

VOLUME 53 NUMBER 10
DECEMBER 2000/JANUARY 2001

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567-4435

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Squadron Headquarters Bldg.
1376 Orange Grove Road

MEETINGS

Exec Committee - 1st Thursday 1930
Squadron Headquarters Bldg.

Membership
11 January 2001
Dolphin Cove Marina

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&

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Take advantage of this **FREE** space for
members only.

APOLOGY!

As you noted, there was no December issue of
The Palmetto Log.
I apologize for that.

John

**SAFE BOATING THROUGH
EDUCATION**

From the Commander

Cdr William H. Lynes, AP

This is a great honor for me to be standing at the helm of this prestigious organization. I am humbled by the confidence of the previous Commanders for nominating me to this post and the faith of the membership for entrusting me with this position. I think I first caught the eye of the nominating committee a few years ago by just showing up regularly. The Charleston Power Squadron, in its true and traditional form of leadership, took me in and trained me to give me the confidence and capability to handle this job. I will do my best to maintain the very high standards and traditions of United States Power Squadrons, District 26 and most certainly Charleston Power Squadron.

The tradition of our quality Public Boating Course is one of our greatest assets. There are many opportunities to participate in this phase of our organization's mission. This is the power base for our new potential members and a great place for our newer members to get involved, meet more experienced members, learn a little of how our squadron operates to fulfill its mission, and at the same time serve the squadron. Service during the course of one of these classes goes a long way towards earning a member's Merit Mark of recognition for your service to the squadron.

In the very near future, the newly installed bridge officers will be approaching our members for the purpose of filling the many committee positions that are the life's blood of our squadron. If approached with a request to chair a committee, please accept and do your best to maintain this squadron as a leader in the field of boating related activities. If unable to chair a committee your services will certainly be appreciated as a committee member. We have such a vast array of varied talent among our membership that this phase of our development should be easy and successful.

Our opportunities for successful fulfillment of our United States Power Squadrons mission is at an all time high. In the arena of the Cooperative Charting / Adopt-A-Chart program, with the willingness and expertise of the

leadership that is in our squadron, we couldn't be in a better position to excel. The same is certainly true with the Vessel Safety Check program. Our unselfish, dedicated and talented members have met these new challenges in the finest tradition of Charleston Power Squadron.

In the months ahead I'm sure I'll be learning from my inevitable mistakes. And, these lessons will certainly come from those who have brought Charleston Power Squadron and me to this port of call in our destiny. I will be using a motto I learned in another service for this squadron year and the future: *Do Your Best*. I promise to do my best with these new responsibilities to the Charleston Power Squadron, District 26 and United States Power Squadrons and to renew my United States Power Squadron Pledge for all of my boating related activities.

Again thank you for your confidence in me.

Cdr: January Comments

Baptism by.....ice. This new position for me as squadron Commander certainly has its challenges. After being installed at our Change of Watch banquet on 4 November, I had but one week to prepare for the filming of the Charleston segment of the National Safe Boating Test. Thankfully, many members took the ship by the helm and, as it worked out, my task boiled down to shrimp. This is where the ice comes in. My part of the preparation and one of my first official duties was heading 100 lbs. of shrimp. The ice was cold and the horns were sharp but the effort was well worth it after the Saturday filming session. We were welcomed by Joyce and Fred at Toad Hall on Saturday evening for oysters, shrimp and good fellowship. This made the Commander's sore fingers seem ok.

Baptism by.....fire. As you may recall I announced in the October issue of The Palmetto Log that we had approved the amendments to our bylaws in a special meeting after the September Executive Committee meeting. This was a big mistake on my part and not in accordance with rules

and procedures. Further, the notice of the special meeting in the November issue was incorrect. The proposed changes to our bylaws are being submitted for informal review by the appropriate member of the Committee on Rules before being voted upon by the squadron membership. Further announcements will be given in The Palmetto Log.

So, I'm merrily off to the races. Make that the Annual Meeting in Orlando, Florida, near the end of this month.



Educational Officer

Lt/C Stephen E. Rawe, N

By the time this issue reaches you, the fall educational courses will have concluded. The Piloting and Engine Maintenance courses had their usual strong complement of squadron participants. This is, of course, due to the excellent instruction of John VanWay, SN and Dick Finn, AP. Steve Brueske did an outstanding job with his Weather course. He had an exceptionally large enrollment for what is considered one of our most interesting, yet most challenging, courses. P/C Mike Page, P graciously donated his time in teaching a Seamanship course for our new members from the fall Boat Smart courses. This was his inaugural course for our squadron since moving here from North Carolina. In addition to charring the course, he also taught several sessions. He was assisted by Mike King, AP and Bob Lovinger.

The Spring Educational Courses will start on 8, 9 and 10 January 2001. The initial organizing sessions will begin at 1830 (6:30 pm) while subsequent class sessions will be at 0900 (7:00 pm). See the schedule that follows.

SPRING EDUCATIONAL COURSES

Monday 08 January 2001 7:00 pm (1900)

<u>Course</u>	<u>Instructor</u>
Junior Navigation	Ed Kridler, SN
Advanced Piloting	Glenn Workman, SN
Marine Electronics	Eugene Gilfillin, N

Tuesday 09 January 2001 7:00 pm (1900)

Seamanship	John Patten, SN
Cruise Planning	Bob Lovinger
Navigation	Steve Rawe, SN

Wednesday 10 January 2001 7:00 pm (1900)

Sail	Fred Wichmann, AP
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Executive Officer

Lt/C J. Steven Yeomans, P

Hopefully you were able to attend the squadron change of watch at the Air Force Base a few weeks ago. If you did, I'm sure you'll agree that it was a well planned and executed evening. If you didn't attend, well, repent by getting more involved with your squadron in the upcoming year! With the new bridge, members will be asked to serve on (or perhaps chair) the numerous positions the Squadron currently has open. Please get involved!

Lt/C Vince Lombardo and I will soon be issuing a list of different items that require checking with regard to our Cooperative Charting program. All the items will be within our adopted chart area. So, whenever you happen to be cruising in the vicinity, you can check a few things and make record of it while you're there. We will have more information on this VERY soon!

Fred Says!

When you're old enough to have children, but they're too young to go camping with you, there is still the old desire to go with the boys, **i.e. Big Boys, !!**

And so it was the three young men set out in the outboard to the isolated Botany Island at the mouth of the North Edisto many years ago. The boat was loaded with the tent, shotguns (for ducks), coolers and the portable Coleman stove, plus ample sleeping bags, with the usual supplies. The weather had turned cold and a strong sou'easter had gradually built up, but no one was chicken enough to cancel the trip. After all they were men, not mere boys anymore, and men did not mind a little rough weather.

Setting the tent up was naturally the first priority because it was already getting dark with a little rain on Friday evening. All tenting equipment was quickly unloaded. First was the frame for the tent cover, which was firmly erected, with the canvas cover of the tent itself quickly draped over. Almost immediately the wind decided to gust into an extended gale with driving rain, literally almost lifting the tent off the poles, although by now it had been secured. One of the trio grabbed the tent poles as the wind roared and was himself lifted off the ground, however he managed to hold on managing barely with much effort to keep the tent from blowing away.

Again, almost simultaneously, the outboard was spotted, drifting rapidly away with the wind, out into the open waters of the Big Edisto River. The other two ran to grab it before it was too far away, going into the icy cold water to catch the still loaded boat. By now the wind had reached fifty knots, and the two, standing waist deep in the water, were being carried on out into the open water. Yelling for the third member to come and help quickly, they all soon realized that he could not let the tent go, or it would be soon gone too.

Decision time came suddenly, hold on to the boat, and be carried out into the deep water, not able to get in the boat

because of their heavy clothing; or let go and see it drift away into the night with practically all their supplies.

It was no contest. Two half wet waist down bedraggled adventurers, very cold, struggled back to the battered tent. No stove, no sleeping bags, no supplies, i.e., food or drink, marooned on a desert island in the middle of winter, and, in those golden days of yesteryear, no telephones or even radio to call for help.

But resourcefulness always comes to the rescue when necessity rears its ugly head, and youth conquers adversity invariably. Although none of the beleaguered little trio smoked, one of them had fortuitously stuck matches in his shirt pocket. After carefully securing the bottom edges of the tent and tying off all the necessary ropes, a fire was started. With all the endless exuberance of youth, the three soon warmed up enough to laugh about their predicament and agreed that they needed to keep a sharp lookout for any possible rescuers. It was a long and miserable night, but finally the new day dawned, cold but clear, and the wind had gone. Also there appeared across the wide river, an ambitious crab-boat operator, faithfully tending his crab-pots. After some frenzied signaling attempts, his attention was finally drawn to the desperate trio, and he immediately noticed their boat drifted into the marsh right nearby.

So the adventure drew to a happy conclusion with three returning home earlier than expected, but relieved to find the familiar warmth of home, safe again, with another memory of indefatigable youth to file for posterity.

RESCUE IN THE NORTH SEA

by Captain Salty Blue Bulldog

In mid-April 1959, the following article appeared in a weekly publication from Walton on the Naze, England:

“LIFEBOAT OUT TO U.S.A. PILOTS”

“Three American jet pilots from Bentwaters got into difficulties near Walton Pier on Friday night and Walton lifeboat went to the rescue.

The three pilots, Capt. A. Patten, Capt. Darby and Lt. Beresik were sailing in the 19 foot yacht Rigel. They landed at Walton Pier where one of the officers decided to stay, but the others took a chance on reaching Harwich harbour in rising wind and rough seas.

Hardly had they left the pier when the jib halyards flew free and the engine stopped. The yacht drifted helplessly and the jet pilots could do nothing. They sent up a flare and, using a torch, made SOS signals to the shore. The SOS signals were read from the shore and Walton lifeboat was launched immediately. The lifeboat picked the Americans up about half a mile from the pier."

As Paul Harvey says, "Now, the rest of the story!"

Rigel was a sailing vessel about 24 feet long with a flat bottom and leeboards. The hull design was called Thames Trader, patterned after the cargo boats that worked the shallow river Thames in the early days. There was a cabin. The sail configuration was a gaff rig and a small jib. The sheets were hemp and the sails were sewn from heavy canvas. The auxiliary power was a single cylinder Seagull outboard, stowed, but available if required. Rigel was built about the turn of the century.

Andrew Patten, Harry Darby and Gene Beresik were U. S. Air Force fighter pilots stationed at RAF Station Woodbridge near the East Anglican town of Woodbridge. This trio consisted of the three best fighter pilots in the world. If you didn't believe it, all you needed to do was to ask one of them. As fighter pilots go world wide, on duty they flew their Supersabers (F-100's) to the edge of the design envelope, and little changed when they were off duty as they lived fast and partied as hard as they flew. One wonders about their knowledge of boats, however.

Andy was an Australian who came to the United States as a merchant seaman. He was educated at an Ivy League school and became an American citizen and an officer in the Air Force through a special program available to aliens at that time. Andy professed to have crewed sailing vessels in the vicinity of his home town of Adelaide. He was the captain of the Rigel.

Harry grew up in Charleston, South Carolina, attended The Citadel and was commissioned in the Air Force through the ROTC. Much of his teenage and young adult life was spent in Charleston harbor in front of an outboard. Harry once was over due from a trip down the Santee River and Intracoastal Waterway whereby his worried mother notified the Coast Guard. The crew of the Coast Guard blimp found him asleep on the deck of a tug boat that was towing his out of gas motorboat to Charleston.

Not much was known about Gene. He became a pilot through the Aviation Cadet Program and was a member of the 79th Tactical Fighter Squadron. More of a passenger than crew member, Gene went along on Rigel for the ride.

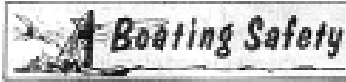
That Friday morning in April was a typical early spring day for the east coast of England. The sky was overcast with a brisk wind and a temperature in the mid-forties. Rigel's crew arrived at the point of departure on the River Roach near Southend-on-Sea at daybreak. The dingy was launched - this dingy was about six (6) feet long and shaped like a punt - loaded with Rigel's crew and stores. The stores were put on board along with other essentials such as a case of Heinekens (called green Pepsis). Ahead was a 25 mile voyage along England's East Anglican coast.

With the anchor (a ton of bricks - literally bricks) muscled aboard and the sails full with the early morning breeze, Andy maneuvered Rigel out of the mouth of the River Crouch (the current from the ebbing tide helped) and into the North Sea. The westerly wind, now about 10 to 12 knots, propelled Rigel effortlessly through the mildly choppy sea. Harry busied himself with deck duties while Gene spent much of the morning below sleeping off the previous evening's activities. Navigating the Rigel on this leg of the voyage was less than challenging as the beautiful English coastline was clearly visible a few hundred yards to her port. During the following five hours or so Rigel's crew had little to do except munch on the camping style snacks, sip on the green Pepsi's and watch the luxurious sailing yachts glide through the boundless North Sea waters. Occasionally, Gene or Harry would spell Andy at the helm while Andy, the captain and ship's navigator consulted the Rigel's chart (a road map of Essex and Suffolk Counties) and performed other captainly duties.

(See the February issue for the suspenseful conclusion)

Palmetto Photo Log

Palmetto Photo Log



SAFETY OFFICER

P/C John L. Sikes, AP

For Better Boating Safety

Fog can occur in any season of the year. It develops when the air temperature drops to the dew point, at which time the moisture in the air condenses.

Advection fog is formed when relatively warm moist air passes over a colder surface and is cooled below its dew point. It is the type of fog most likely to be encountered on the water. Radiation fog and steam fog usually occur over the land and small quiet ponds and is usually shallow. It can form when cold moist air passes over a warmer surface. Whatever the type of fog, it can be a problem for the navigator. The inability to see navigation aids, obstructions, and other vessels can confound the best vessel operator.

In these days of electronic marvels many recreational vessels are equipped with RADAR which can make navigation safer in limited visibility. With the addition of a good depth sounder and LORAN or GPS the navigator can proceed underway to his desired destination. Proper use of RADAR however requires some training and practice.

One good exercise is to operate the RADAR on a clear day and compare the display on the RADAR screen with what can be seen visually. This will show the significant differences typical of RADAR displays. Some experience with working maneuvering board problems will make understanding what is displayed on the RADAR screen much easier.

Having RADAR on board without a knowledgeable operator will not guarantee a safe passage. Understanding relative motion and the limitations of RADAR is essential. When fog engulfs those vessels not equipped with Radar extreme caution must be exercised. Such a vessel underway and making way through dense fog is inviting a disaster.

The navigation equipment on any vessel, no matter how limited, should be in good working order and properly calibrated. If the only equipment is a magnetic compass, the operator should know the deviation to be expected on each heading. It will then be possible to follow a reasonably accurate course to a safe anchorage away from areas of heavy traffic. This would be especially true if the vessel is in a ship channel when the fog descends.

Anchoring and waiting for the fog to lift is, in most circumstances, the most prudent thing to do. Whether at anchor or underway, proper sound signals in accordance with the Navigation Rules should be made. The vessel operator should also keep a sharp ear out for the sound signals of another vessel. Adhering to the Navigation Rules, exercising caution, and using common sense will reduce the dangers that fog can create.

From "Up Top in Operations", *USCG Aux National Department of Operations Newsletter*, November 2000

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Be sure to visit the new site of  
**COMMANDER BOB'S BOATING SAFETY NOTE-BOOK**  
[www.commanderbob.com](http://www.commanderbob.com)  
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FYI on EPIRBS

(From the August 2000 *Newsletter of the Radio Technical Commission for Maritime Services*)

The United States Coast Guard (USCG) has submitted a proposal to the Federal Communications Commission (FCC) to discontinue the certification of classes A and B Emergency Position Indicating Radio Beacons (EPIRBS) which sent alert signals in the 121.5 and 243 MHz bands.

The reason for this proposal is that in the past three years the search and rescue (SAR) authorities in the United States have received over 350,000 false alarms from these units. These beacons do not transmit any identification data to support life saving efforts. SAR facilities are launched for false alerts as well for real alerts.

The Coast Guard stated that there are over 55,000 of the newer 406 MHz EPIRBS in service in the United States. These largely overcome problems associated with the 121.5/243 MHz EPIRBS. The cost for the 406 MHz units has been steadily dropping.

The international agency that operates the system that processes EPIRB satellite signals (Cospas-Sarsat), states that it will stop equipping satellites with 121.5/243 MHz and will establish a date after which any remaining processors or active satellites will be turned off. The International Maritime Organization (IMO) and the International Civil Aviation Organization have recommended to Cospas-Sarsat that it terminate processing signals no later than 2008.

The CG has proposed to the FCC that certification of new class A, B and S EPIRBS cease, and that sales of these devices cease on 01 February 2003, and that the operation of these devices cease on 31 December 2006.

This article was brought to your attention as a matter that should be monitored and, if enacted, immediately brought to the attention of the boating public.



NEWS FROM NATIONAL *R/C Edwin G. Kridler, SN*

HOSPITALITY

As you may or may not have heard, USPS is preparing a video on safe boating that will be aired on the SpeedVision Television Network. P/R/C Robert A. Green, N, of the Marketing Committee is heading the project for USPS. A Canadian film crew is doing the direction and filming of the program. The

program is being filmed at six or seven locations across the country, Charleston being one location. The work in Charleston was done over the weekend of 10-12 November.

D/Lt/C James R. McVey, Sr., SN, coordinated the activities for D/26. Jim asked for the help of members of CPS in making arrangements for locations and facilities for the Charleston shoot. As might be expected, CPS came through with flying colors. Our guests from out of town were well treated, arrangements were made for them in a first class manner, and many members helped out with the actual shooting, doing everything from being in the background to playing starring roles in the production (wait 'til you see Lt Loretta Lombardo put out a fire). Our guests were shown real Charleston hospitality by CPS, right down to scheduling an oyster roast the weekend of the shooting. Bob Green and his wife Linda, along with the film crew, attended the oyster roast. Bob and Linda had never shucked an oyster before this event, but our members showed them the fine points of shucking and before long they looked like old pros.

CPS received many compliments for the help, arrangements, and hospitality shown to our guests. We should rightly feel proud of our contribution to this project. Keep watching our publications, especially *The Ensign*, for details on the project and information on broadcasting date and time. Once more, CPS hospitality came through.

Happy New Year from Cindy and me.

