



The Palmetto Log

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

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Coming Events

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

19 September – 1-3 pm: "Big Trucks And More. CSPS will be there! At John's Island Regional Library.

9-11 October – D/26 Fall Conference and Change of Watch . At North Myrtle Beach.

17 October – Oyster Roast and CSPS Annual Meeting. At The Villages at St. John's Woods.

6 November – Change of Watch. 6 pm, at Headquarters Building.

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**



July and August were busy months. At the end of July our leaking roof was finally replaced on a couple of days when it did not rain (!) and since then we have had many downpours that demonstrated the success of the project. Thanks to a very generous donor we were also able to upgrade to architectural shingles, which not only look better, but also have greater hurricane wind resistance rating.

The process of identifying and estimating the cost of improvements is complete and Excom is now deciding which projects and which order of implementation is appropriate, given our needs and anticipated funding level. A second generous donor has stepped forward with an offer to fund the materials cost for the renovation of the ladies restroom, with members providing the labor.



Just recently, a third generous donor has pledged \$2000 to cover additions and much-needed safety improvements to the Headquarters electrical system. We are hoping that the gifts from our first three financial donors will serve as incentives to other squadron members.

Our fundraising efforts continue with the successful monthly raffle and the recent sale of used boating items. We are also looking at opportunities for additional fundraising events. Members' offers to donate financing, time or materials to assist with the implementation of our ongoing projects would be most welcome.

In the next Palmetto Log we will provide a list of approved projects and our implementation schedule.



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, the website includes several new and updated webpages:

1) Many thanks to P/C Billy Lynes for loaning his collection of paper copies of the [Palmetto Log](#) from the late 1990's and early 2000's. It will take a while to scan all of them into PDFs and post them at the Charleston Sail and Power Squadron website, but the effort has started: Several issues, including the earliest issue from his collection, [Volume 51, Number 1, March 1997](#), has been scanned and posted on-line.

2) I have added the [Nominating Committee Report for the 2014-2015 Watch Year](#).

3) Look for a new addition to the [History of the Squadron](#): a slide show from the USPS files: [USPS: A Photo History](#).

Keep watching the What's New page!

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



2015 CHANGE OF WATCH

Mark your calendar for the CSPA 2015 Change of Watch - Friday November 6th.

Location will be our Headquarters on Orange Grove Road and the meal will be catered by Chad Shores of Finz, who provided the excellent fare last year.

Report from the Education Department SEO Nelson Hicks, SN



Fall classes opened in September. We have six members taking the new 2015 Navigation course taught by Ed Kridler. This is probably the largest N class in many years. We are offering this course on periodic Saturdays to enable members from other squadrons to participate as some squadrons do not have an N instructor.

In addition, five members are taking the Cruising and Cruise Planning course taught by Nelson Hicks.

The balance of our planned education activities have been a disappointment. Courses in Seamanship, Piloting or Advanced Piloting drew no members and Engine Maintenance found only two but insufficient to teach the course. These courses have been cancelled. In addition, our public course ABC planned for late August had to be cancelled due to only two registrants.

Marine education is one of our three pillars in the Sail and Power Squadron organization. We all as members need to ensure that we adopt a personal policy of continuing boating and marine education. If you have not taken a minimum of Seamanship and Piloting you have not done your part to further your and your family's enjoyment and safety on the water. Additionally, courses in Electronics and Engine Maintenance address important matters we all face daily in our boating.

I want to encourage all members to try and improve their interest in marine education in our Squadron. A look at the National website shows the various courses and seminars available. With sufficient demand we can conduct any of these educational opportunities.

**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.**

Safety Column

Boat Flash Fire from Fuel Leak

P/C Harl Porter, SN

In our last Safety Column on Boat Fires we noted that 55% of boat fires were caused by electrical problems, most of them caused by poor electrical wire maintenance. In this issue we want to discuss Flash Fires from fuel leaks, which account for 8% of onboard fires.

On 4 July this year there was a “Flash Fire” on a boat that had just finished refueling at my marina in Maryland. On 5 July I read about it on the internet. On 7 July I was at the marina in Maryland (on our sailboat) and interviewed other slip holders and other persons who witnessed the Flash Fire that injured 13 individuals.



A **Flash Fire** is a sudden, intense fire caused by ignition of a mixture of air and a dispersed flammable substance such as gas vapors. It is characterized by high temperature, short duration, and a rapidly moving flame front.

A **Gas Explosion**, by contrast, results from a vapor gas leak in the presence of an ignition source. The principle explosive gases are natural gas, methane, propane and butane.

The Maryland State Fire Marshall news release on the 4 July Fire stated: “Investigators have determined the flash fire was the result of a “spark” from electrical connections at the onboard bilge pump while gasoline vapors were still present in the engine compartment.” During my conversations these details were noted: 1) the boat was a 34-foot cabin cruiser with 18 persons on board; 2) thirteen were injured and several were blown off the boat (one onto the fuel dock and others into the water); 3) none were killed, but two weeks later four were still in the hospital with severe burns.

It is my understanding that shortly after refueling the boat: 1) the dockhand at the fuel dock noted that the boat was pumping raw gas over the side (from its bilge pump); 2) the dockhand yelled a warning to the boat that they were pumping gas over the side; 3) someone (the Captain?) then opened the engine hatch; and 4) the Flash Fire occurred. **Opening the hatch first, without operating the bilge blower for 5-minutes, added enough oxygen to make an explosive mixture* of fuel vapors and air (oxygen) and when a spark was added – the Flash Fire occurred.** *Note – Gasoline burns only in a limited range of its vapor phase (a gas to air mixture of 1.4% to 7.6% by volume).



Fortunately there was not a boat fire after the Flash Fire. Damage to the boat was estimated at only \$2,500; but 13 were injured (most were burned, four severely).

Note blown out engine hatch on stern, BBQ Grill in cockpit and blown out cabin windows. (Photo by Harl Porter. Boat's name and registration number have been removed.)

A number of safety issues emerge from this boat's ordeal.

Safety problems with this refueling

- Passengers remained on the boat during refueling operations. All passengers not needed for the fueling operations should step off the boat.
- Bilge blower was not operated after refueling. Turn on bilge blower for five minutes after refueling
- Engine compartment opened for inspection before being vented by bilge blower. After venting and before starting the engine, sniff the engine compartment for vapors and check the bilge for a fuel spill.

Possible safety problem with life jackets

Was there one, properly sized, life jacket for each of the 18 people on board? Were passengers told where the life jackets were and had they been individually fitted?

How many passengers can a boat safely carry?

Boats 20-feet and less are required to have a capacity label (this was a 34-foot boat). One rule of thumb is capacity is limited by how many can sit in the cockpit. Regardless of capacity limit, each person on board must have appropriately sized life jacket.

Another safety problem?

On 7 July the boat was still anchored near the fuel dock. I circled the boat after leaving my slip, noting minimal damage. However, the engine hatch blown off and several hatches blown out. There was also a large propane gas BBQ grill in the cockpit; I could not tell if it was secured or loose and permitted to move around the cockpit (and potentially injure passengers). Having a large back yard BBQ grill on the boat is a bad idea in any case, and especially if it is not secured.

Bilge Pump Operations

Bilge pumps are activated automatically from their float switch; or manually from a switch on the power panel. Automatic operation of bilge pump cannot be turned off unless the bilge

pump fuse is removed. Some intelligent float switches are only water activated, not activated by fuel or oil, to prevent a pollution problem caused by pumping them overboard. A bilge pump should **NOT** create an open “spark” when activated (neither should a bilge blower). The “spark” from bilge pump wiring (cited by the Fire Marshal) suggests, to me, defective wiring or a defective bilge pump or a defective bilge float switch.

This Flash Fire almost certainly need not have happened. Proper attention to safety on board the boat could have prevented both injuries and damage.

***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.



Announcement of Candidates for Elected Office, 2016

Following is the slate of candidates for elective positions in the Charleston Sail and Power Squadron as presented by the Nominations Committee to the Executive Committee. Elections will be held during the Annual Meeting, 17 October, 2015, prior to the Oyster Roast.

*Submitted by P/C Elise Jorgens, AP, Chair, Nominations Committee
24 August, 2015*

- | | |
|-----------------------------|---|
| Commander (Cdr) | William Quick, P |
| Executive Officer (XO) | Jeffrey LaRue, P |
| Administrative Officer (AO) | Donald D'Amaral, S |
| Education Officer (SEO) | Nelson Hicks, SN |
| Treasurer | Ken Fonville, SN |
| Assistant Treasurer | Rick Cone, JN |
| Secretary | Beverley Marchesani, P |
| Executive Committee | Joe Ewalt, AP, Immediate Past Commander
Tony Marchesani, S
Charlotte Sharp, P
Wendy Walker
Charles Wilber
Bridge Officers, <i>ex officio</i> |
| Housing Committee | Paul Wood, P
Drew Phillips, S
Rick Cone, JN |
| Nominations Committee | P/C Donna Lynes, SN (not to be elected)
P/C Karl Naugle, AP (not to be elected)
P/C Joe Ewalt, AP |
| Auditing Committee | Jo Ann Ewalt
Gary Wolfe, S
Scott Infinger, S |
| Rules Committee | P/C Donna Lynes, SN (not to be elected)
P/C Karl Naugle, AP (not to be elected)
P/C Joe Ewalt, AP |

***CSPS Annual Oyster Roast October 17th,
2:00 – 5:00 p.m.***



***Oyster Roast by Finz Catering at
Pool Pavillion, Villages of St. Johns Woods,
Johns Island***

Come and enjoy freshly roasted Oysters and Barbeque in a great location rain or shine. Moor your boat at St Johns Yacht Harbor and Edie or Paul Wood will transport you to the Oyster Roast (10 minutes by road). Detailed directions and instructions to follow.

YOU MUST RSVP BEFORE Friday October 9th as I have to give the caterer accurate numbers by then. *Note the new email !!!* boatboypaul@gmail.com or Text 317 777 2932 or Phone 843 573 7921

Come enjoy the festivities – and vote for next year’s squadron leaders! Slate of candidates is on page 9.

Holiday Parade of Boats

P/C Dick Howells, JN

It is time to begin planning for the 2015 Holiday Parade of Boats in the Charleston Harbor. The Parade will be the second Saturday in December (12 Dec 2015). We co-sponsor the Parade with the City of Charleston's Office of Cultural Affairs.

The City has already requested the necessary permits from the Coast Guard and SC DNR. The City also provides the prize money and the after-Parade awards party for decorated boats and our volunteers.

If you want to decorate and enter your boat, we will have the entry forms shortly on our website. The fee is \$25.00 for non-commercial boats. Prizes are for 1st, 2^d and 3^d in both power and sail. The amounts are \$500, \$300 and \$200. I will give each boat captain a small chart with waypoints of the course and the turns to aid in navigation.

The Parade forms in the South Channel, travels to the Mt Pleasant side up to the Ravenel across under Drum Island to the Charleston side, down the peninsula to the Ashley River and disbands at the Coast Guard Station. It starts around 4:30 and finishes by 7:30 PM.

The best place to watch the Parade is from your own boat. We need 6 to 8 boats that will anchor along the Parade route to help the decorated boats know where to turn. If you would like to be one of those boats let me know. These are very important to the success of the Parade as well as being the best seats in the harbor to see the decorated boats.

Contact Dick Howells at 843-437-6241.



Photo from the 2014 Parade of Boats

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

For issue to be published on:
 15 Nov 15 Jan 15 March 15 May 15 July 15 Sept

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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