



The Palmetto Log

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

Volume 67 Issue 3

May/June, 2014

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Coming Events

- 16-18 May - D26 Cruise and Rendezvous -
Thurmond Lake
17 May - Vessel Safety Event - W.O.Thomas Landing
17-23 May - National Safe Boating Week
24 May - Cruise to Old Santee Canal Park
- 5 June - ExCom Meeting - 1830
7 June - ABC Course - Berkeley County Library - 0800
12 June - General Meeting - Speaker on "Life on a
Container Ship" - 1800
21-22 June - Cruise to Bass Creek
23 June - "Over the Bounding Main," Summer Reading -
Charleston County Library, Folly Beach - 1600
30 June - Submission Deadline for 15 July issue of
The Palmetto Log

- 3 July - ExCom Meeting - 1830
10 July - General Meeting - 1800
12 July - ABC Course
19 July - Cruise to Morris Island Lighthouse

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

For the most up-to-date information on CSPA activities, check the Calendar on the squadron's website at 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.

Spring has been a great season for our Squadron. It began with the March 14 - 16 District Conference in Anderson. It was well attended by our members and we won many awards. So many of us participated that we earned the "Most Miles Traveled" Award. We received awards for service, education, co-operative charting and Outstanding Communicator for the website and *The Palmetto Log*. Our squadron was in the top ten for the Doing It Right Award. P/C Donna Lynes was runner up for the Squadron Commander of the Year Award. Congratulations to all. *[See pictures from the District Conference on page 4.]*

There is a Fall District Conference October 10 - 12. You can plan now to attend because it is in Myrtle Beach. It should be filled with fun things to do.

Cruising this year is growing as the warm weather allows us to put our boats in the water. The flotilla to Edisto for an overnight stay at the marina had Ham and Letters, Palmetto Elephant, Seaquel, Seaquel too, We Three, and Little Fun. *[More on the Edisto cruise on page 7.]* Thirteen people enjoyed a great time and a meal at the new restaurant, Pressley's. Even if you don't have a boat, you can crew with someone who is going. Check the website for dates and cruise leaders. They will help you find a boat looking for crewmembers.

The EXCOM has been busy this year looking for more members, offering more courses, updating the by-laws and helping find new speakers. Paul Mitchell has arranged our speakers who include a freighter captain, marine biologist, cruise club president, and our own Tony Marchesani who will speak on sailing the seas.

Our Webmaster, Bill Quick, has been very busy improving the site. The familiar things are there, but the addition of website links, Face Book links for pictures and information about our members is wonderfully presented. Check out our Website! Then venture further to our Blog and Face Book pages run by Elizabeth Wenner. You can find a plethora of great times and boating information. I even learned some new knots from the blog videos.

The Youth Program is in full swing offering educational courses, Boy Scout merit badges and opportunities to learn on-the-water skills. There are readings at libraries across Charleston and Berkeley Counties to share our love of boating through books and stories.

Clean-up Day in April was a big success! Thanks to all of you that spent a day cleaning, raking, painting and more. Our Headquarters is looking very sharp. Thanks, Billy and Rick, for organizing it.

We set out to have more fun and grow the squadron and we have. We have gained 22 new members, presented at 2 boat shows and shared good times at meetings and cruises! So, boating us fun; come let us show you how! Be a participant! Invite friends! Welcome aboard 2014!



Charleston Sail and Power Squadron brings home awards from the Spring D26 Conference!



CHARLESTON SAIL AND POWER SQUADRON

Report from the Education Department SEO Nelson Hicks, SN

Two of our three Spring '14 class have been completed and congratulations to the following successful members:

Marine Navigational Systems *[See note below from Instructor, P/C Harl Porter.]*

Piloting

Basil and Mary Acock
Steph and Bill Quick
Paul Wood

Jeff LaRue
Robin Altman
Doug DeGood

At our May dinner meeting there was good interest in our Fall '14 course schedule. As a result, the following courses will be offered starting in September: Weather, Engine Maintenance, Sail, Seamanship, and Advanced Piloting, subject to sufficient enrollment. Please email me with your firm intent to register for the class of your choice.

Because of the good interest in the recent On-the-Water Boat Show, we are planning an extra ABC Class on July 12. In addition we appeal to our membership for anyone interesting in teaching to come forward and become an Instructor of one of our many boating courses. An email to me would be appreciated.

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.

Marine Navigation Systems (ME103)

The Spring 2014 Marine Navigation Systems was taught by P/C Harl Porter, SN using the Text and PowerPoint slides he submitted to USPS National as the replacement for ME103. This class covered: Depth Finders, Radar, GPS, Chart Plotters and their Maintenance. Final Exam was the ME103 test. All students passed the exam with grades between 91% to 100%.

Earning credit for ME103 were:

Beverly Marchesani
Bill Quick
Bob Kovach

Paul Mitchell
Paul Wood
Tony Marchesani

These members with prior credit for ME103, also took the class for a technical update on Marine Navigation Systems:

Helen Kovach
Jim Hackett

Karl Naugle

Boat Safety Week Declared

Summerville Mayor Bill Collins joined with the Charleston Sailing and Power Squadron in proclaiming this to be National Boat Safety Week from May 17 through May 23. The theme this year is "Wear It." Every 2½ hours someone is injured or killed in a boating accident. People wearing life vests on the boat could have saved many lives. Let's all enjoy the water this year and be safe. Wear the life vest and put one on every child. It's the law if you are 12 or under. Get your boat safety inspected: it's free. Make boating fun. Pictured with Mayor Collins is Karl Naugle, Commander CSPA.



**"Free Opportunity"
P/C Billy Lynes, SN
Youth Outreach Coordinator**

No, this is not a promotion by the government. With school out and water temperatures rising, your youth program is conducting a free boating class for teens to acquire a South Carolina Boating Safety Certification card. This will be 7 June at the Berkeley County Library In Moncks Corner. Please see website for more details. Also check our website for dates and times for our summer reading program at various branches of the Charleston County Library. And don't forget that Saturday, 17 May is the kickoff of National Safe Boating Week. We will be at the W. O. Thomas landing, Leeds Avenue, distributing free hotdogs to boating youth and their adult companions, Vessel Safety Check included.

The Flotilla on the Way to Edisto Marina and Exploring Edisto Island Area Waters

26-27 April proved to be the first great boating weekend of April 2014. Ham&Letters, Palmetto Elephant, Wee Three and Seaquel ventured out of Charleston harbor for the 3 hour run to Edisto Island. Little Fun and Big Seaquel soon joined them for dinner, vessel safety checks, socializing on the patio and some of the boats. What a great day with temperatures near 80 and clear skies!

Boating is fun and we are showing the way.

Commander Karl Naugle, P



CHARLESTON SAIL AND POWER SQUADRON

Updates on the CSPA Website

Webmaster Bill Quick, S

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, the website now includes:

Several new webpages:

- 1) A listing of Port Captains
- 2) A membership roster (You'll need your USPS Certificate Number and PIN)
- 3) A webpage with information about our Youth Outreach programs.
- 4) An announcement about our 2014 CSPA Pride Photo Contest (contest runs through September 11, 2014)
- 5) A webpage about Charleston and Charleston Harbor

Also, we've added:

- * CSPA Cruise Signup Forms (available as a Word document and as a PDF). Elizabeth Wenner, our cruise director, would like it used to keep track of our boating activities. People can download, fill it out and email it to her.
- * USPS Boating Course / Seminar / Course Registration Form and SC DNR Boater Education Course Student Registration Form
- * More history of the squadron. We located an old report on the history of the Squadron by P/D/C Leonard C. Ripley, AP from 1970, and it's now available on-line.
- * Lots more old issues of the Palmetto Log. We're still missing some from between 2000 and 2006, and from before 2000. If you have any of these missing issues, please contact me and we'll arrange to get them on-line!

Plus lots more: keep watching the What's New page.

There's now a new search feature that indexes both standard webpages (HTML format) and also PDFs and Word documents. It also has an Advanced Search for those of you who like to create weird searches. Go to the top of almost every page, or go to our Search page, to try it out.

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 the graphic of a smartphone).

Bringing Home the Boat: a Lifelong Dream Realized

Part II: Elizabeth City NC to Wrightsville Beach NC

“We’re on our own now!”

Lt/C Paul Wood

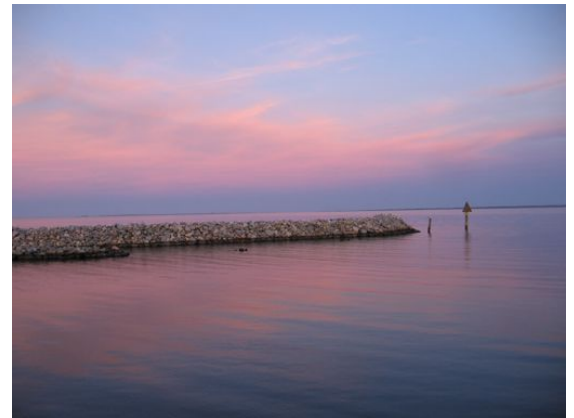
We began the next leg on February 1 with a new crew: Captain Paul, First Mate Edie and Cabin Boy Fred, our dachshund. I had been reviewing the weather forecast for many days and this start date offered the only weather window for the Albemarle Sound crossing. We picked up a rental car at Wilmington in the middle of the ice storm and when we got to Elizabeth City we had a similar situation except the ice on the boat was covered by 6 inches of snow. The inlet at Lambs Marina was frozen over with one and a half inches of ice. After removing all the snow with a borrowed shovel and sleeping on the boat overnight with freezing temperatures and only a 1.5 kw. fan heater, all our meager single 30 amp shore-power could handle, we were ready to play ice breaker. Going forward was no problem, but executing the 90-degree turn to starboard in a narrow fairway was a challenge. Once we got into the Pasquotank, everything was good. For me the highlight of the day was radioing the Elizabeth City Bridge and having it open just for us, a first with me as captain! For the crew the highlight came later, crossing the Albemarle with not even a ripple of a wave.



The surprise came at the end of the day as we berthed at Alligator River Marina—totally deserted, no boats and the attached gas station/café had been closed for the season. Fortunately they left the power on at the docks; we could run the reverse cycle units, the crew was happy and we ate well. It had gone dark and we were just pondering the subject of security out in the middle of no-

where, when we were startled by a knocking on the side of the salon—Miss Wanda had come to collect the mooring fees!

(At left, a lonely berth at Alligator River Marina; at right, sunset on the Alligator River.)



Next day we woke early, eager to head for Dowry Creek, only to find ourselves surrounded by dense fog that stayed until afternoon, too late for our 50-mile transit. Also, to our dismay we ran out of domestic water (couldn't fill the tanks in E City because the fillers were under an inch of ice). Now they were accessible but Miss Wanda had no water (turned off and drained for the winter). We spent an exciting day walking Cabin Boy around the marina and discovering that no, that wasn't a pile of dead ducks in that Jon boat at the ramp, they were decoys.

The following day the weather was perfect for our run to Dowry Creek, the Alligator River and the Pungo Canal presented no problems other than a near soft grounding at the entrance to the canal. The people at Dowry Creek were great, they were open, they had water (just repaired), a courtesy vehicle to use to get provisions, and best of all, an evening social hour with beer and other boaters at the marina, most of whom were extended stays. My English heritage prompted them to tell us about an English couple who shipped a traditional 60-foot Narrow Boat from England to Portsmouth, VA, and used it to travel the ICW down to Florida. They wrote a book about the trip (*Narrow Dog to Indian River* by Terry Darlington), which we subsequently borrowed from our excellent CCPL and found highly entertaining, especially as it related to our own adventure more closely than one should probably admit.

Next day we set off for Grace Harbor at River Dunes (Neuse River), an easy 40 mile trip. Everything was working—the generator was humming, we had heat and water, Cabin Boy had started to feel at home on the boat (but he wonders why his stupid owners have abandoned the nice house on Johns Island for this 40 year old kennel that smells like diesel fuel) – ah life is good!

Well the Pamlico River is a lot wider than we thought, and as the crossing progressed, the winds got stronger and the waves got bigger—but no matter, we were taking them at 45 degrees to the bow, a bit bumpy but not too bad (Cabin Boy is now firmly attached to the salon cushions with his claws dug in). Then I had to break the bad news, we would need to turn and take it on the beam for a little while. Things suddenly became more exciting, a few things fell to the floor, Cabin Boy detached from the cushions and cowered on the wheelhouse floor behind me (one of the few things that was not moving as I gripped the wheel). First Mate said “Are you sure the boat won’t capsize? It’s like riding a mechanical bull!” “Yes, I’m sure,” I said; “It was much worse on the Chesapeake when the coastguard stopped us, and besides we only have a few more minutes to sheltered water.” And so it was, the boat stopped rolling and a collective sigh of relief was heard from the crew (or would have been if the trusty Perkins had better sound insulation above it—I knew I would miss that shag pile carpet some day).

The end of the day saw us arriving at the best Marina of the trip, Grace Harbor at River Dunes (*shown at right*), not far from Oriental. Very sheltered and bathrooms as clean and nice as at home! Just as well because the winds steadily increased and other boats came in for shelter. We had to take another weather day before setting off for Morehead City and our first encounter with real commercial traffic. In our excitement to leave I left our one 50 by two 30s splitter on the dock, but the helpful folks at Grace Harbor found it and mailed it back to me.



The Yacht Basin at Morehead City proved an excellent choice. Again a courtesy car was provided, and re-provisioned we set off again the next day for Swan Point Marina at New River. An easy trip with a change of scenery, barrier islands to our port side, and the excitement of crossing many shoaled inlets without seriously running aground. Swan Point proved basic but adequate, a pre-gentrification marina experience (we used our own shower at this one!), in the middle of an undeveloped part of the ICW.

Next day took us on our final run to Wrightsville Beach and the most expensive (but very nice) Marina of the trip. This is also where the boat was to stay for a few weeks while the crew recuperated at home and the Captain transitioned to First Engineer and commuted to take care of maintenance and repair tasks. We were astounded at the density of condo construction we saw as we travelled along the barrier islands, what happened to the post-Hugo edict to stop building on such exposed locations? It looked like Miami but with only 4- or 5-story buildings. I hope for the sake of my home-owners insurance premiums that they don't get hit by a Sandy. The highlight of the day was passing through the Figure Eight Island swing bridge 20-ft clearance. By now I had got the timing and approach pretty well nailed down. When I called the bridge tender (BT) to request an opening he responded "I think you will fit but if you lower your mast you will fit for sure." My response: "Can't do that; please open." BT: "Just motor up slowly and I will come down and make sure you don't hit." Reluctantly, I complied, and then with seconds to spare a response from BT: "Stop! You're going to hit, I'll open the bridge." Well all the good planning was for nothing; here we were backing away, trying to stay in mid-channel when the boat wants to go to starboard! After a few minutes of anxious backing and filling we finally got through - does he do this to everyone or did he recognize a Newbie and decide to have some fun ! I had told him at the outset that I needed at least 22 feet.

Stay tuned for exciting encounters with the Corps of Engineers dredgers in the final episode.

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
powered by
QUANTUM
SAIL DESIGN GROUP

FOR SALE

INFLATABLE DINGHY, 10 ft. Solstice Quest 300. 2-4 person. Used once. \$200

2 FOLDING BOAT BIKES. Used condition. \$50 each.

DINGHY TRAILER. Adventure Marine Mfg. Model 6000. Above dingy fits this trailer. Never used. \$300

Contact: Ross or Carol Burgess @ 768-0484

FOR SALE: Marine Sextant

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

\$300.00 or best offer.

**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

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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