed of going cruising on your boat and maybe have been reluctant to try, here is how you get started. Remember “Boating Is Fun” and USPS showed us how. You can use the boat you have, with some planning. And if it is a trailer-able boat, piece of cake. We have read there are estimated 14,000 boats transiting the AICW each year, so you will not be alone.

We left Charleston, S.C. mid-May 2010 on our shakedown cruise to Baltimore. Living onboard is not using it and we did not put a lot of hours on the engines living in Charleston. The shakedown cruise showed us what worked and what needed attention. We stopped in Kilmarnock, VA, and had a friend install our Magnum 2812 (2800 watt inverter). We stopped again in Galesville, MD, and installed the anchor wash down pump to get Chesapeake mud off the anchor and chain. Boy don't leave home without one of those. Our pump uses salt water for the wash-down.



We spent July 4th in Baltimore at the inner Harbor. Front Row seats for the fireworks show. We had the two new 110 amp alternators rebuilt in Baltimore. We burned them both up. Took a while to figure out what was going wrong. Long Story.

We cruised all the garden spots of the Chesapeake Bay both eastern and western shores—St. Michaels, Cambridge, Oxford, Annapolis and several gunk holes. We went up the Potomac River, 150 miles each way, and spent three weeks in Washington, DC. At some time we have to go back for another month at

least to see the rest. Most of Washington DC is FREE. Gang Plank Marina was convenient to the bus line and subway.

We have worked our way up and down the ICW several times. Each time we stop at different places to explore. We have gone up and down the St. John's River, anchored at Cumberland Island, explored rivers off the ICW, visited more forts than we knew existed and met interesting people everywhere.

We travel from Monday - Thursday and pick a destination we want to visit. We let the locals go crazy on the waterway with their PWCs and small powerboats on the weekends.

We have learned how to best deal with the bridges on the ICW. With our air draft most of them have to open for us, and we have all the bridges loaded in the chart plotter. There is a stretch in Florida where there are 22 bridges to clear in a day.

The high-rise condos (viewed under the bridge in the photo) are called “Sky living” but often they create a wind tunnel that can make waiting for bridge openings a challenge.



We have only scratched the surface with our cruising, there is so much more to see. We have become amateur radio (Ham) operators and use our single side band radio (SSB) to talk to people all over the world

There are a lot of sailors out there. We have traveled for days and weeks with some. We anchor out together and see them along the way from time to time. Interestingly you always hear the talk about “blow boaters” (sailors) and Stink Potters (power boaters) but we have learned when you’re out there together in anchorages and marinas, enjoying Happy Hour, we are all just Boaters enjoying the life style.

What kind of boat you have makes no difference. We help each other with mechanical issues, navigation questions, host each other on each other’s boats for drinks etc. We swap our Boat Cards and have made many friends along the entire east coast. These folks are from all parts of the U.S.A and foreign countries. Plus we stay in touch via SSB radio, swap weather conditions and sea conditions. The boating fraternity is close knit.

Think about some cruising beyond Charleston. There is so much to see out there. And time can possibly get short on you one day.

Captains Helen and Bob Kovach



CHARLESTON SAIL AND POWER SQUADRON

Announcing: Winners of CSPA's First Annual Photo Contest

P/C Donna Lynes, SN

Our first annual photo contest was a success with sixteen photos entered. Photos were displayed and judged by an outside panel at the Change of Watch. Joan Naugle took first place with her photo capturing clouds rolling in over Dominica. Robert Kovach won second place with "The New Face of Manhattan," taken from the bow of *Allez!* cruising up the Hudson River on their Great Loop trip. Billy Lynes took third place with his photo of sunset on Lake Moultrie taken at the Boy Scout camp on the lake. Winners received West Marine gift cards. All entries will be displayed at a dinner meeting soon. Start shooting now for the second annual contest!



*At left, First Place photo by
Joan Naugle*



*Above, Second Place photo by
Robert Kovach, and at
left, Third Place photo by
Billy Lynes*



Congratulations to all the winners.

Editor's Note: This article departs from the normal Palmetto Log format in that it is somewhat longer than usual. It was submitted by Tim Taylor, recipient of the squadron's Student of the Year Award in 2012. Please let me know your thoughts on a piece like this. I have had several others sent in or suggested and could probably run a longer article like this in every issue if there is interest from readers. Such articles are more evidence of the many interests and accomplishments of our members!

Steam-Bending Wood

Tim Taylor, JN

At my boatshop here in Charleston, I'm currently working on restoring a 1949 Chris Craft 17 ft. Deluxe Runabout. I'm replacing the bottom, rebuilding the engine, and doing some other things to restore the boat to its original luster. Since it's a mahogany runabout, the process involves steam-bending wood. This article will give you a general idea of what's involved. It's not magic, but it does require some specialized equipment, all of which you can make yourself!

The keel will need to be bent to the curve of the bottom. At least the forward part of it will be. The aft 8 feet is supposed to be "straight as a string". Also, the inner chines will be bent into their chine landings on the frames of the boat. And the lower transom bow will be bent to an 8 ft. radius curve per the original design drawings. To get ready for this, I needed to build some very specific equipment.



The steam generator pictured here is a nice design I got from Don Danenberg's excellent book, *The Complete Wooden Runabout Restoration Guide*. The main tube is a piece of 2 inch black iron pipe fitted with a heating element for a commercial water heater in the bottom end. Note the electric cord running to the bottom of this unit. Off the main tube, there's a secondary tube, to which a sight glass is plumbed. The sight glass let's you monitor the water level so the heating element doesn't run dry. Water is supplied through a garden hose to the bottom, and regulated by a gate valve to maintain a constant water level. This is easier to do than it might sound as the secondary tube calms the water level fluctuation caused by boiling at the heating element. Steam is delivered through a piece of automotive heater hose attached to a nipple at the top of the primary tube.

Needless to say, you don't want this unit to hold pressure. And you want to make *very* sure you have it properly grounded. It gets hot-- 207 degrees by my measurement at the external of the primary tube near the heating element. Hot steam, water and electricity can be a bad mix if not managed well. I always keep a close eye on this piece whenever I'm using it.

Steam-bending wood allows the wood grain to follow the curve of the finished piece, making for a much stronger part than if you were to simply cut a curved piece out of a straight board, thereby cutting across the grain at the ends of the curve. Also, it's much more economical.

Most lumber comes in straight pieces. You waste much less by bending a straight piece to the curve you want.

When we steam bend wood, we use the heat of steam to soften the cell walls and the lignin in the wood structure (the natural glue that holds the wood cells together). According to Webster's dictionary, lignin actually makes up one-third to one-fourth the weight of wood, and after cellulose, it is the most abundant organic compound on earth.



Once the wood cools, the lignin re-solidifies and the wood retains the curve without wanting to spring back to its original shape. The water in the steam does not add water to the wood. It's just a way of transferring heat to the wood. The rule of thumb is to cook the wood 1 hour for each inch of thickness. Then take it out and see if it feels rubbery like it will bend into the shape you want it. If not, put it back in and cook it some more.

We'll need a box for soaking wood before bending, which can double as a steam box. So, I put together a box out of 2x lumber that is 18' 1" long, 9-1/2" wide, and 13" deep (shown at left). This should accommodate all the pieces for this boat and future projects as well. The box is lined with 6 mil plastic from the local hardware store, which can be removed when it's used as a steam box.

The first piece I bent was the lower transom bow. I chose it because it was short, and I figured it would be easy to handle without the help of another person. You have to get the piece out of the steamer and onto the form quickly, before it cools. So if it's long or cumbersome, it helps to have more than one person.

This boat has a curved transom with an 8 ft. radius to the curve. There aren't enough pieces in the actual transom framing to support a smooth, even clamping surface, so I had to build a form. For everything else, we can use the boat framework as our form (i.e. keel, chines, and planks).

Here's the lower transom bow clamped to the form. I tried 3 times to bend a piece I could use. But alas, because the oak was about 1-1/2 inches thick, and because the bend was so severe, I got too much spring-back. The bent piece could be clamped to the boat framing, and forced to the proper shape, but this isn't really what you want. Particularly with the transom, you want the bow to describe the curve and hold that curve. Forcing a piece to a tighter curve here



runs the risk of having the bow stress some of the joints and pull them apart. I guess that's why the original transom bow was sawed on a curve.

I didn't like the idea of sawing this piece on a curve. It gives you too much short grain at the ends of the curve, which can split. Of course, it worked for 60 years. We have the original transom bow to prove it. But there's a better way. I finally chose to laminate oak strips to the correct curve, using the form I've already built.

Next it was time to move ahead and bend in the keel and chines. I was able to use the framework of the boat for my form for these pieces. They're much longer (they run the whole length of the boat), and you need two people to get them out of the steamer and onto the boat quickly. So I enlisted the help of some good friends. Incidentally, I'm always looking for helpers at the boatshop for this kind of task. There are just some things that can't be done with just two hands!

Finally, after the chine was bent onto the boat frame, it was wrapped in wet towels to let it cool and dry slowly--over several days. Here's a picture of it. Not much to see really. But it's there under the rags.



If you're interested in reading more about this project, check out my website at www.AshleyRiverBoatworks.com

If you'd like to stop by sometime, we're located at 1856 Belgrade Ave., Unit B1. Call me ahead of time at 843 789 0511. I'm a one-person shop, so it's a good idea to make sure I'll be there.

Every Member is Important to the Charleston Sail and Power Squadron Cdr Karl Naugle, P



I started the year by answering the question for a member about why he should join the squadron and what it was worth to him. Then, I had a discussion at the Charleston Harbor Yacht Club cruise that got me to considering the other side of the coin.

Why is every member valuable? I can honestly answer it by looking at the contributions you all make. No not fund raising. There are many ways to contribute to the squadron in time, energy, ideas, discussions and just friendship.

The easy answer is that all of us pay dues and the money keeps the club running by paying the utilities, insurance, and membership to the national USPS. We get many benefits from belonging to our National and District organizations. That's another article in itself!

The other contributions from members fall into many categories.

Meeting attendance helps with our friendships, and speakers help us learn. Who would have known of the hard life of the 20 Harbor Pilots? We learned that from a meeting speaker.

In the conversations at meetings we learn from each other about our boats, our health, our need to be friends with others. There is no end to what comes from these casual conversations.

Then there are the cruises. Many don't have a boat or have one in repair. We offer to crew with someone. I know I personally cannot afford a sailboat and a powerboat but I can always find someone to crew for in a variety of places. In like manner, I have shared my powerboat with many people. It's a lot more fun to go boating with someone than alone. The squadron has many different boats and lots of unique opportunities to share the rides.

Civic activities offer another way to show worth. Teaching classes allows each member to help make people safer and smarter about boating. We have our youth grant to help young people learn to be safe before they learn bad habits. Our Co-operative charting adventures offer friendship and learning. Even more important they chart the waters making them safer since the Coast Guard is tied up with homeland security. We have taken classes on CPR and boaters over 50. Senior boaters are always out there because we can be.

Vessel Safety Inspections are in a category by themselves because we have many members who have done them and many more who are going to learn how. What a great opportunity to meet new people, share life-saving tips, and make the vessels safer. We recently got a chance to inspect several boats for people who had been given tickets by the coast guard for minor infractions that could have fines up to \$8,000. But if we inspected them and they corrected the problem the fines were dropped. At the same time our inspectors shared all their boating knowledge and in return found people who wanted someone to go fishing or scuba diving with. It always amazes me when you invite them to join, and they are happy to learn that within our club there are people who are important just because they contribute their friendship and companionship.

Ever visited a member at home or in the hospital? Not everyone is comfortable doing that, but again it's another area where some members are important.

I cannot list all the ways that each member is important. I have even met someone at the spring clean-up and found out later he is one of the graders of that Piloting test I took.

Historically, we were a part of patrolling and guarding the harbors during past wars. Now we are a part of Homeland Security through our membership in FEMA and the Homeland Security Team. We help people to be prepared for natural disasters and other dangers both on the water and on land.

I am sure you can add to the list, but the important thing is that we should each look inside ourselves and know that we are important as members of the club. We all serve our roles well. Like we say, Boating is fun! Come let us show you how!

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:

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

For issue to be published on:

15 Mar 15 May 15 July 15 Sept 15 Nov 15 Jan

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.

The Palmetto Log

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CharlestonSailandPowerSquadron.org

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