



# *The Palmetto Log*

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

Volume 67 Issue 4

July/August, 2014

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## **Coming Events**

19 July - Cruise to Morris Island Lighthouse

7 August - ExCom Meeting - 1830

14 August - General Membership Meeting - 1800  
Topic: The Art of Boat Surveying

16 August - Cruise to Isla of Palms Marina/Morgan  
Creek Grill

31 August - Deadline for submission to 15 September  
Palmetto Log

4 September - ExCom Meeting - 1830

11 September - General Membership Meeting

September - Classes begin at various dates; see article  
on page 5 for details.

***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](http://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, APA  
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. Absent: A/O Paul Mitchell.*

With 4<sup>th</sup> of July in our mirror, we are reminded that boating season is in full bloom. We are having a great year, thanks to all of you. An organization that's been around for 100 years is still "America's Boat Club."

We can take time to reflect on what we have all accomplished this year. Membership is up. The median age of a member is down. The number of courses offered has increased. The number of people taking classes has increased. The number of certified instructors has risen. The attendance at all functions is high. The quality of speakers is top notch! The food has been creative. The building is looking ship-shape. Cooperative charting is on pace for another banner year. Vessel Safety Checks are half way to their goal. The Youth programs are in full force with offerings in all three counties. We participated in two boat shows, increasing our presence in the community. Our Parade of Boats was terrific with a new scoring team. Every event has a new air of life and community.

We thank all of you for being active in the squadron. The reason we are having a great year is you. You are all very active, bringing friends to events, and feeling free to add other events. So the cheer of the month is for all of you and the many things you are doing to enjoy boating and life.

## CSPS Fun on Bass Creek

The Bass Creek Cruise was one for the books! We had 22 people arrive in six boats and two rafts. We ranged from first grade to college plus. We found a marvelous anchorage, thanks to Dave Walsh and Mike Fauss. The sharing of food and beverages was A+. We swam in the warm and brisk current. We had people casting nets for bait, fishing, rafting, and singing. Check it out on our Facebook and webpages. Only in our club can you get a water level movie of people having fun! The high tide mark of the day was that all boats made it with only minor engine or equipment issues.

The low point was watching the other boaters on the Stono River not practicing safe boating. They are one the reasons we are teaching safety courses. One boat lost its inner-tube passenger ½ mile back while racing to get to a no-wake zone. We helped alert them. One was dead in the water with engine problems. We offered assistance. One sport fisherman was taking on water while returning. We kept watch until they were found. It's all just a day on the water with fellowship, sharing, offering assistance and making a dull day into a dazzling day! Come join the fun on the next cruise.





## **Report from the Education Department**

### **SEO Nelson Hicks, SN**

#### ***ON THE WATER TRAINING***

The Squadron held its first On The Water (OTW) training in 5 years on 31 May when three students from our April ABC class took to the water in two squadron boats with two skippers and two instructors. Cruising from Dolphin Cove Marina to Charleston Harbor and returning via the Wappoo Creek bascule bridge, the students and instructors discussed features on the water and the relevant ABC course material. The cruise found time for discussions of cruising in the Lowcountry and other squadron courses available to members. All three students found the OTW training very beneficial and recommended we continue the practice.

At future ABC classes the OTW portion will again be offered later as an add-on. In order to avoid boats, skippers and instructors being onsite and no students, a \$25 charge in advance has been placed on the session. Depending on the continued success of this OTW program, additional sessions could be planned around other courses like Piloting. Members who would be interested in their boats being part of our OTW training or being instructors should notify Nelson Hicks, SEO.



*Above, members of the July 12 ABC class - a full house at 23 registered students - hard at work learning safe boating skills.*

#### ***FALL 2014 SQUADRON CLASSES***

**MONDAY - September 8**

Sail - Instructor Elizabeth Wenner [\(843\) 442-2253](tel:8434422253), member price \$45, 8 weeks

**TUESDAY - September 9**

Seamanship - Instructor Donna Lynes [\(843\) 567-4435](tel:8435674435), member price \$55, 8 weeks

**WEDNESDAY - September 10**

Engine Maintenance - Instructor David Walsh (843) 556-3258, member price \$45, 12 weeks

Advanced Piloting - Instructor Nelson Hicks (843) 270-6218, member price \$50, 8 weeks

**MONDAY - September 22**

**CHARLESTON SAIL AND POWER SQUADRON**

## Education Department Report (continued)

### *RECERTIFICATION SEMINAR*

A Recertification Seminar was conducted by Chet Rogers at headquarters for 12 members on 17 June. This was for previously certified Instructors who need to be re-certified every 4 years. Chet is planning to teach Instructor Development in the Spring of 2015 if sufficient members request the class. All instructors of our public ABC class are required to be certified. It is my hope that all our squadron instructors will choose to be certified. Many thanks to Chet for his efforts in this important part of our squadron education activities.

**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](mailto:nelsonhicks@comcast.net).**

## Youth Activities Report P/C Billy Lynes, SN Youth Coordinator

Do you know any youngsters age 6-14? I thought so. Time is running out to enter our Youth Poster Contest. CSPS has always done well at the district and national level. Last year CSPS posters won first place 12-14 age group and second place 9-11 age group at National. Can we do better? Let's try. Deadline is 01 September. Pick up a flyer at HQ or look under youth outreach on our website.

Our youth outreach summer reading program got off to a good start last week with a pirates presentation at the Folly Beach library. Typically, a program includes reading a children's book or two, some discussion of boating safety, and a craft. During July, plans are in place to talk about weather and how it affects boating and to make weather vanes at the Old Mt. Pleasant and McClellanville branches. The summer program will wrap up with a sailing themed presentation at Sullivan's Island and another pirate session at Edisto. If you'd like to help, there's still time to get in the game, just email [lynes@tds.net](mailto:lynes@tds.net). The detailed schedule can be found on our CSPS website.

## **Safety Column: Visual Distress Signals (VDS)**

### **P/C Harl Porter, SN**

It is my experience, based on over 200 Vessel Safety Checks, that most boats fail to qualify for a Vessel Safety Check decal due to either outdated Visual Distress Signals or to inoperative Navigational Light(s). Boaters should NOT wait for the Vessel Examiner to determine that their “flares” are outdated.

***CHECK THE EXPIRATION DATE OF YOUR FLARES.***

The Federal Requirements for a Vessel Safety Check decal are to carry a minimum of three Coast Guard-approved, current dated, day and night Visual Distress Signals. This requirement is usually easily satisfied by three current red flares. FYI: Red or orange smoke only satisfies the day requirement but does not meet the night requirement. The three flares can be either hand held or aerial. Pyrotechnic devices (flares) must be Coast Guard approved, in serviceable condition and readily accessible. They have an expiration date of 42 months from manufacture.

***WHEN BUYING FLARES, REJECT ANY THAT ARE NOT GOOD FOR AT LEAST 3 YEARS.***

A handheld red locator flare has a burn time of 3 minutes and a light output of 700 candlepower. The surface-to-surface sighting range on water is approximately 3 to 5 miles, depending on boat deck elevations. A 12-gauge High Performance Red Meteor (aerial) Flare has a burn time of up to 7 seconds, a light output of 16,000 candlepower and rises to an average altitude of 500-feet. At sea an object at 500-feet can be seen from approximately 25 miles.

***WHEN IN DISTRESS, ACTIVATE FLARES ONLY AFTER SIGHTING OR HEARING A POTENTIAL RESCUER!***

Yes, an aerial flare can be seen for 25 miles, but don't expend all your flares hoping that someone will see one. If a rescuer is 5 miles away and running at 20 miles per hour, it will take 15 minutes to reach you. Therefore, you should have at least 12 minutes (total burn time) of signals onboard to maintain a strong homing signal until help arrives.

***SAVE SEVERAL OUTDATED FLARES AND ONLY USE THEM WHEN A BOAT IS IN SIGHT.***

What do you do with dated flares? SAVE THEM! This author keeps flares 10 years after their expiration date. Over the 4<sup>th</sup> of July weekend we successfully ignited several Orion Hand-Held Red Signal Flares manufactured in July 1996 (14-years after their expiration date) with our grandkids. This was also a good refresher for the Captain and Mate on how to safely ignite a flare: First remove the red plastic striker cap from the flare, then remove the black safety cap from the end of the striker, hold the flare in one hand, and with your other hand gently scratch the flare end (similar to striking a safety match) with a motion away from your body with the striker. Hold the lighted flare down-wind, away from your body and over the side of your boat (you don't want the flare “slag” burning your feet or setting fire to your boat). (*Our demo was done inland, away from the water, so as to NOT cause a false distress signal for the USCG.*)

## **Updates on the CSPA Website**

### **Webmaster Bill Quick, P**

The Charleston Sail and Power Squadron website, [CharlestonSailandPowerSquadron.org](http://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 more new and updated webpages:

- 1) The draft revisions of the Bylaws. When they are approved, the final version will be posted at the website.
- 2) Information about the Autumn courses.
- 3) More websites at "Other Interesting Websites"
- 4) More humor at "Nautical Humor"
- 5) A link to District 26's Facebook webpage is now on the homepage of our website.

Keep watching the What's New page!

And two reminders:

- 1) 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/](http://CharlestonSailandPowerSquadron.org/mobile/)

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

- 2) We're still looking for missing old issues of the Palmetto Log. We're missing some from between 2000 and 2006, and all issues before 2000. If you have any of these missing issues, please contact me and we'll arrange to get them on-line!



## **Bringing Home the Boat: Home at Last!**

### **Part III: Wrightsville Beach NC. to Cooper River Marina**

#### **Lt/C Paul Wood**

The last leg started on 27 February, heading through Snows Cut and into the Cape Fear River, our last major challenge (or so we thought). We coordinated the weather and tides as best we could but at trawler speed, we were likely to catch some adverse conditions turning off the Cape Fear and back into the ICW near Southport. Excellent navigating by First Mate Edie and light winds enabled us to arrive at the South Harbor Village Marina on the ICW late in the afternoon at the same time as a northbound trawler (which we later learned had limped in and after significant work at the dock was eventually towed away for major repairs). The wind speed was gradually increasing and the following day with a strong crosswind and narrow channels and shoaling ahead of us we decided to take a weather day. The Marina is a recently constructed waterside “village,” a good place to spend some time with a couple of restaurants, the more casual of which fed us an excellent seafood salad. The village is also home to the HQ of the Cape Fear Sailing Club and they have a fabulous sign outside their clubhouse.



We were just preparing to leave the next morning when we spotted a Corps of Engineers tug heading towards us, southbound too. Should we go first or should we follow? Logic dictated following with our 7 knots cruising speed, and with previous shoaling experiences in mind we came up with an excellent strategy: Wherever he goes, we will be OK too, because he must draw more than us, what a plan! Well, we followed at a respectable distance for much of the day, and he led us through shoal areas in places we would not have gone. We made sure to let the bridges know we were following behind and to stay open.....no stress!

About mid-afternoon, following through another shoaled stretch with outlets to the ocean we spotted a large dredging rig (barges, floating booms and mini tugs) to our port. They were stationary but obviously preparing to move as our lead tug went past them—and that was our plan too, but suddenly, although they must have seen us, the mini tug started moving about in what I can best describe as a series of “s” shaped maneuvers, so it wasn’t clear what his plan was. The equipment he was towing was still almost stationary so no problem. Suddenly his tow started to gain speed and his course now became perpendicular to ours. He was crossing the channel and still accelerating, so I decided that giving way was the prudent choice, but where to go, in the middle of the shoals and inlets? At this time we received a radio call from the local towing company, asking if we needed assistance. We explained our dilemma and he told us to back towards the barrier island as the water was good there, and let the tow cross. Still being a novice at backing the single screw in the presence of cross currents, we didn’t go where we planned and the first indication of this was the loudest bang I have ever heard. First Mate tells me we hit the big yellow iron buoy at the end of the dredge boom with our swim

platform. I was sure the prop had snagged the chain to the boom, but luck was with us and after touching sand a couple of times we finally passed the tow in shallow water, out of the main channel, but deep enough. Our lead tug was long gone, but care and good chart reading got us to our destination, Grand Dunes at Myrtle Beach—nice when it is almost empty but probably not so good in midsummer. Their store only had golf shirts and such, so we undertook a high risk provisioning run on foot to Harris Teeter across highway 17. The budget did not run to the Marina's on site Ruth's Chris, so the First Mate cooked another excellent meal on the boat.

Next day we set off for Georgetown, a 46-mile run, just as on the previous day, concerns about the hazards of the "rock pile" and heavy shoaling proved to be non-issues, and keeping to the center of the channel was easy as there were no other boats on this stretch of the ICW, the benefit of winter boating. Development of the waterfront through Myrtle Beach and beyond was amazing, from the out of place Italianate architecture of the Grand Dunes development to very large but low budget structures—the most square feet for the least money. We wondered what it would look like 20 years from now. The run through the Waccamaw River to Georgetown was spectacular, even in winter—so much water and forest and so few houses and people. Advice from the Harbor Walk Marina Dock master facilitated a trauma-free arrival in the late afternoon. It is an excellent marina, nice clean facilities and just a stone's throw from the old town center. Plenty to do and many people enjoying the water on a warm sunny weekend afternoon, kayaks and small sailboats all around. Disappointingly, while some of the business owners displaced by the fire had managed to relocate to other properties, little progress had been made on clearing and re-building the devastated waterfront.

Our next run was 55 miles to IOP Marina, the most we could do in daylight on a winter day (one of the downsides of winter cruising). We had been warned about shoaling north of IOP and timed our passage with the highest tide levels we could. We had minimal problems and tied up at IOP feeling we had all but successfully completed our task to get the boat to her new home at Cooper River Marina.

Well rested after a night at home, we set off from IOP mid-morning, heading gingerly past Breach Inlet because of the shoaling, and when we passed the Ben Sawyer Bridge, I thought it's in the bag! Keeping mid-channel, we dog-legged to starboard at the end of Sullivan's, then to port to come out into the main channel, then horror of horrors, our way is blocked by a Corps of Engineers dredging rig, stretching all the way across our path! I didn't go to port because I knew it was shallow, and going to starboard, realized too late that they had a row of markers heading parallel to the channel. We daren't cross it because it may have marked the pipe boom, so we paralleled it going upstream, discovering as the water became more and more shallow that we were on Crab Bank.

Before we knew it we heard that dreaded sound of boat plowing through sand, followed by the reflex dropping to idle and into neutral. When we decided which way was out and put her astern, we were already well onto the sand. At this point our depth sounder always stops working and doesn't re-establish until we have been running long enough to sweep the bottom

clear. As the revs came up so did the bow of the boat and the stern dug down further and further. We were well and truly on the bank, but after a few more seconds and 2400 rpm, she dragged herself off and we headed around the end of the line of buoys and into that shipping channel as fast as we could, heading for the Cooper River Marina!

Well, our first chapter as proud trawler owners is complete, and after some much needed TLC and a new touch screen GPS plotter, we hope to be participating in CSPS cruise events in the fall. Many thanks to our crew (First Mate Edie, Cabin Boy Fred, and the good Captain from Part I) and all I have learned so far at CSPS classes for getting us this far.



*At left, Cabin Boy on watch, and above, Home at Last at the Cooper River Marina.*

## **On the Great Loop with Captain Helen and Chief Engineer Bob Kovach**

*Editor's Note: After a winter hiatus in Charleston, Captain Helen and Chief Engineer Bob Kovach are once again aboard ALLEZ!, exploring the waterways and documenting their discoveries with informative journal entries and beautiful photos. The next two pages contain excerpts from their trip through the Peterborough Lift Lock on 26 June 2014.*



We left the Otonabee River at Smith Mills (lock 19) and in rapid succession found ourselves staring at the Peterborough Lift lock. Peterborough sits on a small lake called Little Lake. There is a huge fountain in the corner that is visible from the park, marina and the lock entrance. We were not hanging around for the Canada Fireworks but they would have been pretty in this setting.

The Peterborough Lift lock was built between 1896 and 1904 to overcome the height difference between the lower lake and the town of Nassua Mills. There was still a need to be able to move goods from the inland waters down to Lake Ontario. The project was engineered by Richard B Rogers who had a hand in other lock projects along the Trent Severn.



Here is the lock with the right hand basket on the upside and the left hand basket waiting for a boat (us) to enter. Here are some stats on the lock:

140 ft long

33 ft wide

7ft 1" deep

Weight of basket which will go up: 1,700 tons

Weight of basket which will drop: 1,844 tons

Volume of water: 228,093 imperial gallons

Once in the chamber you tie off on [a] railing, not cables like other locks. Once you are secure, the upper chamber is filled with another foot of water and the connecting valves that control the hydraulic rams are opened and the heavier chamber travels down. There are all kinds of locking pins to make sure that the chambers stay closed and the lock staff spend a lot of time greasing the internal mechanisms when the lock is not in use.

Here we are passing the other basket about midway in the process. It only takes about 90 seconds to go up or down.





At left, we are almost to the top.

Below, the gate is going down so we can exit at the top 65 ft. higher, 104 steps down. We tied up on the wall at the top right, next to the Lockmaster's office and wash-rooms.

This is the largest lift lock in the world. There are 40 ft of foundation and the breast wall is 80 ft high. The towers are 100 ft high. There are 26,000 cubic yards of concrete with no reinforcing steel. The structure today is basically as it was completed in 1904 just some zinc refinishing to the chambers and aluminum gates replaced in mid 1960's.



The Lockmaster was very friendly and we got a tour of the inside of the lock house where all the controls are. Here is Bob seated at the controls!





## *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



**John Bowden | Owner**  
john@charlestonsailloft.com  
843.754.9547

charlestonsailloft.com  
1801-D Reynolds Ave.  
Charleston, SC 29405

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## **FOR SALE: Marine Sextant**

**ASTRA IIIB Marine Sextant in a Marine Water Resistant Hard Plastic Case and the original wooden case.**

***Price negotiable!***

**Contact: Lynn Lewis  
lynn@svrestless.us**

*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
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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
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For issue to be published on:

15 Sept	15 Nov	15 Jan	15 March	15 May	15 July
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*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](mailto:elise.jorgens@gmail.com)*

### Important Web Pages

**United States Power Squadrons**

[www.usps.org](http://www.usps.org)

**District 26**

[www.usps.org/localusps/d26](http://www.usps.org/localusps/d26)

**Charleston Sail and Power Squadron**

[CharlestonSailandPowerSquadron.org](http://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](http://www.usps.org/localusps/cps).

The Palmetto Log

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



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