

The Palmetto Log



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

Volume 66 Issue 3

May-June 2013

Coming Events

May

18-24—Safe Boating Week (main activities on 18 May)

June

6—EXCOM Meeting - 1830

8—ABC class

13—Membership Meeting/Event, Dinner Cruise - 1800

22-23—Cruise to Bass Creek

27—EXCOM Meeting (replaces meeting that falls on 4 July)

30—Submission deadline for July-August *Palmetto Log*

July

11—Membership Meeting

20—Cruise to Cummings Point

August

1—EXCOM Meeting - 1830

8—Membership Meeting - 1800

10—ABC Class

18—Cruise to Sea Island Yacht Club

31—Submission deadline for September-October *Palmetto Log*

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

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Message from the Commander Commander Donna Lynes, SN



Looking back on recent events, a Dickens quote comes to mind: “It was the best of times; it was the worst of times.” Our successes lately have been many—our April ABC class was the largest in recent memory, our Boy Scout merit badge class went exceedingly well, the Edisto cruise was well attended and we had a great time. However, we cannot help feeling a certain emptiness at the absence of our dear friend Ken Lewis. Ken was among our most active members and we will feel the loss for quite a while. He could always be depended upon to come up with a smile and a great idea, and it was an honor to have worked with him.

With summer just around the corner and with it the boating season, it is time for CSPA to do what we do best—promote safe boating. Safe Boating Week will kick off 18 May, and our plan is to man our two adopted boat landings, W.O. Thomas (Leeds Avenue) and Wappoo, with vessel examiners and tons of free literature. I hope to see many of you there. Remember, too, to volunteer for that great service opportunity we have to provide support boats for the Lowcountry Splash on 01 June. If you are a power boater, this is an exciting way to benefit the community and promote water safety. The proceeds of Lowcountry Splash go to the Logan Rutledge Children’s Foundation, which funds swimming lessons and other programs for children.

Be sure to join us for the June dinner meeting when we will cruise Charleston Harbor aboard the *Charleston Explorer*. Some of you may remember that we did this a couple of years ago and it was a ton of fun. We’ll have barbeque aboard the boat and a cash bar. Look for a flyer soon with details.

Folks, I have now served half of my term as commander. When I took the position, I challenged you to participate in one more event this year than you did last year. If you attended four dinner meetings last year, try for five this year. If you did not take a class last year, take one this year.

This midpoint is a great time to stop and take inventory of your participation. Have you accepted my challenge? If the answer is yes, accept my gratitude. If not, let’s get crackin’!

Message from the Executive Officer Lt. Commander Karl Naugle, S



From the Desk of the X/O:

Many things have happened this month some good and some sad. The best is to tell the good things and they emphasize the positives in the sad things.

Captain Carl Huff is on track with the Vessel Safety inspectors to reach 100 inspections. Bet you did not know that last year we came in second in district 26! Good job to the whole team of inspectors.

The three year housing plan is about in the middle and already there are major changes in the building. The addition of the front wall projection screen, storage shelves in the back classroom and the new bar are good examples of how the housing committee used the members' survey to improve the facility.

Two times this year, Ken Lewis' dream of increased ABC safety courses came true. Saturday 20 April 2013 saw 20 new students in ABC and 7 of those were teens. It was almost a full house. We still have a 8 June class coming. So it's possible that we will have taught over 60 people already this year.

Thanks to Commander Donna Lynes and Past Commander Billy Lynes, we have a grant to help educate students who are not adults yet. It provides for many learning and participation opportunities so young people can learn to love boating, and frequently the parents and even whole families are taking the classes together. Several new members have come from these classes.

We have 5 new instructors ready to help us in our quest to educate boaters. Until this spring, the Instructor Development course had not been offered for a few years. Thanks to Chet Rogers for teaching that to our eager learners.

One of our students completed her quest to complete Senior Navigator. Great Job, Commander Lynes!

Let's get our boats ship shape, start enjoying the summer breezes and get out on the water again. Call each other and set mini cruises. Get to know each other and the new members. Summer is here and it's time to go Boating!!!!!!!!!!!!

From the Education Department
by Nelson Hicks, SN
Interim Education Officer

As interim Squadron Education Officer, I appreciate the tremendous effort the late Ken Lewis put into our Education Program. Ken has worked very hard in the last several years to enhance our Squadron's education program and my goal is to carry on that effort.

We must dedicate ourselves to follow Ken's lead and rehabilitate our Squadron Education program. The USPS has a full range of boating courses beginning with the ABC (Americas Boating Course) through Navigation with a series of core courses and electives in between. The Charleston Squadron has developed a strong group of experienced instructors and the National provides updated training materials. What is missing in our Squadron's Education Program is the most important ingredient - students!

I am addressing this plea to all members and their spouses; please take a Power Squadron course and use the resource programs of your organization to prepare yourself to be better and safer boaters. Prepare for cruising locally and to distant locations and understand the navigational aspects of the sun, moon, and the stars. Learn how to maintain your engine, how to sail a boat, to properly use your ship's radio and other electrical gear, and understand the complexities of our weather.

Please take a moment to reflect on the following courses and please respond with your thoughts. I need to know from the membership which courses you want offered in Fall 2013. We have instructors standing by and all we need are the interested students.

Core Courses for Advanced Grades:

Seamanship, Piloting, Advanced Piloting, Junior Navigation, Navigation

Elective Courses:

Marine Electrical Systems, Marine Communications, Engine Maintenance, Weather, Sail, Cruise Planning, and Instructor Development.

The Squadron Education program needs your input: What courses do you want to see offered next Fall? What is holding you back from taking our courses. I would appreciate email responses from all members to these questions. Your comments regarding our education program are necessary if we are to continue as the nation's foremost boating educational organization.

Update on Spring 2013 Classes

Our winter/spring education season is winding down. The Marine Communications Systems Class had seven students; three audits and four wrote the final exam. All four passed. Congratulations to: Cdr Donna Lynes, Joe Ewalt, Joe McConnell and Bill Quick. The three Audits were: P/C Billy Lynes, Mike Fauss, and Frank Rogers. Instructor was P/C Harl Porter, SN. Just finishing up are classes in Advanced Piloting with 2 students, Piloting with 7 students, and Navigation with one student.

The Squadron had a very successful ABC (American Boating Course) class on 20 April with 20 students that included 7 teenagers. The ABC class is an 8 hour program that introduces students to all aspects of recreational boating. Proficiency tests are given that gain successful students certification from both the USPS and SCDNR. All students in the 20 April class passed successfully. Our next ABC class is scheduled for 8 June 2013.

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



Remember to contact CSPPS Boating Activities Director Elizabeth Wenner, shown here on Sojourner, for information related to cruises or other on-water events. Elizabeth can be reached at (843) 442-2253 or elizabethwenner@gmail.com.

Boating Safety

by P/C Harl Porter, SN

Situation Awareness is a military term that describes always knowing where you are, your orientation (for us mariners - we hope it is afloat), knowledge of other objects in your immediate vicinity (for us mariners - location of other vessels and hazards to navigation), knowledge of expected weather (wind, current, tide, visibility and precipitation), location of enemy (think big ships on a collision course), and best course of action (bearing and range to next “waypoint” and location of nearest safe haven).

To maintain Situation Awareness you must also keep a good visual lookout. Don't bury your head in your instruments (compass, GPS, radar, etc.); and don't get sidetracked (watching and talking with others in your boat). The captain (helmsperson) needs to think ahead of the boat (what is one, two and five minutes ahead on your intended course?). A distracted helmsperson is dangerous. Two true “Sea Stories” will illustrate:

Going through the Chesapeake and Delaware canal, a large powerboat just ahead of a Power Squadron friend suddenly made a sharp turn and ran his boat up on the rocks. Being a conscientious Power Squadron boater, my friend stopped and asked, “What happened? Are there any injuries?” The answer was, “I dropped my beer and when I bent over retrieve it my boat veered and ended up on the rocks.” It only takes a couple of seconds of distraction from the helm to get in trouble. How many times have you reached or looked for something while underway at the helm?

To maintain Situation Awareness:

- Don't get distracted
- Watch out for known hazards.
- Appoint and use a lookout.
- Anticipate where your boat will be in the next couple of minutes to keep it out of harm's way.

How do you hit a buoy while coming to the aid of a distressed boater? This is what a local boater did recently. Buoys do not move and their location is shown on your chart-plotter/GPS; plus, in Charleston Harbor, you should have local knowledge of where the Nav aids are. The results of the investigation of this incident have not been made public, but if I were to guess, I would expect the cause to be captain's error. Did he appoint one of his crew as a lookout? Was he thinking several minutes ahead of his boat or was he fixed on the rescue 10 minutes ahead? Nav Rule 5 states: “Every vessel shall have at all times a proper look-out....”

On USCG boats, minimum crew size is three. The two boat crew members are always tasked, one as forward lookout and the other as abeam

and aft lookout. The boater in this incident should have had a lookout.

Youth Outreach News by P/C Billy Lynes, N

Your Charleston Sail and Power Squadron has been busy contributing to safe boating among our youthful mariners. On 13 April five Scouts attended our Scout specific Small Boat Sailing Merit Badge session. Many thanks to Ken Beeber and Nelson Hicks for their time and expertise and Timberland High School for the CPR mannequins in this successful effort. Our 20 April ABC class was well attended and included seven youth and their families. We appreciate everyone's help spreading the word. On 29 April six Cub Scouts of Pack 743 boarded a Power Squadron boat for life jacket training and to promote our Boarman Youth Poster Contest. Check our squadron Facebook page for photos.

Remember that we have a generous grant to financially support our efforts to educate youth about boating safely. You can play an important role in this effort by helping spread the word of the availability of our educational opportunities. We are very flexible with our message and can take the safe boating message to places like Scout meetings, swimming classes, church youth groups and don't forget the various youth camps in our area after school is over for the summer. We are already committed to Moncks Corner Police Explorers the 2nd week and Cub Scout Day Camp the 3rd week of June. Remember that when we work with young people we not only educate a new generation of boaters, we draw their whole family into our squadron activities.

Clean-Up Day at CSPS Headquarters by X/O Karl Naugle, S



3 April 2013 was the annual Squadron Headquarters Clean-up Day. They said it was getting better each year and less and less to do. They were right so we added a new bar. With lots of work from the contractor we hired, we got it open and running in no time thanks the project management of Rick Cone and then his fine touches.

There is not room to list all we did on Clean-up Day, but you will be able to tell the difference we made. Here is just a sample of what we accomplished:

- Cleaned out the yard, the parking lot, and the bushes
- Finished up the new bar and painted the trim
- Painted the ceiling and the trim in the main room
- Put storage cabinets in the back room, allowing tidying up and creating more room





Thanks to all the members listed below who donated time on 3 April and all week working with Rick Cone. Working for the 3rd year in a row, they made the building look even newer and cleaner. No one can doubt that the second year of the 3-year plan is helping the building take on a new identity.

Rick Cone
Joe Ewalt
Bob Gissell
Joel Greene
Ed Kridler
Billy Lynes
Donna Lynes

Karl Naugle
Harl Porter
Victor Schwartz
Samuel Steinberg
Don Todd
David Walsh
Paul Wood

Headquarters Bar Renovation

by Lt/C Rick Cone, N

In last year's member survey, many of you commented that our building was in need of updates. Your Housing Committee, with your ExCom's review and approval, has made numerous upgrades at Headquarters since that time.

For those of you that were unable to attend the April 11 dinner/birthday meeting, we hope to see you in May so that you can enjoy the bar renovation that was just completed.

Between our March and April meetings, the bar closet was removed, the closet shelving was removed and reinstalled into the rear storage room, a serve-thru bar window with lockable shutters was installed, the floor tile replaced where the closet once stood, and custom cabinetry was built in the bar room to make it more user friendly for storing our

liquid refreshments and for our volunteer bartenders. Ceiling spotlights were installed to highlight our bar serving window.



We funded this \$1500 project through member donations, and we want to thank everyone who contributed at our last several meetings, as well as the following members for their generosity:



Donors to Bar Renovation Fund

Basil and Mary Acock

Rick Cone

Joe and Jo Ann Ewalt

Ken Fonville

Nelson Hicks

Dick Howells

Elise Jorgens and Chet Rogers

Helen and Bob Kovach

Ed and Cindy Kridler

Ted Levin

Ken and Lynn Lewis

Billy and Donna Lynes

Henry and Kristi Meeuwse

Tony and Beverly Marchesani

Karl and Joan Naugle

Harl and Betsy Porter

Bill and Stephanie Quick

Bill and Sally Raver

Samuel and Sunny Steinberg

John VanWay

David and Wendy Walsh

CLASSIFIED ADS



FOR SALE: 2009 9.9 MERCURY SHORT SHAFT 4-STROKE MOTOR and 2006 10.2 WALKER BAY GENESIS HARD BOTTOM DINGHY. \$1995.00

Both boat and motor purchased new. Call TONY WARD 830-3027.

Editor's Note: The two articles that follow will be of particular interest to long-distance cruisers, but all boaters should find them useful. Both are written by members who do long-distance cruising and who have special expertise in their subjects as well. The article on Injury and Illness is by Dr. Jerry Reves, and the one on planning and packing appropriate food for an extended time on the water is by Màry Joan Oexmann who is a nutritionist and the wife and sailing companion of CSPA member Paul Mitchell.

Boating Injuries and Illness

by Jerry Reves, MD, P

As a Charleston Sail and Power Squadron member, I am conducting a web-based project to find out what is happening out there on the water with regard to health. At the April meeting William Quick, MD presented first responder information for use in case of medical emergency. Obviously, boating is about having fun and doing it safely, and being prepared to a medical problem is likely to make your boating experience better.

The purpose of this report is to get all of you who have encountered problems to report them anonymously so that we can build a larger database to use to prepare us all for what may happen once on the water. If there is any medical issue from a splinter to a broken leg, or illness from sunburn to heart attack it is important to report it so we can determine what is happening. All you have to do to report your problem is go to www.cruisinghealth.net. There is a link in big red letters section (<http://tinyurl.com/4qwe5zt>) that takes you right to the report and it takes less than 3 minutes to report your problem, treatment and outcome. Do it so we can learn more about what is happening. We are interested in the most minor to the most calamitous.

What have we learned so far? Almost 300 people have reported medical problems while on the water. Because the survey is sponsored by America's Great Loop Cruisers Association (AGLCA) with the Medical University of South Carolina (MUSC), most of the responders seem to reflect the age of the "loopers" which is primarily between 61 and 75. Interestingly, 61% of the problems occur in men and 39% in women. Injuries are about 30% more frequent than illness. The table below reports the most common illnesses and injuries occurring on the water.

Injuries: (percent by sex of total in parenthesis)

Sprains (15%) females more than males
Broken bone (15%) about equal
Bruise (13%) females twice as many
Laceration (10%) males twice as many

Illness

Sunburn (7%) male 3 to 1
Gastric Reflux (7%) male 3 to 1
Bronchitis (7%) male 2 to 1
Heart attack (5%) males 5 to 1
Asthma (4%) equal gender

From the table it is clear that serious problems can and do arise while boating. The trauma (injuries) tend to be accidents while the illnesses with the exception of sunburn are less preventable. To prevent trauma there are several recommendations that include never drinking alcohol while boating and wearing good shoes that do not slip on wet surfaces. Sunburn should be prevented in all cases, but obviously it is not. Wearing appropriate clothes and sunscreen with frequent applications can prevent sunburn. Certain medicines can prevent or control some of the common medical illnesses, but it is important to take the medicine as recommended or prescribed.

The major difference between injuries and illness on boats and at home is that on the water one cannot immediately get medical attention. This is why it is important to know first aid including cardiopulmonary resuscitation (CPR), and to have a first aid kit on the boat. Readers may get first aid and CPR training locally or on-line from the Red Cross or American Heart Association. Because trauma is the most common medical problem it is important to know how to give first aid for sprains, broken bones, bruises and cuts (lacerations).

On-line boating resources are available at: www.cruisinghealth.net, www.swq.com/firstaid/, www.docstoc.com/ and these and many other sources have information on first aid kits as well as slide presentations on first aid for the boater. The most complete book on the subject is by Weiss and Jacobs entitled *Marine Medicine: A Comprehensive Guide*. The Boy Scout First Aid Manual is also a good source for general first aid: both books are available at Amazon.com. Remember the Boy Scout slogan: "Be Prepared!"

Food, Glorious Food **by Mary Joan Oexmann**

Food, glorious food, gives nourishment and comfort to body and soul. This is particularly true when the sailor has one of those days when "weather is a verb". It is the distraction and comfort of the routine which makes the food and beverage service on the Blue Horizon so very good. Besides all food tastes the best on the high seas. So my plan is small, frequent, and simple meals that are easy to prepare when living at a 30-degree angle.

Begin by taking note of your cooking equipment. All of us have the luxury in our home kitchens of that drawer of things you rarely use from garlic presses to old corks to marginal knives, etc. So, on the Blue Horizon, I have a safety can opener which cuts along the top edge of the can to make a very clean cut that opens the can with no dangerous edges. The serrated knife and straight knife, both with blade covers, are

sharp and predictable. A short but broader wooden spoon is used for mixing everything. There is a small tea strainer to get every drop from the bag without making a mess. There is a soup ladle, which came with the boat and I plan to replace. There is one skillet, one cooking pot, one mixing bowl and a single lid. They all fit into each other and are conveniently stored in the oven. There is a smaller teakettle for heating precisely the right amount of water. The biggest luxury is a pressure cooker which is great on a boat because the cover is sealed and all cooking requires one third of the amount of time thus one third of the propane. It is true, when you leave the dock that is it. No shops!!!

A heavy duty 16 ounce cup with a wide mouth which fits in the beverage holder is used for everything from coffee, tea, hot chocolate, cereal, fruit, oatmeal, soups of all kinds, to just about anything you can eat with a spoon. I rarely fill things to the top to avoid spills. Everything on a boat is just a little bit harder because of the angle and predictably unpredictable motion. The best accident is the one avoided by a little bit of planning. If it is breakable, it will break!

A long list of foods can be helpful but it is more fun to talk about how the day may progress from early morning throughout the day. My watch is usually early morning from 3 am to 6 am. Joy is in the morning when you are confident that indeed you are one day closer to your destination. At night it is comforting to have a prepackaged hot chocolate with a little instant coffee for a kick. Prepackaged granola bars are convenient and offer quite a bit of nutrition.

One of the first foods I will give Paul when he comes on duty is a hardboiled egg, which is a protein hit we call a bullet. I brought 2 dozen fresh eggs and 1 dozen bullets on board. The eggs are stored in yellow (hard boiled) and red (fresh) plastic cases. This will be followed with a hot tea or coffee. I heat up enough water for the beverage and prepackaged oatmeal with additional dried fruits (raisins or apricots). The preportioned items are very convenient and packaged in biodegradable paper.

Krusteaz Pancake Mix is a great product which I can use for pancakes at any time of day. All you do is add water, mix, and pour. You don't have to worry about fat, baking powder, egg, salt, and milk you might find in standard recipes. I do keep a cinnamon and sugar mix as well as vanilla on board for extra flavoring. It also serves as a base for making "rock cakes" by adding some sugar, nutmeg, an egg, and milk. These are baked in the oven as a thick drop cookie which is great with a cup of tea in the afternoon. Other cookies to keep on board are gingersnaps which may help to prevent seasickness.

Sandwiches or wraps are very convenient for lunch. We have a small refrigerator for sliced ham and smoked turkey. Mustard and mayonnaise are fine without refrigeration.

Another item for the refrigerator is grated sharp cheese which can be used to top sandwiches, soups, and pasta dishes. Something fresh is thinly sliced onions or bean sprouts which are easily grown in a jar in the dark. The sprouts can be eaten fresh or added to something like a potato soup for a nutty texture and flavor. Other sandwich combinations include canned tuna or chicken.

Fresh fruits (bananas and tangerines) and vegetables (onions, carrots, and sweet potatoes) are stored in hanging nets. Handy snacks include fruit, granola bars, peanut butter and crackers, and cookies. Sunset brings out a gin and tonic or a glass of wine. Peanuts and perhaps something salty like cheese and crackers would go with this. The hot meal can be from the precooked pressure cooked meal of meat, potatoes, onions, and carrots, seasoned with rosemary, garlic, and Mrs. Dash. This may last three days. From there the hot meals turn to soups and stick to your ribs pasta, rice or potato dishes. Instant potatoes can be added to a chicken broth base or instant rice can be added to a diced tomato base to make filling and flavorful meals.

Don't be shy about experimenting with all sorts of combinations. One meal was started with a package of dry spinach soup. To this I add a can of diced tomatoes, a can of mushrooms, fresh onions, a few slices of dried pepperoni, and instant rice to the desired thickness. Serve with the grated sharp cheese on top. It cooks up quickly to be served in the 16 ounce cups and eaten with a spoon. There is no spillage or waste.

The canned goods I keep on board include diced tomatoes, corn, mushrooms, baked beans, green beans, chicken soup, vegetable soup, tuna, chicken, and Spam for a fry up. Make sure you place canned goods away from the compass. Metal cans may cause the compass to deviate a small amount, which seems insignificant until you travel a long distance!

All dry products are stored in plastic containers with a screw top. That list includes powdered milk, instant potatoes, instant rice, spaghetti, macaroni and cheese, Krusteaz pancake mix, oatmeal, Grapenuts, various dry soups, and sugar. Store the instant oatmeal, granola bars, raisins, apricots, chocolate milk, and tea bags in similar plastic containers. Coffee and peanut butter are already conveniently packaged.

Never bring cardboard containers on board, unless you would like a roach as a travel companion. Seasoning and spices include cinnamon, nutmeg, salt, rosemary, garlic, Mrs. Dash, and Worcestershire Sauce (*Unwrap the Possibilities*), and olive oil. Safe sailing as you enjoy glorious food.

Passage to Bermuda
Blue Horizon

Meet the Newcomers Eddie and Paul Wood

Eddie and Paul have sent us this biographical sketch:

We moved to the Charleston area from Indianapolis about 18 months ago, following Paul's retirement. Eddie is originally from Indiana, and Paul is from Manchester England. After marrying we lived in England for about 13 years, then Indianapolis for 24 years.



Paul is a Chemical Engineer and designed and built manufacturing facilities in the US, the Caribbean and Europe, for a major Pharmaceutical Company.

We have two fabulous daughters currently located in Dallas TX and Alice Springs (Australia), and a red mini- smooth Dachshund named Fred who lives with us on Johns Island and also enjoys boating.

Eddie enjoys gardening (she's President of the Magnolia Garden Club), sewing, reading and boating, and Paul enjoys boating, fixing everything that breaks, reading and volunteering for Water Missions International. We both like to travel.

We have a Sea Pro 17' center console which we acquired in October of last year and enjoy the fabulous scenery on the Stono River and the Charleston Harbor.

We joined the Charleston Sail and Power Squadron because it offers many opportunities to learn, it is run professionally and it provides a strong social agenda giving the opportunity to make new friends.

Let's all give our new members

a big CSPS welcome!

Remembering Ken Lewis

1947-2013



The Charleston Sail and Power Squadron lost a great friend and valued colleague with the passing in April of Lt/C Ken Lewis, JN. Born in Queens, NY, Ken grew up in Connecticut. He was trained as an electrical engineer and worked for Bell Labs, AT&T and Lucent Technologies for over 30 years, residing primarily in New Jersey but with stints on Kwajalein Atoll (for Bell Labs) and Berkshire, England (for Lucent). He and wife Lynn moved to the Charleston area in 2009, living first on their sailboat, Restless, and then on Johns Island.

As Commodore of his yacht club in New Jersey, Ken was instrumental in developing a sailing education program there, and he continued that commitment to education with our squadron. Ken was an excellent instructor who took the success of his students very seriously. As in this photo from a Saturday seminar he conducted for CSPS members, he always took the extra time to answer questions or continue the discussion, even after the class had ended. It was no surprise to those who had taken his classes when he agreed to become the squadron's Educational Officer in 2011 and assumed responsibility for shaping the educational program. Drawing on his technological expertise, Ken also took on the job of squadron webmaster.



Ken had many interests. He loved gardening and cultivated bonsai. In recent years he had begun studying watercolor and enjoyed attempting to master that difficult craft. But his love of boating was a constant theme. He was an avid sailor and enlivened his piloting classes with tales of his own experience sailing the east coast waters from New England to South Carolina. He and Lynn took part in many of the boating activities of the squadron. They are seen below on the dinner cruise in 2011.



Our friend Ken Lewis will be greatly missed.

Policy for Ads in Palmetto Log

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

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

Submit by:

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

For issue to be published on:

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

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

www.usps.org/localusps/cps

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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