



The Palmetto Log

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

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Coming Events

4 June - D26 Cruise and Rendezvous - Cruise Departs from Ashley River Marina

5-7 June - D26 Cruise and Rendezvous, Savannah

11 June - Dinner Meeting - 1800 - Topic: The H.L. Hunley

25-27 June - Leadership in the 21st Century - Indian Land, SC

12 September - ABC Course - 0800

Unless otherwise indicated, all events take place at CSPS Headquarters, 1376 Orange Grove Road, 29407. For up-to-date information on events, be sure to check the CSPS website, CharlestonSailandPowerSquadron.org.

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Message from the Bridge

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



As part of our initiative to attract new members and to improve the experience for our existing members, your Bridge has had a small group look at what we might do to update the appearance of our headquarters, particularly on the inside. Many of the things we looked at were already on a five-year plan for improvements and repairs but we are prioritizing in order to make sure that desired changes are scheduled in a logical sequence. At the same time we want to keep expenditures at a manageable level, while taking care of necessary repairs in a timely manner.

We had an interior designer look at our building to provide us with a color scheme and recommend changes to the way we decorate our space that better meet our vision. The upgrade group now has that information and is estimating costs, evaluating where we have the capability to do the work ourselves, and where we need professional help. Once we have that information and a logical plan, we will start to look at how we can fund the work. For the larger items, our operating budget that covers routine expenses such as utilities, insurance and ongoing repairs is insufficient.



The most affordable project with the greatest return is painting the interior throughout in a modern color palette that is more inviting, conceals some of the less attractive features of our walls and lends an air of continuity to the space. Much of this can be accomplished by squadron volunteer effort. The other project with a high benefit is replacement of the carpet with vinyl strip “wood plank” flooring, a more costly undertaking but still doable with volunteer effort. At the same time we need to plan for replacement of the building roof, an essential repair project to permanently end the frequent leaks that over time will cause structural damage and mar the new paint and flooring.

Later in the five-year plan we would like to completely renovate the ladies restroom, improve the kitchen and re-paint the exterior of the building. These projects along with the roof replacement will require a membership commitment to some serious fund-raising. Bridge members believe the money needs to be raised through a variety of methods ranging from raffles at our monthly meeting to silent auctions. We welcome your comments on the changes we envision and we would also encourage your input on fund-raising ideas.

The headquarters improvement plan is focused on bringing the building, our largest physical asset, into the 21st Century. Regular leadership reports on our goals, needs and accomplishments will be an important part of the initiative, as we progress toward the future with the Charleston Sail & Power Squadron.

CHARLESTON SAIL AND POWER SQUADRON

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

- 1) We've added an announcement about National Safe Boating Week, May 16-22.
- 2) There's an announcement about the USPS Leadership in the 21st Century seminars to be held June 25-27, 2015.
- 3) We've updated the Youth Outreach webpage with dates of 2015 summer reading program.
- 4) We've added a listing of our Past Commanders to the History of the Squadron.

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).



From the Housing Committee P/C Billy Lynes, SN

Many thanks to all who came out for the workday at headquarters on 01 April. Our facility is steadily improving, both functionally and aesthetically. Many of the projects are ongoing, and I really appreciate all of you who go over whenever you can and chip away at our planned projects. I have heard many positive comments about the new paint job in the ladies' restroom, the parking lot that has been cleaned up, the bar room that has been opened up and rearranged to be more user friendly, the new white boards in the little classroom, and more. Thanks as well to all of you who have shared your ideas about ways we can make our building more attractive. All ideas will be considered and many more improvements will be implemented as funding and manpower becomes available. Working as a team we can make our building one that newcomers and veterans will want to come back to.

Why Attend the Leadership Development Seminars? **P/D/C Ed Kridler, SN**

We have all heard about some of the problems facing the United States Power Squadrons® (USPS); things like declining membership, finances, educational course attendance, lack of participation in activities, etc. Do you think, by chance, that effective leadership at all levels of the organization might help to solve some of these problems? With the squadrons being the heart of the organization, does it stand to reason that efficient and effective leadership in our squadrons may be a key issue? Since there is, or at least should be, a flow of communication between our squadrons and districts, is leadership in our districts also important? Does it make sense that we should be striving to improve our leadership qualities in our squadrons and districts to help our organization?

If you answered “yes” to any or all of the above questions, and you are in a leadership or potential leadership position, does it make sense that you should enhance and develop your leadership skills? Your Leadership Development Committee has developed three seminars to help you do just that. These seminars will be held on 25, 26, and 27 June at Indian Land, SC (just south of Charlotte, NC). Details of the content of the seminars and registration information are on the committee webpage.

Your answer to these questions may very well be that you have taken all kinds of management training in your professional career. Why should you attend these seminars? One prime reason is that unlike businesses, USPS is a volunteer organization, and leadership is probably more important than pure management skills. In the business world, you do not necessarily have to be much of a leader to be an effective manager. In business, you can threaten or fire a subordinate who fails to perform to your expectations. You can withhold pay increases. Can you do these types of things in a volunteer organization? Yes you can, but don't expect your volunteers to stay around long. By the way, differences between management and leadership are among the things stressed in the seminars.

How about taking these seminars we are offering? We think you will get quite a bit of value by spending a few hours in attendance. We don't profess to have all of the answers, but we may be able to help you with some ideas and suggestions. Why don't you give it a try? These seminars are about life skills, the art of leadership that has applications not only in USPS, but in any organization or business in which you may be engaged. These seminars are useful to all of our members.

The registration fee for these seminars is \$49.00 per seminar. District 26 will reimburse the registration fee for members of D/26 squadrons completing each of the seminars. Registration details are posted on the Leadership Development Committee webpage on the USPS website. For questions or more details, please contact P/D/C Edwin Kridler, SN at 843-762-3986 or ekridler@bellsouth.net.

Youth Outreach News

P/C Billy Lynes, SN

Youth Activities Coordinator



Your youth outreach program held a very successful ABC class at the Berkeley County library on 18 April. We successfully instructed twenty youth in responsible and knowledgeable boat handling. We are looking forward to the summer when we will be promoting safe boating among youngsters through our cooperative program with the Charleston County Library system. If you have children or if you have grandchildren who will visit in the summer, be sure to join us for one of the library presentations, and bring your neighbor's kids too. See the calendar

in the Log or on our website for dates and locations. We will again this year promote safe boating at the Moncks Corner Police Department day camp in June and the Berkeley County deputies' camp in July. We'll be promoting the poster contest at all of these events, but it would be great to see more entries from the families and friends of Squadron members. Last year we had thirty-eight entries, but we can do better. Please help us make this the best year yet for posters.

Report from the Education Department

SEO Nelson Hicks, SN



Our classes that began in February have been completed. Congratulations go the following who successfully passed their courses:

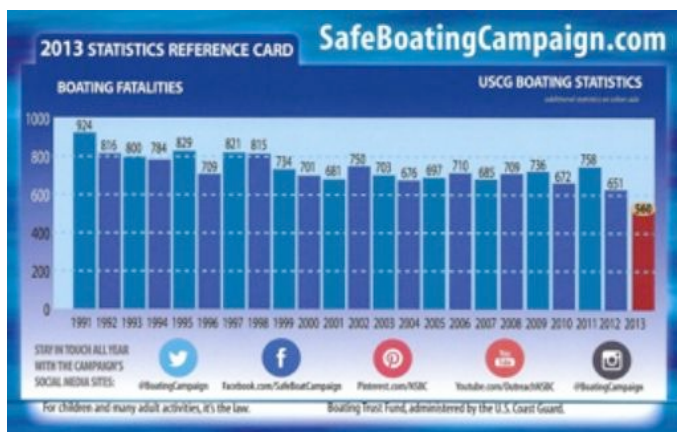
- *Seamanship*: Craig Chalmers, Donald D'Amaral, Glenda and Jeff La Rue, Tony and Bev Marchesani, Drew Phillips.
- *Piloting*: Bill Boggan, Gina and Jim DeBrum, Charlotte Sharp.
- *Electrical Systems*: Joe Ewalt, John Meyenberg, Bill Quick, Paul Wood.
- *Engine Maintenance*: Byron Dalymple.

We will begin classes again about the third week of September. I have already had one request for Cruising and Cruise Planning, which we will add providing at least three more members express interest. If we have sufficient interest we will offer Seamanship, Piloting or Advanced Piloting and Engine Maintenance. Sail will also be considered with enough interest. Please email me your thoughts on the courses you would like to take.

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.

Ready, Set, Wear It! (Your Life Jacket) P/C Harl Porter, SN

National Safe Boating Week occurs in May each year and reminds us of the safety function of our organization. Consider wearing your life jacket to work someday soon and when asked, talk to your work colleagues about Boating Safety. Also take a photo of you in your life jacket at work and post it to [facebook.com/ReadySetWearIt](https://www.facebook.com/ReadySetWearIt) (and e-mail me a copy at 107Harl@sc.rr.com).



2013 was the best year ever for Boating Safety (Statistics for 2014 are NOT available yet). In 2013 there were 560 boating fatalities (in 1991 there were 924; the trend is down from 758 in 2011 and 651 in 2012). There were 398 victims from drowning in 2013; 328 of the drowning deaths were NOT WEARING a life jacket. Over half of the boating fatalities in 2013 could have been prevented if the victims had been wearing their life jacket: however 61 of the drowning victims were wearing a life jacket (type unknown).

Which boaters are at the highest risk for drowning? Boaters in open motor boats accounted for 189 of the drownings in 2013. Then canoes had 48 drownings, followed by kayaks with 25 and then rowboats with 23. The boaters at risk are in small, open boats. There were only 19 drownings from cabin motorboats and auxiliary sailboats. The small boat operators are the ones we need to talk Boating Safety to; and lots of them do not consider themselves to be boaters (they are fishermen and hunters).

There is no breakout of drownings by age. Hopefully boat operators have life jacket for and require that all children on their boat under the age of 12 (South Carolina law) wear life jackets. This author required his grandkids to wear life jackets until age of 16 (Captain's requirement). On 18 April I manned the Charleston Sail and Power Squadron Booth at the in water Boat Show at Bristol Marina. Sea Tow (the Yellow Tow Boats) had loaner Child Life Jackets, just before going on the pier, for children going out to see the in-water boats. Well-done Sea Tow!



The next cause of death on boats was from trauma (think boat collisions). Over half of the 91 trauma deaths (50) were not wearing life jackets. Perhaps wearing a life jacket also makes you a safer boat operator.

Don't forget to keep promoting wearing life jackets! Talk Boating Safety and Life Jackets to the small open boaters you see at the launch ramps. Let's make 2015 even a better year for Boating Safety.



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

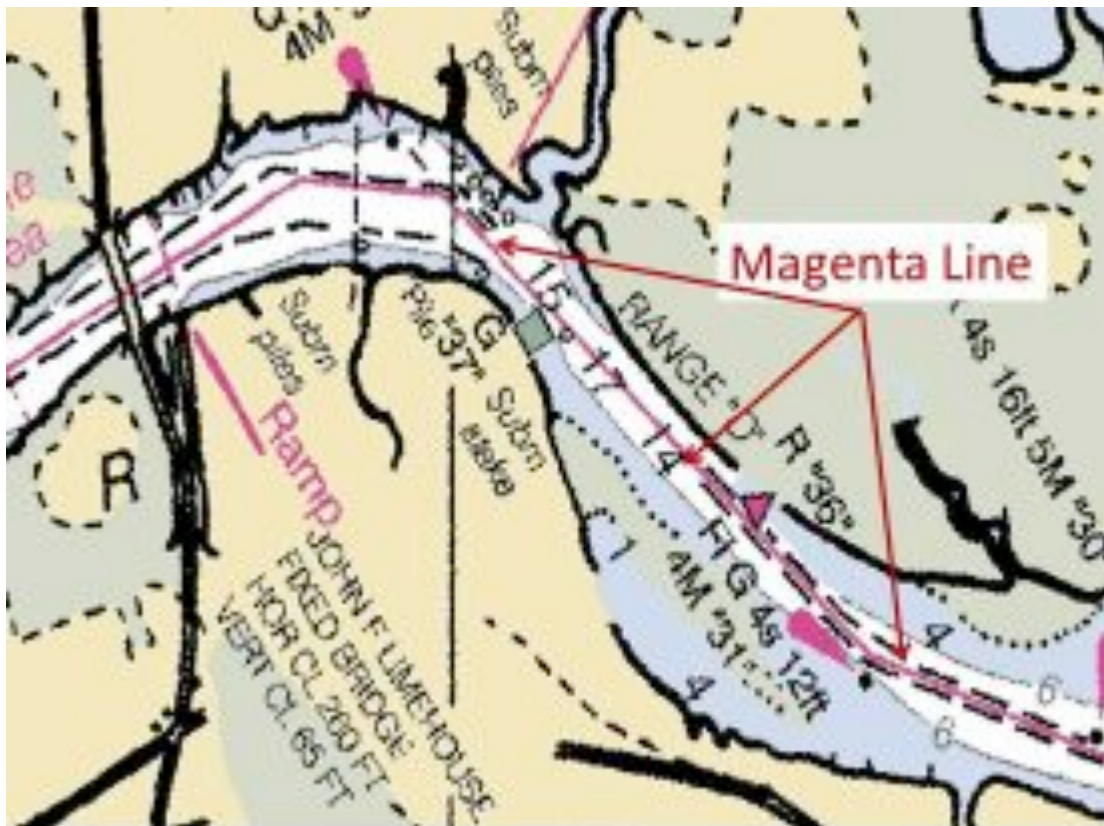
REMEMBER: Vessel Safety Inspections can be done on the spot or boat owners can sign up for an inspection at a later date. Having a 2015 safety check sticker on your boat is an important indicator that your boat is properly equipped to keep captain and crew secure.

District 26 Cooperative Charting Initiative The Magenta Line

P/C David Walsh, SN

District 26 finished the Cooperative Charting Year, March 31, 2015 ranking Number One in the nation for total Cooperative Charting Credits. This distinction was achieved through the participation of Beaufort, Charleston, Golden Corner Lakes, Golden Isles, Hilton Head, Lake Hartwell, Lake Murray, Long Bay, North Strand, and Thurmond Lake squadrons. Special thanks go to all of the individual members who worked diligently to make 2014/2015 the best year ever for Cooperative Charting at District 26.

Now that we are beginning a new 2015/2016 Cooperative Charting Year, District 26 is embarking on an important initiative to address shoaling in the Intracoastal Waterway. In recent years, boaters have reported shallow water on the preferred route "The Magenta Line" shown on Intracoastal Waterway Charts. If you're not familiar with The Magenta Line," one trip down the Intracoastal Waterway will educate you. The Magenta is that red line that is printed on waterway charts that is intended to indicate the recommended best route. This recommended route has guided boats through the ever-shoaling canals and rivers along the Intracoastal Waterway for nearly a century. However, The Magenta Line has seen better days. Today it now passes across shoals, obstructions, and at times falls outside of dredged channels. NOAA's Office of Coast Survey is considering removing the "recommended route" from its charts. The following Chartlet shows an example of The Magenta Line on Chart 11518.



If the magenta line has a future, it clearly needs to be updated for accuracy. This is where District 26 Cooperative Charting comes in. NOAA/NOS has requested that District 26 Squadrons conduct specific depth surveys along the Intracoastal Waterway. For Charts 11507 and 11518, depth surveys along The Magenta Line are needed. On Chart 11534, where The Magenta Line has been removed, NOAA has requested depth surveys at 17 specific chart areas. These depth surveys are intended to provide key information for the positioning of a revised Magenta Line for updated charts.

District 26 Cooperative Charting Committee is actively recruiting squadron members to participate in this important depth survey initiative. To make it easier to get started, we are offering training and help with data acquisition, analysis and report submission. For more information on the District 26 Magenta Line Depth Survey, contact David Walsh, District 26 Chairman for Cooperative Charting. Wals6563@yahoo.com, phone (843) 556-3258.

Recent Activities of the Charleston Sail and Power Squadron

Below, Commander Joe with members Kathy D'Amaral, Tony Marchesani, and Don D'Amaral at the Charleston In-Water Boat Show



Above, a speaker from the Corps of Engineers educating members on the need for deepening the Charleston Harbor -- representative of the interesting and informative programs at monthly meetings

Editor's Note: The following article appeared in the April, 2015 issue of Waterway Guide: The Cruising Authority, and is reprinted here by permission of Mike Ahart, News Editor.

Three rescued from boat swamped in ICW anchorage

Region: Atlantic ICW - VA thru GA

Date Reported: Apr 22, 2015

Reported By: Mike Ahart, News Editor

Source: Coast Guard News

In areas with a large tidal range, grounding can quickly become a dangerous situation – and not just for deep-keel vessels. This power boat apparently dragged anchor to a shoal, then a flood tide swamped it, requiring the rescue of three boaters the morning of April 21, 2015.

[Whiteside Creek anchorage](#) (off Mile 451.5) is one of many convenient stops off the ICW just "north" of Charleston. It's 6-foot tidal range means that a lot of water is moving in and out fast. Don't forget to calculate for the highest tide when measuring your anchor rode and scope! (Not to assume this was a factor in this incident.) From a [Coast Guard News report](#):



The Coast Guard, along with Charleston County Marine Rescue, rescued three boaters Tuesday morning in the vicinity of Capers Island, S.C. All three boaters reported no injuries and were evaluated by Emergency Medical Services.

Watchstanders in the Coast Guard Sector Charleston command center were notified of the situation by Charleston County Dispatch at 1:50 a.m. The report stated the three boaters were aboard their 42-foot pleasure craft, Into the Mystic, which was aground

and taking on water in Whiteside Creek off of the Intracoastal Waterway. Later reports indicated the pleasure craft was at anchor when the anchor broke free, pushing them into a sandbar and causing the vessel to list and take on water.

A crew aboard an MH-65 Dolphin helicopter from Coast Guard Air Facility Charleston was launched at 1:55 a.m. Crewmembers aboard a 25-foot Response Boat-Small from Coast Guard Station Charleston were launched at 1:54 a.m.

Due to the shallow waters, a Charleston County Marine Rescue shallow bottom boat was utilized to get alongside the pleasure craft and remove the three boaters. The boaters were transferred to the Coast Guard RBS and later transferred to awaiting EMS at the Isle of Palms Marina.

As a result of the incident, diesel fuel was spilled into the waterway. Coast Guard pollution responders are investigating.

View location on the [Waterway Guide Explorer](#)

A Short History of the *CSS Palmetto State* P/C Harl Porter, SN

The first battle between ironclad war ships was during the War Between the States. While paddle wheel steamer warships had been used from the 1830s onwards, steam propulsion only became suitable for major warships after the adoption of the screw propeller in the 1840s. The two ironclads were the *USS Monitor* and the *CSS Virginia* (built on the hull of *USS Merrimack*). On 9 March 1862, the second day of the battle of Hampton Roads, these two iron clad ships fought to a draw.

Everyone learned about these two ironclad war ships in grade school. Today I am going to tell you about **Charleston's first two ironclads**; the *CSS Palmetto State* and the *CSS Chicora* (sister ships). Both ships were ironclad ram ships and were designed by John Porter.

CSS Palmetto State's keel was laid in January 1862 at the Cameron and Company Ship Yard here in Charleston. Her casemate armor was 4" thick and backed by 22" of wood. Initially her armament consisted of only four guns: two 7" Brooke rifled cannons (fore and aft) and two 9" Dahlgren smooth-bore cannons (amidships); she also had a ram. She was commissioned and ready for service in September 1862 when Lieutenant Commander John Rutledge, CSN, was placed in command. Later in the war, her guns were upgraded and additional guns were mounted in 1864. Toward the end of the war she was also fitted with a spar-torpedo.

CSS Palmetto State details:

Length - 150 feet

Beam - 34 feet

Draft - 12 feet

Displacement - 850 tons

Speed - 5 or 6 knots

Engines - removed from *CSS Lady Davis*

Pilot House - abaft of her smoke stack

Crew - 125



The ship was under-powered, with unreliable engines that required frequent repair. Her guns could only be elevated a few inches, due to the small size of the gun ports. Nevertheless, she played a critical role.

CSS Palmetto State first saw action on 31 January 1863 when both the *CSS Palmetto State* and the *CSS Chicora* attacked the Union blockade force off Charleston Harbor. *CSS Palmetto State* steamed in under the guns of the wooden hulled gunboat *USS Mercedita* (who could not depress her gun enough to engage *CSS Palmetto State*) and successfully attacked the Union ship, with both point-blank gunfire and ram. Results were: the Union Ship began to sink and was forced to surrender. For details on other naval battles involving the *CSS Palmetto State*, the Internet is very helpful.

On 18 February 1865, during the evacuation of Charleston, the *CSS Palmetto State* was set on fire and destroyed, at the mouth of Town Creek River, to prevent her capture. It was reported that the *CSS Palmetto State* exploded: “leaving a plume of smoke in the shape of a Palmetto tree much to the delight of the crew”.



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



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





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*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:					
30 June	31 Aug	31 Oct	31 Dec	28 Feb	30 April
For issue to be published on:					
15 July	15 Sept	15 Nov	15 Jan	15 March	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**
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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