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MARCH 2002

Cdr J. Steven Yeomans, P
869-7808

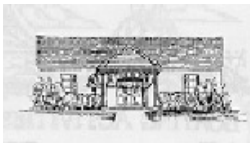
Lt/C Vincent Lombardo, S
764-1844

Lt/C Stephen C. Kromer, AP
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Lt/C Harold Lee Mims III, P
553-7769

Lt/C Charlotte F. Yeomans, P
869-7808

Lt/C Loretta Lombardo
764-1844



Squadron Headquarters Bldg.
1376 Orange Grove Road

MEETINGS

Executive Committee - 1st Thursday @ 1930

Membership Event

14 March @ 1830
Coast Guard Station-Charleston

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**Annual Hornick Cruise
and VSC's on 23 March!**

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**2002 is FULL!! (Cruise Schedule)
Notate your calendars!**

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February's Cape Romain Cruise**

(See Pages 5 & 8-9)

Stop the presses!! Last minute info!

**March membership event to be
held at the Coast Guard Station -
Charleston
1830 with dinner at 1900**

**SAFE BOATING THROUGH
EDUCATION**

From the Commander
Cdr J. Steven Yeomans, P



For those who made the trek to Columbia on 2 February for the District 26 Winter Council, the trip was well worth the effort. The business portion of the gathering was run efficiently, the presentations were pertinent and concise, and the entire meeting was over by 1130. A quick stop at the Mathias Sandwich Shop to pick up some edibles (an excellent recommendation made by D/Lt/C Archie Traywick), and we were off to Pine Island to eat with the rest of the group and then learn about marker recovery. The weather, albeit a bit chilly, was absolutely beautiful, and the company was excellent.

P/C Mike Page, Lt/C Vince Lombardo, and Cdr. Horst Boettge (Golden Corner Lakes) assisted with the marker recovery portion of the day, while Cdr. Phil Higgins (Swamp Fox) ran the show. He had organized seven groups, given them binders with all the information they would need to find the markers in question in their sector, and gave basic instruction (with visual aids) on what it was we were to do. Speaking as one who has never done this before, we (Charlotte, Caitlyn & I) felt it wise to cling to Mike Page's coattails and see how a pro approaches this whole business. It was a wise choice. Not to go into the details here, but if you have never participated in a marker recovery hunt before you should. It really is a lot of fun!

Remember that the annual Hornick Cruise is coming up in March (see John Sikes's article in this edition of The Palmetto Log). This cruise is specifically designed for the boater who needs a Vessel Safety Check (and free beer). Buzzard's Roost is always very hospitable to us and our guests, and we always have a great time. Please mark it on your calendar, and also invite a friend who has a boat.

Actually, I would encourage each member of the squadron to invite a friend along to all of our cruises and meetings. Word of mouth is the best advertisement, and if people see you excited about belonging, they will

instinctively want to as well. Make it a personal goal to get one person active in the squadron by year's end. The more the merrier!

We had a great turnout at the Executive Committee meeting in February, and I hope this trend continues. Again, the Executive meeting is the first Thursday of each month at 1930 at squadron headquarters. It is where most of the squadron business actually takes place. All members are welcome to attend.



Executive Officer
Lt/C Vince Lombardo, S



For those of you who didn't read the last The Palmetto Log, all of our predictions were correct!

The January Boat Show at the North Charleston Coliseum was a success with almost two pages of folks signing up showing interest in boating classes. We even had a licensed commercial Captain sign up for a review. The next one is the in-the-water show, 12-14 April at Brittlebank Park. It is time to mark your calendars and sign up to participate. This is a new location and promises a lot of exposure for our educational and membership goals. Help with manning the booth, **especially the set-up and breakdown**, is badly needed. Sign up and get a head start on that merit mark. New to the squadron? Sign up with an older member, get to know each other, learn and have a good time.

We guessed that the Geodetic Marker Hunt at Winter Council would be a hit, and it was. The weather cooperated in the afternoon with sunshine and an acceptable temperature that kept us from having to re-heat all the food that was brought to the pavilion at Pine Island. Carol

McVey's "tailgating candles" lent an air of class to the occasion. Twenty-four people from five squadrons participated in the actual hunt. Nineteen of those were people with no previous experience, yet in two hours twenty-one marks were found and recovered. Without exception, everyone said they had a lot of fun and learned about something they want to do more of. Without our knowledge, the dam was secured with security guards preventing access to other marks, but Horst Boettge and his group handled this with style and only a "little" razzing from Phil Higgins for not knowing about this before hand.

Speaking of individuals, **thank you** to so many people. Jim Rakes for getting Pine Island. What a great spot! All of the Lake Murray Squadron people for helping with the food and creating a fine social environment, Horst Boettge for his up-to-date educational information and all the folks who participated in the hunt and made the work worthwhile.

Speaking of work – Phil Higgins of Lake Murray and our own Mike Page deserve great "Kudos". It takes a lot of knowledge and time and dedication to a goal to make a hunt successful. The information about the marks that must be identified and put into team packages is extensive. Add charts/maps and instructions and you have put in a lot of effort. Phil's hardbound books for each team were a special touch at personal expense.

Finally – A special posthumous thank you to Bob Lake of the Beaufort Squadron. This was Bob's idea of an event for the revised format for council meetings. From all the correspondence received, it appears his hopes for this event were realized and I hope he enjoyed watching. Smooth sailing Bob.

Good weather and good times are just around the corner. New bridge officers and committee chairpersons are planning what looks like a different, educational and fun calendar for 2002. Not sure how to get involved? **Call me!!** I'd like the opportunity to get to know you and to get you involved in as many of our activities as you have the inclination to join. (Maybe even more.)

Best Wishes and see you soon – Vince.



Educational Officer *Lt/C Stephen C. Kromer, AP*



We have finally started getting back some of the exams for the fall classes. First of all, congratulations to Carol and John Aycock who successfully completed Seamanship and are now taking Marine Electronics. Also, Mike Hamme has successfully completed the closed book portion of Navigation and is teaching the sail course. Bob Lovinger, Lloyd Sutton and I successfully completed the Weather Course. I'm not sure what Bob and Lloyd think, but for my money it was a miracle. I was down to the last two weeks of the course before all of the new terminology we had to learn started to sink in. For example, if a year ago anyone had asked what the dry adiabatic rate was I would have said that it had something to do with not being able to buy beer on Sundays. Now I know better – maybe. Seriously, Steve Brueskie does a great job with this course and, if you like computer gizmos, he has some great toys.

If you took a course in the fall and have not yet received your results, please give this until the middle of March before you call. Janice checked with National at the end of January, and they said they were behind on grading but should have all of the results within six weeks.

As you read this, we will have completed the 23 February and 2 March Boat Smart course at the Charleston Maritime Center. As of 14 Feb we had approximately 20 people signed up and expected 30 to 35 for the class. So far it seems we will have a good number of young people attending. One family has signed up three brothers, the youngest of whom is nine. To me this is a good thing. Our effort to reach a younger audience is getting results.

Thanks to all of the instructors and other volunteers who gave up their Saturdays for this course.

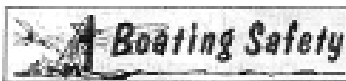
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Following the Boat Smart class we will be running a Seamanship course at Hobcaw Yacht Club and Charleston Maritime Center. John Patten has developed a preliminary schedule and it includes four Monday nights at the Yacht Club and two Saturday sessions at the Charleston Maritime Center. The Saturday sessions will offer two hours of the on-the-water training. If you are interested in helping with either Monday night sessions or any of the Saturday sessions, please contact John Patten or me. By next month we should have all the details for this course ironed out.

Preliminary planning for another Boat Smart Course in May and a Piloting course in June has started. Specific locations and dates are to be determined. Anyone who would like to participate in teaching either of these two courses please let me know.

James Island Yacht Club, thanks to Fred Wichmann, has agreed to allow us to run some courses there. We don't have any specifics in mind so if anyone has a suggestion please let me know.



Safety Officer

P/C John L. Sikes, AP

Designated Driver Not Enough, Study Warns

Well-intentioned programs that encourage the use of a designated operator aren't going to make much of a dent in the numbers of alcohol related boating deaths, a research team is warning today. The reason: A passenger who consumes alcohol on board is just as likely to die as an operator who is drinking, say researchers at the University of North Carolina and Johns Hopkins University.

Their conclusion, published recently in the Journal of the American Medical Association, is based on a study of 221 boating deaths in North Carolina and Maryland

between 1990 and 1998. People who are drinking often fall overboard and drown, the study found. And that can happen even if the boat is stationary, the researchers say, pointing to the death of Hollywood star Natalie Wood 20 years ago.

“People often assume that alcohol-related boating accidents involve a collision,” said Dr. Robert D. Foss, research scientist at the UNC Highway Safety Research Center. “That happens, of course, but most deaths result from drowning – often when boats aren't moving at all.”

The team said about 80 percent of fatalities result from drowning.

The image of the crazed drunken boater ramming into a dock or another boat is “a pretty rare phenomenon,” Foss said. “If you've got a stone-cold sober boat operator and an impaired passenger, that passenger is still at high risk.”

The research teams studied boating fatality records from medical examiners, and they spent three summers interviewing and obtaining breath alcohol measurements from boaters in both states.

Alarming, the study finds it doesn't take much alcohol to bring about impairment. Even with a blood alcohol content of only .01 percent, the risk to operators and passengers increased 30 percent, Foss said. The risk of death was more than 52 times greater when victims showed a blood alcohol content of .25 milligrams per deciliter, he said.

“Before we did the study, we had a fairly good idea about the risk curve for drinking drivers on the road, but we had no idea about the risk for boaters who had been drinking,” Foss said. “This study gives us the first look at the shape of the risk curve for boaters.”

The study was supported by the National Institute on Alcohol Abuse and Alcoholism.

From the *National Safe Boating Council* website, www.safeboatingcouncil.org

Fred Says!



Like a ship setting out to sea, not knowing the nature of the weather to be encountered on the voyage, so do we set out on the highways of life. Vision is required but also *CONFIDENCE*, not to mention the always-needed degrees of intelligence, common sense, and lessons learned one at a time but rarely forgotten. Also the determination, coupled with persistence in one definite direction, is necessary in order to get to the distant shore.

Combining these various qualities will guarantee the success of the journey. Although patience is always a necessary virtue, time is the other indispensable. Along the way there will probably be storms, possibly accidents not readily foreseen, and distant ports may be changed with entirely new directions settled. These changes are one of the ever-present aspects of *LIFE*, and the able seaman will recognize the inevitability of *CHANGE*, the only thing along the way that never changes.

So then we must prepare. To be successful, we must adjust our courses from time to time but always understand and expect the unexpected. How we adjust to these ever changing situations life throws at us, surely determines the degree of success in our completing the voyage.

It can be relatively easy to abandon the new course and stick to the old way because we had done it so many times before, and we find the security of staying on the well-traveled route. But, although there may be uncertainty about the eventual culmination on this new course, we will never know unless we *TRY*.

That may be the ultimate definition of *MAN*. We do try, most of us, and we keep on trying. And when we don't arrive at where we really want to be, we don't give up, we just keep on trying. And even though we sometimes finally realize we can't do everything we might have wanted, we can at least say, we have tried.....Happy New Year!!!!

CAPE ROMAIN CRUISE LOG (Report) 15-16-17 FEBRUARY 2002

Friday the 15th dawned misty and cold, a light driving rain from the north, and very little cover on the *Mobjack* with only a raggy old mizzen cover, but the trip was on anyway! Bob Weaver, one year ago married to former Barbara Buerger, crewed with faithful wife Joyce. Seven cold wet hours later saw Jeremy Creek and McClellanville blossom into view just as the rain saw fit to finish, having wet the venerable old skipper thru his one time warm corduroy pants. We always bring our foul weather jackets, but the pants always get left behind. We paid good money for them, yet they sat right there in the garage.

Jimmy Leland had thoughtfully built a new floating dock just for us, and we thankfully tied up with no further ado. Two of his dogs welcomed us to the marina but would not catch a line. However, Joyce and Bob skillfully handled this complicated procedure, and soon we were all thawing out by the faithful old soapstone heater down below on *Mobjack*. From our arrival at 1630 until almost dark only two additional yachts made the difficult journey. The first was our Cruise and Rendezvous Chairman and wife, Dave and Wendy Walsh, on the *Dot.Calm*. Finally, our brave commander Steve Yeomans on *Wife & Kids* with his two able crew, Bruce Jackson and girlfriend Teresa, arrived after the earlier team had managed rides out to dinner at the famous Crab Pot. Barbara had driven in to ferry hungry mariners for sustenance, and Joyce also had her personal driver deliver her car for local transportation

Early the next morning, Saturday at 0700, a frenzied search was immediately commenced for the **key** to the lighthouse, without any success. Bud Hill, Curator of the Village Museum, drove the old skipper all over the countryside, finally locating Tommy Graham's new home on the waterway but we were unable to raise anyone. One hurried call to Billie Graham promised to have someone open the tower for our party, now swelling to some thirty or forty including the illustrious District Commander Jim McVey and wife Carol, plus Swamp

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Fox Commander Phil Higgins and his wife. Bob Bauer had also arrived on board *Be Happy*, with wife Jane and daughter Kira, P/C Mike Page, with son Lock, was in his outboard, and Lee Waller in his Whaler. John Patten somehow arrived to total the crew. If this limited old skipper has omitted someone, apologies are in order. All told, six vessels with seventeen brave souls to face the hazy foggy conditions befronting the group cast off from the safety of Jeremy Creek, bound for a lighthouse lost in the mist of the eight o'clock morning.

Normally clearly visible from the village, the poor visibility this morning completely shrouded the towers, and some concern was felt as to the possibility of the Taliban having caused wreckage of them. Our faithful airplane pilot P/C Vic Schwartz, who was to take pictures of the whole fleet, lost in the fog from our sight and unable to even see us, managed to take shots of the towers anyway. We all managed to arrive off the old boathouse dock pilings for a strategic anchorage at exactly high tide at 1000.

Fully prepared with knee boots, the entourage landed while leaving a few watchful alert on anchor duty, including the "Supreme" District Commander Jim McVey and Carol on board *Mobjack*, carefully anchored in a **deep hole**. A quick sprint up to the lighthouse revealed it to be locked, but Mike Page took advantage of this interval to verify two and a half C & G (Geodetic) survey markers. Suddenly, Julie McClellan arrived and opened the tower for everyone to climb. The crowd ran up the 151 feet to the top with only a few, including the old skipper, reaching no higher than the first platform.

With just over an hour already gone, and a falling neap tide, the crew made a wise departure and the fleet was underway immediately. Only one mudbank intruded the *Mobjack's* exit, but resourceful Lee Waller quickly put her bow back into deep water and the strategic retreat to Jeremy Creek was accomplished without further incident.

After an intellectually stimulating perusal of the wonderful "Village Museum", the brave band made their way to the Crab Pot. Here it should be noted that the Commander's

boss, Cat, with daughter Caitlin, arrived in time to complete the crew.

Here, Laura McClellan, the attractive grand-niece of the old skipper's officiating physician Dr. E.A. McClellan, presided over the wholesome oysters from Bulls Bay. Not only did Laura have the delicious oysters served inside, but she also surprised the old skipper with a beautiful birthday cake with her compliments. After all had been served with this delicious cake, the toast "*TO US*" was made by the old skipper, with deep and significant feeling, and the happy but weary band dispersed their various ways and a great good time was had by all !!!



Happy Birthday Fred



Charleston Power Squadron Cruise Schedule 2002

| Date | Cruise Title | Cruise Captain | Captain's Phone Number | Cruise Plans |
|---------------------|---|----------------|-----------------------------------|---|
| January | None Planned | | | |
| 15, 16, 17 February | Cape Romain Lighthouse, Cruise | Fred Wichmann | 843 795-2100 | Leland Marina, McClellenville, 843 887-3641. Cape Romain Lighthouse tour on Saturday. Oyster roast at the Crab Pot Restaurant in McClellenville Saturday February 16, 2002 at about 1800. Members arriving by car are asked to drive boaters from the Leland's Marina to the Crab Pot Restaurant. |
| 23 March | Hornick Cruise, Buzzards Roost Marina | John Silkes | 843 569-0994 | Buzzards Roost Marina, John's Island, 843 559-5516. This is the Annual Hornick Cruise and U.S. Coast Guard Auxiliary Vessel Safety Check (VSC). A cookout at about 1330 in the Buzzard Roost Picnic Pavilion is planned. |
| 19, 20, 21 April | Capers Island, Cruise | Lee Mims | 843 553-7769 | S.C. Wildlife and Marine Resources Charleston Office, 843 795-6350. The Squadron has permits for 20 people. Bring food and your cooking equipment. There is a good dock but no other facilities on this wildlife island. |
| 28 April | Blessing of the Fleet, Boating Activity | Steve Yeomans | 843 869-7808 | Mt. Pleasant Blessing of the Fleet & Seafood Festival (843) 849-2061 |
| 24, 25, 26, 27 May | Shelter Cove, Hilton Head Cruise | Ellis Thomas | 843 705-3809 Cell 843 729-0401 | Shelter Cove Marina on Hilton Head Island, 843 842-7001. This is Memorial Day weekend. Call early for slip reservations. A group dinner at a nearby restaurant is planned for Saturday at about 1800. |
| 15 June | Adopt-A-Chart, Boating Activity | Mike Page | 843 762-7576 | Captain Page will meet with boat captains to plan this activity. |
| 6, 7, 8 July | Beaufort Cruise | John VanWay | 843 849-7130 | Beaufort Downtown Marina, 843 524-4422. This is 4th of July weekend so call your slip reservations in early. A group dinner at a nearby restaurant is planned for Saturday at about 1800. |
| 9, 10, 11 August | Georgetown, Cruise | Glenn Workman | 843 821-9111 | Harborwalk Marina, Georgetown, 843 546-4250. A group dinner at a nearby restaurant is planned for Saturday at about 1800. |
| 30 Aug - 2 Sept | Myrtle Beach Cruise | Mike King | 843 873-5859 | Dock Holidays Marina, Myrtle Beach 843 280-6354. This is Labor Day Weekend. Call early for slip reservations. A group dinner at a nearby restaurant is planned for Saturday at about 1800. |
| 26 October | Oyster Roast at Joyce and Fred Wichmann's, Shore Activity | Joyce Wichmann | 843 795-9172 | Oyster roast at Toad Hall, 125 Riverland Drive, Charleston, SC. Squadron bar will be in attendance at about. Pot luck food, oysters and drinks at about 1700. |
| 8, 9, 10 November | Bobicket Marina, Cruise | Nick Russo | 843 873-1197 | Bobicket Marine Village, Wadmalaw Island, 843 768-1280. The squadron bar and barbeque will serve dinner and beverages at about 1600 on Saturday. |
| December | None Planned | | | |

David E. Walsh
556-3258

Palmetto Photo Log

Cape Romain Cruise



Capt. Fred & Crew



The Fleet at Leland's Marina



Guess What??? New Floating Dock



Whassup? A cake for me??



Fred, Steve & Dave inside the Light



The "Venerable Bede" & Jr.

Palmetto Photo Log

Cape Romain Cruise

The Landing - Part I (Easy Part)



The Landing - Part II (Get Wet Part)



Fine Looking Group of "Explorers"



Wife & Kids and happy crew



Hey Cdr - Gotta Remember the Fuel !!



Dave & Wendy Walsh & Lee Waller

THE CHARLESTON POWER SQUADRON

MINUTES OF THE EXECUTIVE COMMITTEE MEETING – 7 FEBRUARY 2002

The meeting was called to order by Cdr Steve Yeomans at 1930 at Headquarters; a quorum was established. Those in attendance were: Lt/C Lee Mims, Lt Janice Kromer, Lt/C Steve Kromer, P/Lt/C Martin Gipe, P/C Hil Winters, 1st/Lt Barbara Weaver, Lt David Walsh, P/C Mike Page, P/D/C Bob Gissell, P/C Harry Gindhart, P/R/C Ed Kridler, P/Lt/C Cindy Kridler, P/C Billy Lynes, Lt Michael King, P/D/C Ken Beeber, 1st/Lt John Patten, Lt Corrin Marinko, Caitlyn Yeomans, and Lt/C Charlotte Yeomans.

Minutes from the prior meeting were accepted after two (2) changes were entered; the changes are as follows: (1) Cdr Billy Lynes is to be changed to P/C Billy Lynes, and (2) D/Lt/C Bob Lake passed away, not D/Lt/C Bob Dorn, thus a contribution to the Educational Fund will be made in Lake's name.

Cdr Steve Yeomans passed out the D/26 Winter Council reports along with a copy of "Currents" for review during the meeting.

BRIDGE REPORTS ARE AS FOLLOWS:

EDUCATIONAL OFFICER

Per Lt/C Steve Kromer: One more instructor is needed for the Boat Smart course; more volunteers are still needed to assist with registration, interviews, etc. There are already five (5) people signed up for the Boat Smart course without having called anyone yet.

A Seamanship course will be held at Hobcaw Yacht Club beginning on 1 April 2002; this course will include two on-the-water classes to be held on Saturdays; volunteers are still needed for this course.

Keys to headquarters and the education room are needed for instructors; Cdr Steve Yeomans instructed Lt/C Kromer to make copies of the needed keys and a list of who has the keys.

P/Lt/C Cindy Kridler was asked by Cdr Yeomans to explain the departmental budgets. It was re-capped for everyone with the strong reiteration that receipts are necessary for reimbursement. She also mentioned with ordering items from National that if National states that it is "Free," shipping & handling charges still apply.

Per Lt Janice Kromer and Lt/C Kromer: National is a bit behind due to the holidays on finalizing the grading of tests from the fall courses.

EXECUTIVE OFFICER

Per Lt/C Vince Lombardo: The D/26 Winter Council was excellent this past time. Five squadrons participated in the Geodetic Marker Recovery Program (24 people total). Twenty-four (24) marks were recovered.

The D/26 Squadron Co-operative Charting Award {Richard E. Rettew Co-operative Charting Award} (the year ends 31 March for it) is coming up soon. The year-end reports from NOAA are used to figure the formula for the winner; at the end of the formula, the squadron with the highest amount of points receives the award. This past year's winner was Lake Murray Squadron.

P/C Mike Page requested that anyone who still needs to complete the forms from the November Co-operative Charting cruise please do so within the month.

P/C Billy Lynes suggested that the geodetic mark at the base of the Cape Romain Lighthouse be recorded while on the cruise next weekend (16 February).

Lt/C V. Lombardo also reported that information would be presented at next week's (14 February) membership event concerning the upcoming In-Water Boat Show.

ADMINISTRATIVE OFFICER

Per Lt/C Lee Mims: An attempt was made for the membership event to be held at the Yorktown but that did not happen as of yet.

The 14 February membership event will be held at the Omar Shrine Temple in Mount Pleasant with a charge of \$14.00 per person for dinner not including the cash bar. There will be no actual charge for the room as long as there are thirty or more people in attendance. The event will be held in the Pointe Grill Room. Reservations need to be in by Tuesday, 12 February.

Lt/C Mims presented the possibility of a membership event to be held at the Hunley; he is asking for the opinions of members as whether or not to pursue this location. A private tour after-hours for 1½ hours is projected to be approximately \$25.00 per person right now, upon approval of the Commission. Cdr Yeomans interjected that he felt it was worthwhile and pertinent to the interests held by the squadron. P/R/C Ed Kridler and P/Lt/C Cindy Kridler suggested that an article be written for "The Palmetto Log" asking for opinions as well this subject be brought up at the next few meetings for a poll. Lt/C Mims will also have a representative attend an upcoming event to speak about the Hunley. P/D/C Bob Gissell brought up the point that members cannot be charged to attend a membership event. Lt/C Mims acknowledged this matter while explaining that there are two separate buildings in which the event could take place and tickets will be issued to those viewing the Hunley.

There was a unanimous vote of acceptance for Larry Struck of St. Paul Minnesota who passed the Boat Smart Course in 1999.

Lt Dave Walsh was introduced as the Cruise Director for this year. He gave information on the upcoming cruise to the Cape Romain Lighthouse. The outline of the upcoming cruise year was also presented and he reiterated that suggestions are welcome and cruise captains are still needed.

The 2002 Cruise Year is as follow thus far: (**Editors Note:** Schedule excerpted from minutes. See page 7.)

P/C Lynes mentioned that on Labor Day weekend (6-9 September), two squadrons would be visiting the Charleston area. It was asked that anyone who knows of the whereabouts of the Poker Run Chart created by Lt Mike King a few years ago please come forward. Five positions are needed for pick-up points.

Lt/C V. Lombardo suggested that Capers Inlet be a cruise again this year.

Lt/C Mims said that Membership Committee (along with all other committees) still needs volunteers.

Cdr Yeomans brought up a telephone call he had received the prior evening from a new member concerning whether or not they would renew. Cdr Yeomans asked everyone's help in making all members feel more welcome and to feel like they belong. A computer nametag and ribbon will be presented to the member at the first event they attend; the ribboned tag will be worn for the first few months.

Cdr Yeomans also brought up that he would like a formal presentation made near the end of each Public Boating Safety and Boat Smart course as well as interviews to be made following each exam.

Lt/C V. Lombardo presented picture boards created by Lt/C Loretta Lombardo; these boards consist of photographs of members, activities, meetings, cruises, Bridge, etc. These should help explain better everything being involved with the squadron entails.

TREASURER

Per Lt/C Loretta Lombardo: The treasurers report was given and accepted. Everyone was asked to ignore the discrepancies in the sheets as new ones will be presented at the next meeting.

SECRETARY

Per Lt/C Charlotte Yeomans: The minutes for the January ExCom meeting were e-mailed to Lt John VanWay that afternoon to be followed closely by the minutes for the February meeting.

The deadline for The Palmetto Log is the 10th of every month.

An award was presented at the D/26 Winter Council that will be presented to Lt John VanWay at the upcoming membership event.

DISTRICT

Cdr Yeomans stated that everyone who is able to do so is being asked to attend the District meetings; there are no longer any break-out sessions. The Spring Conference will be held the weekend of St. Patrick's Day; there will be one break-out session at that time which will be for Co-operative Charting. P/D/C Gissell stated that he and other Past District Commanders were in hopes that break-out sessions would occur for official district committees as the District Councils and Conferences were the only times they got to get together usually. He is submitting this hope to D/C Jim McVey; Cdr Yeomans said that he would forward P/D/C Gissell's sentiments to D/C McVey, as well.

P/Lt/C Harry Darby and P/D/C Bill Mullin are diligently updating the D/26 Website. P/D/C Covington had left with the Charleston Power Squadron many years ago two boxes of photographs of Past District Commanders. These photographs will be scanned and placed on the D/26 Website in the near future.

NATIONAL: No report was given.

COMMANDER: Per Cdr Steve Yeomans: His report will be part of New Business.

OLD BUSINESS: No Old Business was discussed.

NEW BUSINESS

Lt Janice Kromer, Grant Writing Program Chair, stated that a plan needed to be formulated for the Boat U.S. Grass Roots Grant prior to its application deadline on 2 June 2002. She requested that anyone who knows of any grant information at all to please notify her as soon as possible.

P/D/C Ken Beeber suggested that a policy be set for cruises that boat captains can take non-boat members out on day-cruises to get those otherwise unable to go. Cdr Yeomans requested that Captains' meetings be made a standard for one month prior to the actual cruise. An article will be submitted to "The Palmetto Log" to that effect.

Cdr Yeomans pointed out the display case in the hallway of Headquarters. This case was donated by the Sea Island Habitat for Humanity resale store on John's Island. An official thank you card will be sent to them shortly.

Cdr Yeomans has two new programmable thermostats to be installed at Headquarters.

Per Cdr Yeomans, a Pentium computer, monitor, and printer have been donated to the squadron. This equipment will be of assistance with classes when the squadron receives the Power Point presentations from National.

A Motion was made by Lt/C V. Lombardo and seconded by Lt Corrin Marinko and Lt Mike King to extend Cdr Yeomans' budget to \$110.00 to purchase a sign to be placed at squadron events, classes, and cruises.

P/C Billy Lynes asked for assistance in identifying Past Commanders' pictures in the Headquarters hallway for nameplates he had made for them. P/D/C Gissell offered his assistance.

The meeting adjourned at 2102.

Annual Hornick Cruise
23 March 2002

Time's fast approaching for the annual Hornick Cruise! The first shakedown cruise of the year to Buzzard's Roost Marina for burgers and dogs, fellowship and VSC's (old CME's) has become a tradition in the squadron.

Speaking for the Coast Guard Auxiliary, I believe I can say that we are pleased to be part of this squadron activity. Going from boat to boat, our members take great care to confirm the presence and functionality of required safety equipment.

We ask that each member who's planning on bringing his or her vessel to the cruise, and asking to have it checked by our Vessel Examiners, spend an hour or so to pre-examine the equipment on board. Be reminded that a vessel owner who does not have the required equipment will not receive one of our decals.

What equipment is required? Try this list for size:

1. NUMBERING (proper spacing, contrasting color, minimum 3" block letters)
2. REGISTRATION/DOCUMENTATION (Papers must be on board)
3. NAVIGATION LIGHTS (Must operate and show proper configuration)
4. SOUND PRODUCING DEVICE (Horn, whistle, or other device)
5. BELL (Boats 12 m [39.4 ft] or longer)
6. PERSONAL FLOTATION DEVICE (PFD) (One wearable for each passenger, minimum 2. Boats 16 ft & over also one type IV)
7. FIRE EXTINGUISHERS (recommended to be mounted, minimum for size and type of boat, HALON/FE241/CO2-current tag)

8. VISUAL DISTRESS SIGNALS (VDS) INLAND (VDS, flag, signal light, etc.)
9. VISUAL DISTRESS SIGNALS (VDS) INTERNATIONAL (Minimum flares/aerial rockets or approved signals, not expired)
10. VENTILATION (For closed compartments with potential for explosive vapors and an ignition source. Installed blower must work. Warning posted)
11. BACKFIRE FLAME ARRESTER (Approved type, tight installation, clean)
12. FUEL SYSTEM (Tanks secure. Over 7 gal are considered permanent and must be grounded/vented. Hoses in good conditions, no leaks)
13. ANCHOR & ANCHOR LINE (Suitable for the boat and the boating area)
14. ALTERNATE PROPULSION (Boats under 16 ft, paddle, oar, etc.)
15. DEWATERING DEVICE (Pumps must work, extra manual bailer)
16. OVERALL VESSEL CONDITION (Bilge and equipment area clean, well maintained. Not overloaded, overpowered. No automotive parts)
17. ELECTRICAL SYSTEMS (Batteries secure, terminals covered, well organized wiring, proper fuses/circuit breakers)
18. GALLEY/HEATING SYSTEMS (Secure system, proper tank installation. No flammable material nearby)
19. STATE REQUIREMENTS (Comply with all state safety requirements)
20. MARINE SANITATION DEVICE (Approved device, overboard discharge sealed)
21. MARPOL TRASH PLACARD (Boats 26 ft and

over. Written garbage disposal plan for boats 40 ft and over)

22. POLLUTION PLACARD (Boats 26 ft and over with machinery compartment)

23. NAVIGATION RULES (Boats 12 m [39.4 ft] and over)

24. FCC LICENSE (Required for equipment other than VHF, radar and EPIRB capable of transmitting on marine frequencies)

Other equipment not required for the Coast Guard Auxiliary safety check but required under Federal and State laws:

15 CG CAPACITY PLATE (Visible on monohull power boats under 20 ft)

16. CERTIFICATE OF COMPLIANCE LABEL (Monohull power boats under 20 ft, all boats with installed engines, except outboards, mfg after 10/31/72)

27 HULL IDENTIFICATION NUMBER (All boats mfg after 10/31/72)

Keep in mind; this examination is not an official boarding for law enforcement purposes. It is recommended that you correct any deficiencies noted for your own safety and/or compliance with regulations. Owners of vessels that earn the VSC decal should pledge to maintain their boat and equipment to the standards of safety exhibited during the examination. Remember, too, that the VSC decal does not prevent future boardings by the U.S. Coast Guard.



ST. AUGUSTINE CRUISE

Mike King and I have been working on setting up a 2-3 weeks Cruise to St. Augustine. Actually, what that means is that Mike has been setting up the cruise and I'm writing this article. Anyhow, this should be a great couple of weeks if you can join us. The cruise will be from late April to mid May. What we're doing is setting up two sections: Fast Boats and Sloooow Boats. The fast boats are leaving on Saturday 27 April and the Sloooow Boats are leaving Tuesday 23 April or Wednesday 24 April (or earlier if you are rowing). All boats will meet in Brunswick, GA on Sunday 28 April and then proceed on Tuesday 30 April to St. Mary's, FL and to St. Augustine, FL on Thursday 2 May. While in St. Augustine we plan to visit a small boat show that is a "Trawler Port" sponsored by *Passagemaker Magazine* and *Boat U.S.* among other companies. If you don't want to go to the boat show, there are lots of other things to do in St. Augustine.

The return trip will commence on Sunday 5 May with the first Stop in Fernadina Beach, FL and a stop on Tuesday 7 May in Jekyll Island, GA. Starting on Wednesday 8 May it's every boat for itself. The fast boats will make tracks for home and the sloooow boats will see what happens.

Just for the record, I did my first ever long cruise last year to New Bern, NC. The fast boats were Glenn Workman, John VanWay and Mike King. The sloooow boats was me. The fast boats were gone two weeks and sloooow boats were gone a couple of extra days on both ends. Now, out of the 14 or so nights that we were all supposed to be together, guess how many we actually were in the same marina at the same time? Three!!! Between breakdowns, differences in speed and a tropical storm, three days was all we could manage. Can you believe it!

Boy, did I learn a lot! At one point I was trying to pass a sailboat. Called him on the radio. Asked him to slow down so we wouldn't wake him (no, he wasn't asleep). He said "come on by" since he couldn't slow down due

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to an engine problem. Took me an hour. Good thing he didn't have his sails up.

John VanWay ended up spending two days tagging along with me because he had an engine down. Of course, he passed several times on his one engine. I passed him back when he stopped for gas or lunch or whatever. I thought that I was doing good until we got back and John told me the one engine that was working was running at half power because he was having a prop problem. Now you know what I mean by a sloooow boat.

At any rate, if you would like to join us for our next adventure contact either Mike or me. We would love to have the company, especially if you're sloooow.

Steve Kromer - *No Sense*³



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