



The Palmetto Log

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

Volume 68 Issue 1

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Coming Events

8 January - Dinner Meeting (Army Corps of Engineers Harbor Deepening Project) - 1800

11 January - Cruise to Shem Creek for Lunch at Vickery's -- 1300

18-25 January - USPS Annual Meeting, Jacksonville, FL

23-25 January - Charleston Boat Show, Coliseum

31 January - ABC Course - 0800

5 February - Excom Meeting -- 1830

12 February - Dinner Meeting (Charleston Race Week) -- 1800

15 February - Cruise to Charleston Harbor Fish House

27 Feb - 1 March - D26 Spring Conference, Jekyll Island

7 March - Operations Training Course

17-19 April - In-Water Boat Show, Brittlebank Park

16 May - National Safe Boating Week - Free Vessel Safety Exams and snacks at area launch ramp

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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Message from the Bridge Cdr Joe Ewalt, AP



As a new year dawns, Charleston Sail and Power Squadron members can look forward to a busy winter and early spring calendar of cruises, classes and interesting programs at our regular monthly meetings. Administrative Officer Paul Wood is committed to making sure you are served delicious, affordable meals at our monthly meetings. He is also hard at work lining up speakers for each meeting who will provide insight into programs and projects in the Charleston area that are interesting to boaters.

While Paul oversees internal operations for the squadron, Executive Officer Bill Quick is responsible for external matters such as public relations and our excellent web site that informs the general public about our activities while, at the same time, keeping our members up to date. Bill will be assisted in telling our story to the Charleston community by Jeff La Rue, our new public relations chairman. We are very pleased to have Jeff in that position because he is a marketing and PR professional who will be a great help in crafting our messages about what we can offer potential members.

This month, Past Commander Karl Naugle will also be supporting our public outreach efforts by managing the CSPS exhibit during the Charleston Boat Show January 23-25 at the North Charleston Convention Center. Please help Karl make a positive impact with show attendees by volunteering to work at our exhibit booth. Karl graciously offered to coordinate our efforts after learning that Bill Quick and I will be at the US Power Squadron annual meeting in Jacksonville when the boat show takes place.

Squadron Education Officer Nelson Hicks is another bridge member who provides important training for our members while giving us another great incentive for prospective members. Our next round of classes will begin in early February and covers topics ranging from marine electrical systems to cruise planning. Check out the course offerings at CharlestonSailandPowerSquadron.org and then contact the instructor to sign up for a class that looks interesting.

Past District Commander Ed Kridler is planning an additional educational opportunity for members in early March. Saturday March 7 at our headquarters Ed will offer a one-day course called Operations Training. The class is an inside look at our parent organization the US Power Squadron and it provides helpful advice on how to access the wealth of informational documents and member benefits offered by USPS. The course is especially helpful for new members. You can sign up by contacting Ed Kridler.

The Power Squadron's District 26 is holding a spring conference on Jekyll Island in Georgia. The dates are February 27 to March 1. It's a great opportunity to spend time on the water, learn new skills and make new friends from the other squadrons in District 26. You can register by going to the CSPA web site and clicking the link to District 26.

April 17-19 our squadron will exhibit at the Charleston In-Water Boat Show in Brittlebank Park on the Ashley River. As with the January boat show, we will need volunteers to help promote our training courses and other benefits of power squadron membership.

On Saturday May 16, the first day of National Safe Boating Week, Charleston Sail and Power Squadron members will participate in another outreach effort. At a time when many boaters are heading for their first cruise of the season, we will offer free vessel safety checks and snacks at public launch ramps. It's a great way for us to offer a public service and promote our safe boating classes.

One final message from your bridge officers...former Treasurer Rick Cone has agreed to temporarily take over our financial matters so that current treasurer Ken Fonville and his wife Ann can participate in a once-in-a-lifetime boat delivery. They will be assisting a friend who is relocating a 60-foot motor yacht from Florida to the western Pacific. Ken and Ann will be aboard for the passage from Florida to Hawaii via the Panama Canal. They expect to be away for two months and will return and share their cruise experiences at one of our monthly meetings in 2015. You won't want to miss it!

The other Bridge members and I look forward to serving you this year. Thanks for all you do to make our squadron a great place for public service and boating friendships.

2014 Charleston Harbor Holiday Parade of Boats

P/C Dick Howells, SN

The 33d annual Charleston Harbor Holiday Parade of Boats went off without a hitch 13 Dec 2014. This spectacular parade of decorated boats is sponsored and put on each year by the City of Charleston office of Cultural Affairs and the Charleston Sail and Power Squadron.

The boats assembled in the South Channel by 1750 and then headed to the Mount Pleasant side, led by P/C Tony Ward in Knotless II. Tony has been the lead boat for many years and always manages to get everyone around the course.

Jeff La Rue was our first marker boat at marker 34 to get the parade on course to pass by the Yorktown, heading to the Ravenel Bridge. There, Karl Naugel was positioned with his boat to show the parade where to turn and head for the Charleston side. Then Mike Fauss was positioned to show the parade where to turn to head down the peninsula toward the Parade Judges on the Spirit.

Rob Turkewitz had assembled a group of 8 Judges to score the boats. Each judge had a scoring sheet and rated the boats in 5 categories as they passed. Rob served as announcer for the boats as they passed in review and really reeved up the crowd for the boats.



When the last boat went by, we collected the scoring sheets and went to the scoring room where Karen Race and Deb Brown went to work with our computer scoring system to rank each boat by sail or power. Then the results were called in to Ray Swagerty of the City of Charleston.

Ray prepared the awards for the first 3 boats in power and sail and had everything ready for the Awards party Sunday at the Charleston Harbor Resort, where Commander Joe Ewalt made the presentations.

Here are the results for the decorated boats:

1. Power - Boat 15, Carolina Sunrise (28')
2. Power - Boat 4, Nauti Time (23')
3. Power - Boat 22, Goombay (37')

1. Sail - Boat 19, Pawsitive Latitude (65')
2. Sail - Boat 26, Yahooo (45')
3. Sail - Boat 29, Naut On Call (38')

Grand Champion with highest overall score was Pawsitive Latitude. *[Shown at right. Below, crew of Pawsitive Lattitude with trophy; with Ray Swagerty and Commander Joe Ewalt (back row, second and third from right). Photos are by Karen Rice.]*



Report from the Education Department SEO Nelson Hicks, SN

Now that the Holidays are over and winter settles in, it is time to sign up for a Squadron course. Our classes will start Monday 9 Feb, Tuesday 10 Feb and Wednesday 11 Feb. We are offering the following:

- Seamanship taught by Donna Lynes, member price \$55 Tuesdays [843-567-4435](tel:843-567-4435)
- Piloting taught by Dick Howells, member price \$65 Monday [843-216-9866](tel:843-216-9866)
- Junior Navigation taught by Ed Kridler, member price \$85. Monday [843-762-3986](tel:843-762-3986)
- Marine Electrical Systems taught by Harl Porter, member price \$45 Wednesday [843-832-9423](tel:843-832-9423)
- Cruising and Cruise Planning taught by Nelson Hicks, member price \$55 Wednesday [843-270-6218](tel:843-270-6218)

Please contact by phone or email both the instructor and me several weeks before the class begins so that class texts are on hand.

Seamanship and Piloting are the two base courses of our core courses. Both are important for new members getting into boating as well as for our more experienced members. Junior Navigation is our beginning course incorporating celestial navigation. Cruising and Cruise Planning is for those contemplating short or extended cruising or for those in their armchairs who want to pretend. Marine Electrical Systems is one of three electronics classes and is well described below by the instructor Harl Porter.

Marine Electrical Systems

Marine Electrical Systems class will be taught by Charleston Sail and Power Squadron starting on Wednesday, 11 February 2015. Class is six weeks long plus a 7th night for review and exam; fee is \$45. Instructor will be P/C Harl Porter, SN, who was the Principal Author of this class for USPS.

Please let both SEO Nelson Hicks (nelsonhicks@comcast.net) and Instructor Harl Porter (107Harl@sc.rr.com) know if you will be taking the class so that texts can be ordered and received before the first class. Class will normally start at 1830; please be at our club house by 1815 for the first class for collection of the fee and issuing of texts and a CD containing all classroom PowerPoint slides.

This class presents a solid foundation in wiring, direct current systems and alternating current systems found on recreational craft. It starts with an explanation of what electricity is, followed by discussions on boat electrical wiring, direct current and alternating current electrical systems, galvanic and stray current corrosion, and lightning protection, and ends with troubleshooting of boat electrical problems. The course includes detailed instructions on how to use a multimeter, how to properly crimp electrical wiring circuits, and how to read electrical wiring diagrams. This course can be used as a reference guide for anyone interested in properly maintaining their boat's electrical system.

We have two ABC classes scheduled so far in 2015, 31 JAN and 25 APR. We are trying this year to spot our ABC courses after community maritime events like boat shows in order to attract perspective members to the squadron.

Our Fall 2014 classes are complete and the following are to be congratulated for successful completion:

- Advanced Piloting: Karl Naugle, Joan Naugle, Rob Turkewitz, Jay Waddell
- Engine Maintenance: Bill Boggan, Donald D'Amaral, Jeff La Rue, John Meyenberg
- Sail: Rick Cone, Paul Mitchell, Sunny Steinberg, Mary Todd
- Seamanship: Bill Boggan, Gina & Jim DeBrum, Laurie & Fred Infinger, Charlotte & Mark Sharpe, Charles Wilbur, Jeffrey Lake, Andrea White
- Weather: Joe Ewalt, Bill Quick, Paul Wood

During 2015 we are going to actively pursue On-The-Water training in not only our ABC class but also in Seamanship and Piloting. For this activity we will need members and their boats to assist with this training. If you are willing to help, please contact Dick Howells or me. USPS provides primary insurance during the activity.



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

A Message from Your Vessel Safety Chair Lt. Stephanie Quick, P (CI, VSE)

I have just received the 2015 VSC stickers in the mail. They allocated 110% of last year's total to start. For us this means 70 stickers. My hope is to start the new year off with a bang. I would like to see every boat in our squadron to get a sticker. Please contact me or another VSE to arrange for your inspection asap. There is a list of names, email addresses and phone numbers at our website if you click on Vessel Safety Checks. Wouldn't it be great if 100% of the vessels in our squadron have their 2015 decal.



CSPS could use a few more VSEs so that we can surpass the number of safety checks we do. Becoming certified is not as difficult as it may seem. There are 4 simple steps:

1. Download the latest manual from:
http://www.usps.org/national/vsc/FILES/CIM_16796_8A.pdf .
2. Take the online open book exam at : <http://www2.usps.org/VE/usps-ve-test.asp>.
3. Email me your results when you have taken the test (FYI, the passing grade is 90%).
4. I will arrange for you to do 5 supervised VSCs with a certified VSE.

I look forward to hearing from several of you.

Best wishes for a healthy, happy and safe 2015!

Need a Vessel Safety Inspection?
Contact VSC Chair Lt. Stephanie Quick, P

ssq@swq.com

Or 908-642-4535

Updates on the CSPS Website Webmaster and X/O Bill Quick, P



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

In addition to posting the most recent information about upcoming courses, cruises, and meetings, and the most recent Palmetto Log, the website includes several new and updated webpages:

- 1) We've added a webpage with photos from the 2014 Holiday Parade of Boats.
- 2) We've updated the 2015 Class Schedule with details of the February classes.
- 3) Added information about CSPS Operations Training sessions. The next session will be March 7; all CSPS members are welcome to participate.
- 4) Added a webpage about the Catch the Spirit Award
- 5) You can now pre-register on-line to take our ABC courses. See Next ABC Courses for more information.

Keep watching the What's New page!

As previously mentioned, a reminder: There's a mobile version of the website if you want to stare at the website on your smartphone screen. You can access it at the following hyperlink

CharlestonSailandPowerSquadron.org/mobile/

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

"Any Tonnage on Any Water" at age 19

The following information was extracted from South Carolina Governor (1975 - 1979) James Edwards' obituary, as published in the December 28, 2014 Post and Courier.

Upon graduation from High School in June 1944, he took a job as a deck hand on an L-78 tug boat. At age 17, in December 1944, he joined the Merchant Marines as an ordinary seaman on the *Dogwood*, a Liberty Ship converted to a Hospital Ship. He also served on the U.S.A.T. *Bridgeport*, the *George Washington*, and the *Larkspur*. He worked his way through the ranks from ordinary seaman to an officer by age 19, licensed to pilot ships transporting "any tonnage on any water in the world."

Navigation and Judgment P/C Harl Porter, SN

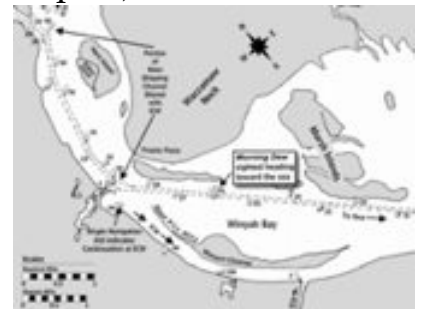
On 29 December 1997 the owner/operator of a recreational vessel and his three passengers, all members of the same family, died as a result of a boating accident. The following information is taken (some paraphrased) from the 83-page National Transportation Safety Board Marine Accident Report MAR-99/01 (a complete copy of this report can be found on the NTSB web site at www.nts.gov/investigations/AccidentReports/Reports/MAR9901.pdf).

The vessel was a 34-foot sailing vessel named *Morning Dew*, the location here in Charleston. According to the National Transportation Safety Board, “ ... the probable cause of the sinking of the recreational vessel was the operator’s failure to adequately assess, prepare for, and respond to the known risks of the journey into the open ocean that culminated in the vessel’s collision with the jetty at the entrance to Charleston Harbor. Contributing to the loss of life in this accident was the substandard performance of U.S. Coast Guard Group Charleston in initiating a search and rescue response to the accident.”



Critical FINDINGS/Conclusions (there are 31 conclusions in the NTSB Report):

- **Six:** “The route of the Intracoastal Waterway (ICW) through Winyah Bay is marked on the ICW chart and navigational aids such that any boater who properly uses them should recognize and be able to follow the ICW routing through the bay.”
- **Seven:** The Safety Board could not determine if the *Morning Dew* departed the ICW deliberately or by mistake; however, at some point, the Captain made a conscious decision to take the vessel to sea.
- **Nine:** “After about 13 hours underway, with 9 of those hours at sea, the *Morning Dew* operator was probably severely fatigued and hypothermic to such that his judgment and ability to keep track of his position may have been severely impaired.”
- **Ten:** “The operator and all three passengers aboard the *Morning Dew* probably survived the collision with the north jetty.”
- **Twenty-seven and twenty-eight** refer to USCG’s VHF Radio system, specifically 1) need for instant replay of radio transmissions and 2) need for radio direction-finding system.



RECOMMENDATIONS (there are 17 recommendations in the NTSB Report):

U.S. Coast Guard:

Two of the recommendation for the USCG were: (M-99-7) to immediately provide, at all Coast Guard search and rescue communications centers, the capability to easily and instantly replay the most recent recorded radio transmission; and (M-99-8) to immediately equip all search and rescue centers with direction-findings systems.

In response, USCG Rescue 21 upgrade to their VHF Marine Radio system provided quality recorder/playback equipment and radio directional finding equipment for both their Channel 16 (distress frequency) and Channel 22A (working frequency), in addition to other upgrades to their VHF Marine Radio system. On 10 June 2010 Coast Guard Sector Charleston formally accepted and introduced its new Rescue 21 advanced communications.

Boat Owners Association of the United States: (M-99-22) “Use, in your recreational boating Education programs, the circumstances and lessons learned from the accident involving the sailing vessel *Morning Dew* as a means of educating boaters about the relationship of good judgment and decision making to boating safety.”

Bottom Line

Both as individual members of Charleston Sail and Power Squadron and as instructors in our classroom boating classes **our job is to pass on our knowledge of boating safety** to include: how to read a chart, boat navigation, on-the-water good judgment and underway decision-making to other recreational boaters.

The Charleston Sail and Power Squadron teaches **how to read a nautical chart and recreational boat navigation**. We also need to **talk up on-the-water judgment and underway decision making**.



Footnote: On 29 December 2014 the first ever public memorial for the *Morning Dew* tragedy was held at *The Church of the Holy Cross* on Sullivan's Island. Before the service, family members rode out with the Coast Guard to the Charleston Harbor North Jetty where they laid a wreath and said a prayer.

More on the Great Loop with the Kovachs Captain Helen and First Engineer Bob Kovach

We had a great weather window for our Lake Michigan Crossing. 68 miles straight across found us in Manitowoc WI. From our slip at the marina, we could watch the comings and goings of the SS Badger. We had taken a trip across the lake and back on her. The western side of the lake was and is noted for shipbuilding. The Wisconsin Maritime Museum in Manitowoc has models of many of the boats built in the area. The best exhibit, however, is the USS *Cobia*, floating at the dock on the Manitowoc River. 28 GATO and BALAO class subs were built here between 1941 and 1945.



We traveled north on into Door County and stopped in Sturgeon Bay. Another great Maritime Museum is located here with more models of vessels built in Sturgeon Bay, exhibits about the many wrecks along the coast line, and the recently restored *JOHN PURVES*, a 1919 era tugboat that was in service until 2000! The museum has a working periscope that lets you pan the harbor from inside the museum. The Chief Engineer on the *PURVES*, Bob Perlewitz, is alive and still spends much of his time on board.



Working our way up northern Door County, we passed through many small towns on our way to Rowley's Bay. Fish boils are like low country boils in SC but with a major difference. Once the potatoes, onions and white fish chunks are added to the pot cooked over a wood fire, the chef pours kerosene on the fire for the boil over. This is supposed to get the water in the pot boiling over so that you remove any embers that might have gotten in the pot. It is impressive whatever the reason.



The next day, we headed for Gills Rock and the Washington Island Ferry, then down the western shore of Door Peninsula, passing by numerous small resort towns on the Green Bay side before going to Green Bay WI. We spent a wonderful day exploring Lambeau Field on the Champions Tour that took us all the way to the top boxes and down through the Player's tunnel to the field. After we left Green Bay, we headed back to Manitowoc to continue our trek south toward Chicago. We stopped in Sheboygan for a day and managed to get to the huge farmers market there where we stocked up on local produce.

Moving south we, stopped at Pt. Washington before going to Racine WI. At Racine, there is a big park downtown in memory of Dr. Laurel Clark, an astronaut killed in the explosion of the Columbia, and a marker block out at the Wind Point Lighthouse, which is still operational.

There are about 20 wrecks off the shore between Manitowoc and Waukegan so we spotted numerous dive boats at the wreck sites along the way.

Our next stop was Waukegan, IL. We stopped here because the Metro train station to Chicago was only a block away. We took the train in, rode buses and the above ground train system.



The highlight of our day in Chicago was the Architectural Tour on the water. We had great clear skies to make our pictures even better. But it was also interesting to watch the cloud cover roll in on our clear blue skies and then roll back almost as quickly.

After a fun-filled day exploring Chicago, we headed toward Hammond, IN, which is only two miles from the Cal/Sag Channel and our route down into the River System. Allez! is too tall—even with the mast down and the bimini folded up and the windshield

off—to transit one of the fixed bridges on the Cal/Sag. We spent a couple of days in Hammond, lowering everything again for the first part of the river trip.

With the mast on the deck and the bimini down, we are Ready for the Rivers!



Classified Ads



DOLPHIN COVE MARINA AND RV RESORT
WHERE WE PUT THE PLEASURE IN PLEASURE BOATING
DOLPHINCOVEMARIN.NET
C-843-813-3061 O-843-744-2562
MICHAEL SAGE
GENERAL MANAGER
sales@dolphincovemarina.net
2079 AUSTIN AVE
CHARLESTON SC
29405

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

See the policy on the next page.

Policy for Ads in The Palmetto Log

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

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

Submit by:

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

For issue to be published on:

15 March 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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