



The Palmetto Log

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

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Coming Events

13 August - Membership Dinner Meeting. Topic: Overview of the Charleston Area Ports. 1800

29 August - ABC Class.

1 September - Deadline for submission to the 2015 Youth Safe Boating Poster Contest.

12 September - Motorboating Merit Badge. At Camp Moultrie.

12, 14, 15, 16 September - Autumn Courses Begin.

19 September - Beach Sweep. At Ashley River Boat Landings.

All events take place at Charleston Sail and Power Squadron Headquarters, 1376 Orange Grove Road, unless otherwise noted.

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Message from the Bridge

**Cdr Joe Ewalt, AP
A/O Paul Wood, P**



Headquarters Upgrade – Progress report from the Bridge, July 2015

June was an exciting month, we held the first of our monthly dinner meeting raffles which resulted in \$95 for the building fund and \$95 for the lucky winner. Elizabeth Wenner volunteered to refinish the tables in the meeting room and has completed that task. The transformation is amazing.

Behind the scenes a member has stepped forward with a very generous financial donation that will pay for replacement of our leaking roof.

Finally some members who are downsizing have gifted some boating equipment for sale at our meetings, look for these to be on sale at our August dinner meeting, proceeds will supplement the upgrade fund. If you

have any surplus boating equipment or boating books that you would like to donate to the sale (proceeds to go to the improvement fund) please let Joe Ewalt know so he can arrange to collect them.



Our next project is the roof replacement. On July 10th a contract was signed to have a new roof installed starting the last week in July. It isn't a moment too soon because immediately after the July EXCOM meeting we had a heavy rain-storm and noticed the roof leaking in at least 3 places!



The same EXCOM meeting also discussed plans for the interior work. Following a design plan created for us by an Interior Decorator, we are estimating costs and schedule for the most appropriate level of finishes that our funding can support. We will keep you informed of our progress, and encourage your ideas and offers of help in whatever way works for you.

As we progress there will be work day opportunities where we would welcome your help!

Updates on the CSPA 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 cruises, and meetings, and the most recent Palmetto Log, our website includes several new and updated webpages:

- 1) We've listed the dates and instructors for the courses that will be taught this Autumn.
- 2) There's an announcement of our 2015 Youth Safe Boating Poster Contest. Deadline for submissions is September 1.

Keep watching the "What's New" page!

And, as previously mentioned, 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).



Youth Outreach News P/C Billy Lynes, SN Youth Activities Coordinator

I hope you all are enjoying your summer boating season. Let me begin by encouraging all of you to participate in the youth poster contest. If you know any children between 6 and 14 years of age, pick up a contest entry form from headquarters or download it from our website. Photos of some previous years' posters are on our website as well. This year's theme is "When You Boat, Be Ready to Float...Wear It." So far this year our youth outreach has promoted safe boating among 164 children, and the summer is only half over. See our calendar of events for upcoming youth presentations. If you know of groups who might like a presentation, let me know. We will be needing help with the upcoming motor boating merit badge class, especially for the classroom instruction and possibly for the on-the-water component. If you would like to help with that, give me a call. Remember that youth through high school aged can take our ABC class at no charge. If you know teens who need that class, let them know a class is coming up on August 29.

Report from the Education Department

SEO Nelson Hicks, SN



Plans are being made for our Fall classes. Tentatively, subject to sufficient member interest, we will be offering the following:

- Engine Maintenance, Paul Wood instructor, Monday 14 September
- Seamanship, Donna/Billy Lynes, Tuesday, 15 September
- Piloting or Advanced Piloting, Dick Howells, Wednesday 16 September
- Cruise and Cruise Planning, Nelson Hicks, Tuesday 15 September
- Navigation, Ed Kridler, Saturday 12 September

Ed will offer the new Navigation course. We are offering the course on Saturdays to accommodate members in other squadrons in District 26 where there are no Navigation instructors. The course will not meet on consecutive Saturdays but every second or third depending on class organization.

Our next public ABC course has been changed from 12 Sep to 29 Aug to avoid a conflict with the Scout Merit Badge ABC presentation at Lake Moultrie that is firmly scheduled for 12 Sep.

I look forward to any questions members have regarding our Education program. Also, I look forward to good member interest in completing all our advanced grades and elective courses.

**Questions or comments regarding the Charleston Sail and Power Squadron's Education Programs should be directed to
SEO Nelson Hicks: (843) 270-6218 or
nelsonhicks@comcast.net.**

Leadership Development

P/D/C Edwin G. Kridler, SN Leadership Development Committee

The USPS Leadership Development Committee presented its three Leadership Seminars in Indian Land, SC on 25 – 27 June 2015. Assisting our leaders and potential leaders in enhancing and developing their leadership skills is one of the most important aspects of our committee's program. These seminars are designed to assist our leaders to be more effective when working in a volunteer organization such as USPS.

We had 10 members participate in LD101, 19 in LD102, and 18 in LD103. Participants were from District 26 and District 27 squadrons; in addition, we had one member from a District 5 squadron.

Three members from our squadron participated in the sessions. P/C Harry Gindhart, SN attended all three sessions. Cdr Joe Ewalt, AP and Lt/C Paul Wood, P attended LD 102 and LD103. Joe and Paul had previously taken LD101. Congratulations to Harry, Joe, and Paul.

We will be holding these sessions in various locations in the near future. If you are interested in participating in these sessions (and we hope many of you will be), please check our committee's webpage on the USPS website periodically for the upcoming schedule. There is a plan to hold the first of these seminars, LD101, in November of this year. This session would be in conjunction with a USPS Board of Directors Meeting, with participation by the Board. This is still in the planning stage, but we will publicize this as more information is available.

***Need a Vessel Safety Inspection?
Contact VSC Chair Lt. Stephanie Quick, P
ssq@swq.com
Or 908-642-4535***

REMEMBER: Vessel Safety Inspections can be done on the spot or boat owners can sign up for an inspection at a later date. Having a 2015 safety check sticker on your boat is an important indicator that your boat is properly equipped to keep captain and crew secure.

Safety Column: Boat Fire

P/C Harl Porter, SN

Which one of these boating safety issues scares you the most – Drowning, Trauma or Boat Fire? Have you planned on how to deal with all of them? One of your responsibilities as a Captain is risk mitigation. Risk mitigation is anticipating problems and planning on how to resolve them before they happen. As we used to say in the military – the six Ps (Prior Planning Prevents Pixx Poor Performance).



As discussed in our last safety column, over half of the boating fatalities in 2013 were from drowning. The next highest cause of boating fatalities was from Trauma (Boat Collision). However one of the most dangerous threats you will ever face on the water is not on the list of the top causes of boating casualties. It is an onboard fire. The sailboat on fire picture was taken at Charleston City Marina in May. You can't put a dollar value on boating fatalities; but, you can easily document to dollar value of boat insurance claims. BoatUS reports that explosions and fires rank high in the total dollar value of their claims, but only constitute two and a half percent of their claims.

According to the National Fire Protection Association, an onboard boat fire is far more dangerous than other maritime threats because there is less you can do to escape it. NFPA cautions that most boaters are not adequately prepared for onboard fires. They need early warning systems and working fire-extinguishers to control the blaze, and they may not have enough hatches to enable occupants to escape from below deck.

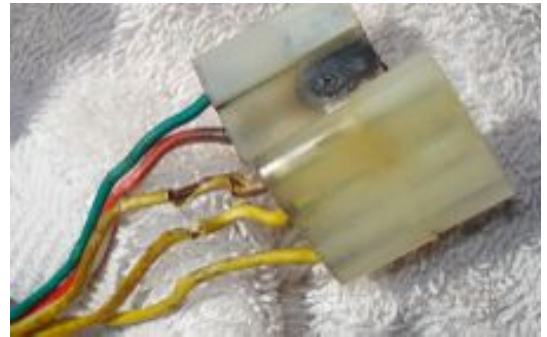
Causes of onboard fire, according to BoatUS figures, include: 55% from electrical problems, 24% from overheated engine or transmission, 8% from fuel leaks (especially when a boat is being refueled) and the remaining 13% from miscellaneous mishaps (galley fires, misdirected flares, other open flames, spontaneous combustion from a pile of oily rags, etc.).

Fire early warning systems are smoke/fire alarms. Ideally they should be marine grade (MFPA requirement 302); however a working home smoke/fire alarm is better than nothing. There are also heat detectors for engine compartments that sound an alarm at 170° F or higher temperature. Test the alarm once a month and install a new battery every spring. In addition to a fixed NFPA 302 smoke and fire alarm in the main cabin, this author also has a home smoke/fire and CO2 detector in the Captain's cabin.

Most Marine Fire Extinguishers are Dry Chemical and are rated: 1-A, 10-B:C. Electrical fires are Class C; remember 55% of all boat fires are electrical fires. Turning off the electricity is the first and top priority when fighting a Class C fire. After turning off the DC electricity at the DC Main Battery Switch(es), and if connected to shore power the AC Service Disconnect circuit breaker(s), then use your fire extinguisher to put out the fire. If electricity is not turned off first, the fire will reignite after the fire extinguisher is discharged. The AC Service Disconnect Circuit Breaker(s) is located within 1-meter of the power cord entrance, not at the power panel.

Fire extinguishers are only effective if you can get to them. Safe boating experts recommend one in the cockpit, one in each stateroom and one in the galley (reachable even if the stove is on fire). This author also has one in a swim platform locker. A typical fire extinguisher contains only 10 seconds of extinguishing power; having only one or two may not be enough. Ideally you should never have to go through a fire to get to a fire extinguisher; think about what could be on fire and where the fire extinguisher should be located to put out that fire. Statically speaking an onboard fire doubles every seven seconds; having a fire extinguisher readily available may make the difference between an inconvenience and a catastrophe.

Most onboard electrical fires are caused by poor maintenance. Periodically inspect your boat wiring, connectors and electrical equipment for deteriorated wiring and signs of overheating. Replace wires/connectors with defective insulation or showing signs of overheating before they cause a fire.



Hopefully you periodically hold a man over board drill on your boat. It is recommended that you also periodically hold a fire drill (where both DC and AC electricity are turned off, where to shut off boat's fuel system, where the fire extinguishers are located and how do you get out of the cabin if the main hatch area is on fire). Remember the six Ps.



The Singing River

A Report from ALLEZ!

Captain Helen and Chief Engineer Bob Kovach

ALLEZ! Traveled 2200 miles in 2014 from Brewerton, NY to Florence, Alabama. We had made a road trip to the area in 2013 while we were land based in Charleston. Florence seemed like the ideal spot – a medium sized town on the Tennessee River with lots of history and places to explore. The icing on the cake was the PBS special on the Muscle Shoals Sound. We have been in Florence at the Florence Harbor Marina since the 8th of November 2014. The marina sits at the bottom of a big hill that leads to the downtown area.



Florence was originally part of the Chickasaw Nation. There are many signs along the Tennessee River, known as the Singing River, giving facts about the history of the area as it relates to the Native American heritage. At the Port of Florence is the “Wawmanoa”, Florence Indian Mound. It predates Columbus by about 1,000 years. It is the largest domiciliary mound on the Tennessee River, measuring 43ft high with a top measurement of 145x94ft. It was probably a venue for tribal ceremonies.

Not far from Florence, at the entrance to the Natchez Trace, is the Wichahpi Commemorative Stone Wall. This wall, under construction for over 30 years by Tom Hendrix, commemorates his great-great-grandmother’s journey. Te-lah-nay was part of the Yuchi Indian tribe that lived along the Singing River. When the Federal Government sent the Indians to the Reservation in Oklahoma in the mid-1800’s, she and her sister Whana-le were part of that group. After only one winter, Te-lah-nay longed for her river and started the five-year journey back. Mr. Hendrix honors his ancestors with a huge wall representing her journey to Oklahoma and her journey back. There are many interesting turns in this wall, as well as many stones taken from the Singing River. Indian Lore says that these “faces” represent Ancestors.



The federal government held a land sale of the former Indian lands, and the Cypress Land Company bought a large tract and commissioned an Italian surveyor to survey it (1818). In March of that year the town was established. By 1823, 180 people had purchased lots and had begun to build a town around the central core. Today, the University of North Alabama anchors the northern end of Court Street with 3 antebellum buildings, Wesleyan Hall, Colby Hall, and Rogers Hall (shown here). Both Rogers Hall and Wesleyan Hall saw extensive use during the Civil war.



One of the more popular sights around campus are the UNA lions. They have a wonderful habitat in the center of campus. They are Mascots for all the UNA teams: Leo III and Una – Brother and Sister.

The Historic Downtown area includes many neighborhoods based on the original layout. Most of the homes in these neighborhoods are listed on the National Register of Historic Places. Each of the streets has strong neighborhood associations that actively work to preserve and promote the historical significance of the area.

Close to many of these homes is Pope's Tavern, once a stagecoach stop on the Military Road that connected Nashville to the Natchez Trace and on to New Orleans. During the Civil War, it served as a hospital for wounded soldiers – both Confederate and Union. Today it serves as Florence's History Museum.

Not far from Pope's Tavern is Wilson Park. This was part of the original town layout – very early green space. The park is the site of many week-day concerts, festivals and craft/art shows. There are several churches surrounding the park as well as the Florence-Lauderdale Public Library.



Florence is the largest city in the area known as "The Shoals". Across the Tennessee River are Muscle Shoals, Sheffield and Tuscumbia. There are many interesting musical outlets in the area. FAME (Florence Alabama Music Enterprises) was started by Rick Hall in the 1950's. When Rick Hall split from his original partners, he recorded the first hit record in the Muscle Shoals area – Arthur Alexander's "You Better Move On". Proceeds from that recording built the current facility on Avalon Avenue.

As word spread about Muscle Shoals, other artists—including Tommy Roe, the Tams, Joe Tex, Aretha Franklin and Wilson Pickett—came to record. Photos of many of these recording artists line the walls.



Studio A is still a very active recording studio with much of the original equipment still in use.



The session musicians were known as the Muscle Shoals Horns and the Muscle Shoals Rhythm Section or the Swampers. In 1969, the focus of FAME shifted from R&B to teen pop and country. The Swampers—Barry Beckett, Roger Hawkins, Johnny Johnson and David Hood—left FAME and started their own recording studio at 3614 Jackson Highway. They focused on more mainstream pop and rock performers like the Rolling Stones, Traffic, Elton John, Box Scaggs, Willie Nelson, Paul Simon, Bob Dylan, and Julian Lennon among others. Today this studio is primarily a museum but still does an occasional recording.

Muscle Shoals has been able to develop and grow a musical style all its own—a real Southern rhythm and blues sound—that was and is unique. The 2013 documentary *Muscle Shoals* and the publication of Rick Hall's book, *Rick Hall: The Man from Muscle Shoals from Shame to Fame*, has brought more attention to the music history and still vibrant music business in the area.

Back on the Florence side of the river, July brings the annual (34th this year) W. C. Handy Festival. Handy, known as the "Father of the Blues" was born in Florence November 16, 1871. The logs of his log cabin home are original although they have been painstakingly taken apart and restored. The Museum houses many Handy mementos including his trumpet, and the sculptures pictured with the cabin below. One of his legacies is that he wrote down much of his music.



There is so much history to see around the Tennessee River that we will have to make a few more submissions to share our adventures.

Classified Ads

2003 Searay Sundancer 260. Very low hours, upgraded S-Tex 7in chart plotter with integrated depth/fish finder. Digital VHF with loud hailer. Maintained by dealer. Full camper canvas. AC, heat, galley, head with shower. Currently in storage at Hall Marine. contact Dick Howells P/C at [843-437-6241](tel:843-437-6241) or [843-216-9866](tel:843-216-9866). Email rhowells125@gmail.com



Knot Less II, a 1968 38' Hatteras tri-cabin with galley up. Powered by twin V6 653 Detroit engines, 300 gal fuel, with 148 water tank.

Since we purchased her in 2001 we have replaced the thru hulls, sea cocks, added dripless shafts, new windless, 7.1 Yamar gen set, two heat/air units, new hot water heater, replaced the soft enclosure around the hard top and much more. Great live aboard! Priced at \$38,500

Contact Tony Ward at (843) 513-6583 if you would like to know more.





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See the policy on the next page.

Policy for Ads in The Palmetto Log

1. CSPA 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. CSPA 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 CSPA. 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 CSPA 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:

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

For issue to be published on:

15 Sept 15 Nov 15 Jan 15 March 15 May 15 July

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.

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