



The Palmetto Log

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

Volume 67 Issue 5

September/October, 2014

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CHARLESTON SAIL AND POWER SQUADRON

Coming Events

- 20 September – Beach Sweep, W.O. Thomas Landing – 0900
27-28 September – Georgetown Cruise (see notice p. 14)
- 2 October – ExCom Meeting – 1830
9 October – General Meeting and Election – 1800
9-12 October – D26 Fall Conference, Myrtle Beach
19 October – Cruise to St. John's Yacht Club
25 October – Oyster Roast/Fund Raiser, Dolphin Cove Marina – 1400
- 6 November – NO ExCom Meeting
7 November – Change of Watch – 1800 – NOTE: to be held at Headquarters, 1326 Orange Grove
13 November – NO General Meeting
15 November – Cruise to Bohicket Marina

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.

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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, AP
A/O Paul Mitchell, JN

A Change Is Coming - Take Part In It



From the 9 Nov 2013 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.

September 20 at 0900. Some call it Leeds Ave. Landing.

September ends with our over-night cruise to Georgetown 27-28 September. We can visit a beautiful southern town just a short walk from the marina.

October is the biggest month of change. The first meeting, on 09 October, is a business meeting at HQ where we will elect the new officers for 2015 and look at the budget. We have no speaker that night. We will have pizza (free) and drinks are available. We need a quorum to elect our bridge and other officers, so please plan to attend. ***See slate of nominees, p. 5.***

The District 26 Fall Conference and Change of Watch is the weekend of 10-12 October. Look for the registration sheet, show our support and enjoy Myrtle Beach.

Also in October we will return to our roots. The Squadron used to meet at Dolphin Cove Marina. The owners have donated the use of the marina to hold our annual Fund Raising Oyster Roast on Saturday, 25 October. The event starts at 1400 and ends at about 1700. You can come by boat or car. This is a great opportunity to get points for cruising and enjoy free dock

This has been a spectacular year and the best is yet to come. We said in the first month we would seek to have more fun and grow the squadron. Together we have! We are not finished yet. There are good months ahead with more changes.

September saw a new cruise destination to Toogoodoo Creek. Unfortunately, the weather did not cooperate and we had to cancel, but we look forward to exploring that new venue in the future. The Beach Sweep is coming soon and is a national event, not just us. Register with Donna Lynes or just come to the W.O. Thomas Jr. Landing on the Ashley River on

space, great food and a trip into the past. There is also plenty of parking in case you desire to come by car. More details by email later.

Then comes 7 November and our Change of Watch. We are hoping to change the mood of the ceremony by holding it at our HQ building. We hired the same caterer, Chad Shores of Finz, that we used at our Christmas party last year. We want it to be a grand event where more squadron members come to celebrate the event and watch the passing of the torch. The night will be spectacular if we fill the room and learn what a Change of Watch is. The price will be lower than in the past and the food will be served as a buffet with Chad's staff serving us again. You will be sent a formal invitation in the mail as soon as all of the details are completed. It will be great to see you all there, celebrating together the year's successes and our continued future with the new commander. Please make sure to RSVP to the invitation to reserve seats and your dinner.

Embrace change and participate in every event. We have over 30 new members in the squadron this year. Learn why by being active. They are!

Important Election Meeting
Be sure to attend and vote for next year's officers!

Thursday 09 October Dinner Meeting
FREE PIZZA!

CSPS Annual Oyster Roast/Fund Raiser

Saturday 25 October
1400 – 1700

Dolphin Cove Marina

Plan now to attend!

Report from the Education Department

SEO Nelson Hicks, SN

Congratulations to the following for successfully completing recent Squadron courses.

- Junior Navigation (JN): Beverley Marchesani, Tony Marchesani and John Meyenberg.
- Piloting (P): Basil Acock, Mary Acock, Robin Altman, Doug Degood, Jeff LaRue, Stephanie Quick, Bill Quick, and Paul Wood.

It is my hope that all the above will continue their boating education with other courses in the future.

Our Fall 2014 Classes have begun and member registration has been very good.

- Sail (SA) has eight students, and instructors Elizabeth Wenner and Rick Cone will include an on-the-water portion for the class.
- Seamanship (S) has eleven students being taught by Donna and Billy Lynes.
- Engine Maintenance (EM) has seven students being taught by David Walsh and Paul Wood.
- Advanced Piloting (AP) has five students and is being taught by Nelson Hicks and Dick Howells.
- Weather (W) begins on 22 September has five students and will be taught by Ed Kridler and Ken Fonville.

During our registration process we have gained at least two new members, and several non-members are registered that we hope will convert to members. As our membership grows I hope this translates into continued enrollment in the future. Please remember that S and P are basic core courses that must be taken before credit is given for Advanced Grade Classes (AP, JN and N). Members should advise me of the courses they would like offered.

Your Education Committee is re-looking at the ABC public course to make it more student-friendly. We want to schedule the classes to match new student interest after boat shows and other community maritime activities. We also will try to simplify our presentations and reduce our instruction time to permit more time for casual discussions.

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.

Membership Report
P/Lt/C Wendy C. Walsh, SN
Membership Chair

By now all CSPS members should have received their copy of the CSPS Directory 2014. If you haven't, please contact me, Wendy Walsh, 843-556-3258 or wals6563@bellsouth.net or the Commander, Karl Naugle, 843-810-3200 or karlnaugle@gmail.com.

Our member roster keeps changing because each month we have new members who join, and each month we have some members who do not renew.

Members listed in the 2014 Directory, but who are NON-RENEWALS:

- Ross Burgess, a member for 15 years
- Arthur D. Clark, the 2008 Commander, and a member for 11 years
- Theodore Levin, a member for 4 years
- David P. Morris, the 1962 Commander, and a member for 51 years
- William J. Raver, a member for 41 years

We thank them for their contributions to our squadron.

We welcome NEW MEMBERS to our squadron who are not listed in the Directory:

- Byron "Keith" Dalrymple and Jill Dalrymple
- Frederick "Scott" Infinger and Laurie Infinger
- Judy Macfarland
- Betty and John O'Brien
- Charlotte Sharpe, Mark Sharpe, and Camryn Sharpe
- William "Bill" Boggan and Andrea "Andy" White

Directory Errata

- P. 12. Stf/C Victor B. Schwartz, SN, was omitted from the list of Life Members.
- P. 14. Merle Clark passed away on 12 January 2014. The year was listed incorrectly.

Bilge Pumps: Will Your Boat Sink?

**P/C Harl Porter, SN
Squadron Safety Officer**

Equation for water flow through a circular orifice $Q = Cd a \sqrt{2gh}$

Q = Flow in cubic feet per second*

Cd = Coefficient of discharge (typically 60%)

a = Orifice area in square feet

g = Acceleration of gravity in feet per second per second

h = Hydraulic head in feet

* To convert cubic feet per second to gallons per minute (GPM), multiply by 448.8

A one inch hole two feet below the water line results in 16.95 GPM (or 1,017 GPH)

A two inch hole two feet below the water line results in 67.78 GPM (or 4,067 GPH)

Bilge Pumps - How much water will a 2000 GPH pump, assuming a zero foot head?

- With a fully charged battery - 1,850 GPH
 - To get 2,000 GPH requires a DC voltage of 13.6 Volts (more than provided by a battery)
- With a 50% charged battery - 1,750 GPH

But bilge pumps are located in the boat's bilge and have to push the water up out of the bilge

- With a fully charged battery and a 3.35-foot head only 1,525 GPH
- With a 50% charged battery and a 3.35-foot head only 1,425 GPH
- With a fully charged battery and a 6.7-foot head only 1,225 GPH
- With a 50% charged battery and a 6.7-foot head only 1,175 GPH

Bottom line - a 2,000 GPH bilge pump can just barely keep up with a one inch hole in your hull located two-feet below the water line.

Keys to leak survival: Do NOT Panic, Locate the Hole and Slow the Leak

- Speed and efficiency in slowing (or stopping) the leak is essential
 - For failed thru-hull fitting - Use soft wood plug
 - For failed (or loose) hose - Close thru-hull, then repair (or re-attach) hose
 - For leak - Stuff, on inside, with anything that can be found - bedding, towels, etc.
 - For hole - Use collision mat (heavy canvas held in place by lines) on outside of hole
- The engine raw water pump can be used as an emergency bulge pump by:
 - Closing the engine thru-hull,
 - Disconnecting pump intake hose at thru-hull, and
 - Placing hose in bilge

Safety Column (continued)

MAYDAY – When it becomes apparent that a leak cannot be sufficiently slowed and that the volume of water entering the boat is greater than its pumping capacity, the skipper must begin abandon-ship procedures.

Life Jackets: THEY FLOAT, YOU DON'T!

More on Hose Clamps and Wooden Plugs

Annual safety inspection

- Inspect hoses and verify that they exist, are double clamped, and are tight and rust free
- Verify that soft wood plugs are properly sized and conveniently located
- Verify that bilge pump(s) work (if fused, ensure that you have spare fuses) and bilges are clean



Left to right above, stainless steel hose clamp, general-purpose 300-series hose clamp, Murray hose clamp



Shown above, wooden plugs

Safety Column (continued)

Leak mitigation suggestions

- All thru-hull openings should have seacock ball valves (not gate valves)
- All hoses below the waterline should be double clamped (with stainless steel hose clamp)
- Soft wood plugs (tapered and of correct size) should be taped to each thru-hull hose
- Know location of all thru-hull openings (both above and below water line)
- Know how to close all seacocks

Bottom Lines

- Close all thru-hulls when boat is left unattended
- Don't leave shore-side water on when boat is left unattended
- Check all thru-hulls, hoses and clamps twice a year

Need a Vessel Safety Inspection?

Contact P/C Harl Porter, SN

107harl@sc.rr.com

Or 843-408-8596

Updates on the CSPS Website

Webmaster 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](#), have been scanned and posted online.
- 2) Added the [Nominating Committee Report for the 2014-2015 Watch Year](#).
- 3) Added to the [History of the Squadron](#): a slide show from the USPS files: [USPS: A Photo History](#).

Keep watching the What's New page!

As previously mentioned, 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

CharlestonSailandPowerSquadron.org/mobile/

or from the homepage of the full version of the website (click on the words "Mobile Version"

Late breaking news – just received from Webmaster Bill Quick who is attending the USPS Governing Board Meeting:

The Charleston Sail and Power Squadron website has been reviewed and nominated to receive the USPS Distinguished Communicator Award (DCA) for 2014. The DCA is awarded to USPS websites that meet stringent criteria for appearance and content. Our squadron's website has won the DCA award or its predecessor in every year since 2007, as well as in 2004, 2003, and 1999-2001.



Let's get down and dirty!

BEACH SWEEP/RIVER SWEEP

20 September 2014



Our adopted area is W.O. Thomas (Leeds Ave.) landing, Wappoo landing, and the river in between. Meet at W.O. Thomas 0900. If you have a runabout, jon boat, kayak, or other small boat that can get into the marsh, that's great. We could use a larger boat to shuttle trash from the smaller boats. For those with no suitable boat, there's a place for you as crew or cleaning on the shore. Wear shoes that can get nasty. Bring gloves and pickup claws if you have them. We have vests, some gloves, and plenty of bags. Our site captain is Billy Lynes. Let him know if you want a Beach Sweep t-shirt. Last year they were \$10. We will end the effort with a hot dog celebration and wrap up around 1300. Participation is a great way to show the boating community that we care and earn some credit toward a merit mark to boot!

From P/C Billy Lynes, SN, Beach Sweep Chair: Beach Sweep is 20 September. Last year we had a good group. Please support this worthy project and help keep our waterways clean.

CHARLESTON SAIL AND POWER SQUADRON

***SAVE THE DATE
And Plan to Attend***

CSPS CHANGE OF WATCH

***Friday 07 November 2014
At CSPS Headquarters
1326 Orange Grove Road***

***Watch for Your Invitation to this
Gala Squadron Event***

CONGRATULATIONS

The following members of the Charleston Sail and Power Squadron have been awarded their 25-year pins by the United States Power Squadrons:

Melva Bible, S
Richard Bible, AP
P/C William Lynes, SN
P/C Anthony C. Ward, AP
Mary U. Workman

Congratulations to all. This is a milestone achievement!

Cruise to Georgetown, 27-28 September

P/Lt/C Chet Rogers, P, Cruise Captain

Our next cruise to Georgetown is scheduled for 27-28 September. This is one of my favorite cruises, up the ICW through some beautiful areas. I encourage you to join us. It is about a four-hour cruise traveling at 20-25 knots or a two-hour trip by car. Boaters will stay at Georgetown Landing Marina. Make your dockage reservation at [843-546-1776](tel:843-546-1776). More information can be found at <http://georgetownlandingmarina.com/>. Whether you plan to travel by boat or car, there is a Hampton Inn immediately adjacent to the marina. There is also a nice little bar/restaurant adjacent to both the hotel and the marina. I will make reservations for dinner in downtown Georgetown on Saturday evening.

Elise and I will be leaving Rivers Edge marina on Saturday about 1000. We can make arrangements to meet anyone who would like to join us for the cruise. Once we know who is going and when, I will try to arrange a Saturday time and location for those who would like to travel together. **Please let me know if you plan to join the cruise, when you expect to get to the marina, and whether you will be traveling by boat or by car as soon as possible.** If you would like to go but don't have access to a boat, let me know and I will try to find seat(s) on one of the boats that will be going. I will also provide more specific details as we get closer to the trip

Chet Rogers
Cruise Captain

Chet85rogers@me.com

[843-768-8574](tel:843-768-8574) (home)

[843-793-7527](tel:843-793-7527) (cell)

Ever wonder what goes on at the national USPS meetings? Here is a brief report of the recent Governing Board Meeting from Webmaster Bill Quick, S.

Ed and Cindy Kridler and I were among over 450 folks who attended the USPS Governing Board meeting in Arlington, VA, 10-13 September. Sessions included CPR training, seminars, and committee meetings many open to all attendees—including the IT and Communications Committees, which I attended. The Governing Board session itself, as expected, was replete with reports and awards and a few motions to be voted on. None of the motions were controversial, and all passed, although the motion to raise the dues drew a few dissenting votes. The organization is in the black; membership retention is the best in years; and a modest dues increase (\$2 for individuals and \$3 for families) was approved. New members will get 18 months for the price of 12. And the long-promised revamped USPS.org website seems likely to be in place sometime early next year.

It was definitely a learning experience for me, and one I'd recommend to anyone interested in the workings of our organization at the national level. Hope to see you at the Annual Meeting in Jacksonville in January!

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

Editor's Note: Here are more of the Kovachs' wonderful photos and interesting commentary as they have made their way across the northern waterways and down Lake Michigan this summer.

Flying the Charleston USPS Burgee over the Big Chute Railway, Ontario, CA
National USPS Ensign at Bayport Yacht Center, Midland Ontario, CA
July 2014

Because we were at the bottom of the lock, we got underway about 7:50 a.m. The trip to Big Chute was only 8 miles, passing through some lovely big cottage areas. Big Chute is a marine railway that was built as a cost saving measure to get through the huge rock formation that prevented boats from moving across this stretch of the river.

At right is the rocky gorge that they would have had to blast through to put in a lock, and back when this was being built, it would have taken forever.



The car can carry a max length of 100ft, 24ft beam and 6 ft draft. Here is ALLEZ loading - they took only us because of our weight and size.



Here she is on the way. The view from the top was exciting and a great view. After the splash at the bottom, the waterway takes a series of 90-degree turns thru some rocky, narrow patches like this.

But it is only another 8 miles to Port Severn and Lock 45 - THE LAST ONE! *[Below left]* Once again we tied up on the Blue Line because this is the shortest lock and the narrowest - about 90 ft long and 23 feet wide. We locked through alone.



We had to navigate the route under the highway 400 bridge that was NARROW, on a set of buoys we just fit our 15.5 beam through, and then I had to take everything out of gear, stop for a second or two and then gently spin the boat into the rest of the markers.

Once out of this mess, we were in Georgian Bay - not open water yet – and we still had to transit Potato Channel, but it was well marked although fairly narrow. Lots of Rocks!

Once into open water we headed for Midland, ON, and Bay Port Marine Center for a couple of days to get our plans squared away for the trip up Georgian Bay and into the North Channel.



We were finally able to leave Midland, ON, after 1 day of recovery from the Trent Severn Wa-

terway, 2 days of dingy repairs and 4 severe wind advisory days. Yikes.

We left on the 29th of July and headed up the Bay to Twelve Mile Bay to anchor for the night. The run was good as the weather was calm although this layer of clouds looked like it might dump on us any minute.

We got into the anchorage after negotiating several rock piles in the Bay was well as a huge one in the opening to the anchorage. This is what we had to

Passing through Georgian Bay, Ontario, and finally the North Channel toward U.S. waters brought more rocky shorelines and a lighthouse that was typical of those along the North Channel.



[As of 10 Sept 2014] We made some real forward progress since that last email. We finished the North Channel, checked into customs at Drummond Island, MI, crossed over Lake Huron (it was like a table top that day), and we spent a week in Mackinaw City, MI. Visited Mackinaw Island. Left Mackinaw Island, crossed under the Mackinac Bridge, through the straits of Mackinaw and headed down the East coast of Lake

Michigan, with stops in Michigan at Petoskey. Charlevoix, Leland, Frankfort, then Ludington and crossed over to the Wisconsin side of Lake Michigan to Manitowoc. Where ALLEZ is safely tied up.

Classified Ads



*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. 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 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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Postage Stamp

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



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