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Cdr Anthony C. Ward, AP  
881-8465

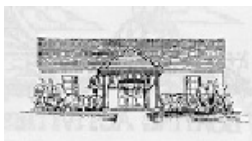
Lt/C William H. Lynes, AP  
567-4435

Lt/C Stephen E. Rawe, N  
766-3013

Lt/C J. Stephen Yeomans, P  
869-7808

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

Lt/C Cynthia L. Kridler, AP  
762-3986



**Squadron Headquarters Bldg.**  
1376 Orange Grove Road

**MEETINGS**

**Exec Committee** - 1st Thursday 1930  
Squadron Headquarters Bldg.

**Membership**  
12 October 2000  
Dolphin Cove Marina - 1830

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### **ELECTION OF 2000-2001 BRIDGE!!**

Come to the 12 October meeting at Dolphin Cove and participate in the election of **YOUR** officers for the coming year!!

### **RESERVATIONS FOR C.O.W.**

**4 November at Charleston Club**

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### **NEW SEAMANSHIP CLASS ADDED!**

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### **CPS MEMBERS HARD AT WORK IN BALTIMORE!!**

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## SAFE BOATING THROUGH EDUCATION

From the Commander  
*Cdr Anthony C. Ward, AP*

## **Change of Watch**

**4 November 2000**



**C**hange of Watch for the Charleston Power Squadron will be held on Saturday, 4 November at the Charleston Club. The Charleston Club is the new officer's club at the Air Force Base located at #325 Hill Blvd. Social hour will begin at 1900 with the program beginning at 2000. The cost will be \$32.00 per person and as in previous years, **non-refundable**. I will be required to leave a list of names for each member and guest attending with base security, 7 days prior to the event. Please **RSVP no later than 25 October** by calling me at 881-8465 with your choice of entrée and the name of your guests.

Social hour will begin at 1900 with a cheese tray and your first cocktail complements of P/C Boo Ward, JN and me. Lt/C Cindy Kridler, AP will have a reservation table near the door where you can pick up your drink tokens and place cards. Once you check in with Cindy and pay, set your place card at your desired seat for dinner.

Your choices of entrees are as follows:

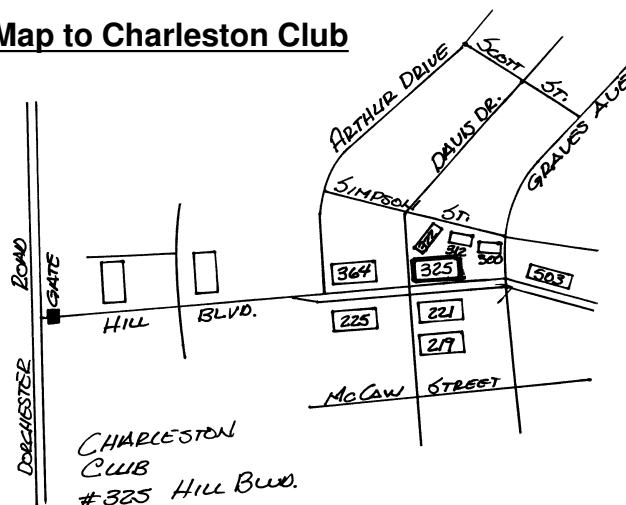
1. 12 oz. grilled prime rib au Jus, twice baked potato, green beans almondine, garden salad, rolls & butter, iced tea, coffee and New York style cheese-cake with strawberry sauce for dessert.

2. Fruited stuffed chicken breast with mandarin glaze, twice bake potato, ginger glazed baby carrots, garden salad, rolls and butter, iced tea, coffee and heavenly seven cake for dessert.

Our Change of Watch is deep in ceremony and open to all members and guests. If you plan to attend but cannot dine, please RSVP by the same date for base security. This is a chance to dress up a bit and welcome our new bridge. The uniform of the day will be Uniform A or appropriate attire.

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### **Map to Charleston Club**



### **Executive Officer**

*Lt/C William H. Lynes, AP*

**I** was very pleased last month to have had the opportunity to chair our Executive Committee Meeting in the absence of our Commander, Tony Ward, AP. This was a great privilege and I give my heartfelt thanks to all in attendance for making this a pleasurable event for me.

The details of the meeting are, of course, available in the minutes but I was especially pleased that, with the very capable guidance of P/C Dave O'Hanian, **N** we were able to approve the amendments to our by-laws that will bring us up to date with the language of national. These types of things being attended to by the various committees, this one being the Rules Committee chaired by P/C Fred Wichmann, AP, are what makes us a whole squadron. *Note to members; there are always committees needing more membership involvement.*

This month and the upcoming months will be very exciting ones for the Charleston Power Squadron and me in particular. Let's all participate in our election of officers at the membership meeting at Dolphin Cove Marina on 12 October. Then, if possible, take part in the District 26 Fall Conference and Change of Watch, on 27-28 October in Beaufort, SC.

You will learn of all these exciting upcoming events in this exquisite The Palmetto Log, but another way is to attend and take part in our informative and entertaining membership meetings. Hope to see ya'll at the next event.



## Educational Officer

*Lt/C Stephen E. Rawe, N*

The Fall educational courses are well underway at squadron headquarters. Lt John VanWay, N and Dick Finn, AP as usual, has a full complement of squadron members in their Piloting and Engine Maintenance courses respectively. Steve Brueske has an exceptional numbers of students in his Weather course. These courses are among the most popular in our squadron and attest to the capabilities of our instructors. The JN, N, and Instructor Qualification courses have their usual number of students. These courses are no less important than the others but are for more specialized purposes. P/C Peggy Bauer, AP continues to make herself available and flexible for the IQ course. R/C Ed Kridler, N continues to instruct the JN course while yours truly is the neophyte instructor for N. I now have a greater appreciation of the time and effort that our instructors devote to teaching these courses.

The Instructor Qualification course is unlike any other USPS course. It isn't designed to enhance boating skills. Rather, it deals with effective communications for the speaker and teacher. It offers practical instruction in preparing for teaching assignments; preparation for meeting presentations; effective teaching techniques; conducting efficient meetings; and selecting and using audiovisual techniques. Peggy does an outstanding job in this regard and her instructions have been beneficial to me in the preparation of my course.

1<sup>st</sup>/Lt Carol Pelow, AP, assistant SEO, in conjunction with Lt Vince Lombardo, S has conducted a Boat Smart course in Moncks Corner. Vince and Cdr Tony Ward, AP also conducted a mini-Boat Smart course during the first week of September at squadron headquarters. Their efforts, along with their instructors, are to be commended for their work in these vitally important public boating courses.

Congratulations also to Carol Pelow, AP for her

successful completion of the Advanced Piloting course.

**New course added to the schedule:** P/C Mike Page, P will chair a **Seamanship** course starting on **Tuesday, 10 October 2000**. This course is designed to accommodate new members coming into the squadron from the two most recent Boat Smart courses as well as current members who desire to take this comprehensive introductory boating course. The initial course will start at 1830 (6:30pm) at squadron headquarters. The start time for the remainder of the year will be at 1900. The schedule and place are tentative.

## Administrative Officer

*Lt/C J. Steven Yeomans, P*

The October Membership meeting will be held at Dolphin Cove Marina, with the speaker being a member of the dive team that rescued the Hunley recently off Charleston. The menu is to be announced. Also, the **October cruise is currently under revision**, and the telephone committee will be calling soon to give an update as to when and where the cruise will take place.



## **Boat Smart®—Moncks Corner**

Despite the remnants of Helene dumping a lot of rain, there were seven new students that arrived on 23 September at the Berkeley County Emergency Services Training Center for the first of two days of classes. Those seven, plus the five in Vince and Tony's class at headquarters, makes a total of twelve potential squadron members in September alone.

Our assistant SEO, 1<sup>st</sup>/Lt Carol Pelow, AP, and Lt Vince Lombardo, S deserve to be commended for their efforts in getting this first Moncks Corner class going,

## Cooperative Charting Chair *Lt Vince Lombardo, S*

### Don't Give Up the Ship!!

September's CoCh cruise postponed at the last minute.

**H**urricane Gordon's possible effects caused a decision to forego Sunday's plans, enabling people to get back to home ports, secure their boats and plan for the predicted high winds on Monday. Although disheartening, this was felt to be the best course of action in the face of uncertain weather conditions.

On the bright side- ten boats came to Charleston Harbor Marina and, counting arrivals by other transportation, thirty-five people had a great time. The usual socializing, fortified by "Libations of Boo", made Saturday fly by. Some went to restaurants, some cooked onboard, some took walks, but all enjoyed an evening that continued with the holdouts finally hitting their bunks at about 0030. Sunday morning's breakfast, including donuts from John VanWay followed by shrimp & scallop omelets with Hollandaise sauce prepared by Cdr. Tony Ward and Mimosas by P/C "Boo" Ward, got everyone off to a great start. Pictures will be published.

Many thanks to all who participated and especially to everyone who helped with the planning of this event. We WILL reschedule and advise of a new date to continue with our plans. Better Charts —Safer Boating.

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### *Baltimore Governing Board Meeting* *Thursday Night Cruise*

**T**he Baltimore Inner Harbor is a fun place to be especially on a boat. I have been there quite a few times and thought I knew a little about Fort McHenry and the writing of the "Star Spangled Banner"—Wrong!

There is a buoy in the harbor just in from the Key Bridge which, I had been told, was where the boat Frances Scott Key was aboard when he wrote the "Star Spangled Banner". Not too many people seem to know this fact and now I probably know why.

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Our boat, The Lady Baltimore, left the pier about 1930 on a two and a half hour dinner cruise. After cocktails and dinner, a few of us went up on the bridge and watched the sunset and stars come out. We were fortunate to have a Ranger from Fort McHenry on board who told us a good deal about the War of 1812 and the civil war battles that were fought in and around the harbor. Seems Baltimore was an important port in both wars.

Among the things he told us was that the red, white & blue buoy I believed to be the Frances Scott Key buoy was not it at all. The boat he was on was eight miles further down the Patapsco near the Bay and it would have been impossible for Key to see whether the flag was flying the morning after the battle. (My bubble was burst.) With that, we all faced the fort and sang the "Star Spangled Banner" while the flag was flying high above the fort. Very patriotic and moving!

A few minutes later we enjoyed a beautiful display of fireworks, which were shot off a barge anchored in front of the fort. Sort of a "Bombs bursting in air" thing. This too was pretty moving.

To end this lovely evening, the officials at Fort McHenry lowered the smaller standard size flag and raised a HUGE flag (the dimensions, I believe, were approximately 30' x 50'). Our guide told us they have to fly this flag off a shorter staff, as it is so heavy that it snaps the taller staffs if there is any wind at all. It was a beautiful sight.

I wish you all could have been with us on the boat - it was an awe-inspiring evening. There were about 750 on board two boats and everyone enjoyed the cruise.

D/Lt/C Marge Schulte, N



## **Fred Says!**

**A**fter my father retired from the Lighthouse Service (USLHS) in 1934 he bought a home ten miles up the Stono River from where my brother (next-door neighbor) and I now live. During our growing up years we were constantly involved with boats, though always small boats in and around the creeks and the river. Finally when we were about fourteen and fifteen, we bought an old twenty-two foot motor boat which had the engine removed. It had been hauled out on the bank of the Wallace River at Rantowles, just off Savannah Hiway, for about two years and had dried out pretty well and had cracked seams, which we attempted to caulk.

Since we had no engine we rigged her for sail and it was my job to cut a hole thru the foredeck for the pine sapling mast. Although it was tough going with my boy-scout ax and my hunting knife, there was finally a hole big enough for the mast although it was not necessary to make it as large as originally intended because the mast was smaller than we thought.

An old bed sheet borrowed from our home was the best sail we could rig, but she did sail when we launched her, steering with an oar. Unfortunately we did not anticipate the amount of swelling up necessary to stop the leaks and we had to make an emergency landing at the dock of a family we did not know, living then at Opti-Isle on Rantowles Creek. We promised to come back in a couple of weeks when she had had time to swell her seams, and we would take her home. But when we finally did come back, she was gone and we never saw her again.

Some twenty years ago my brother and I located our final permanent homes ten miles down the Stono River to where we now live in Riverland Terrace on James Island.

One day while cruising around in a small boat, I noticed an old hulk way up in the marsh across the river from our homes. Curious that it might be a salvageable vessel, I bogged thru the marsh and mud to the old boat but quickly recognized she was married to the mud, with about two feet of solid mud inside. That boat was not worth

salvaging and she wasn't going anywhere, she had been right there for too many years.

Then I took a closer look, thinking that looked like our old boat, but she had been much larger. Then it occurred to me that we had been much smaller our selves. I then looked closely at the foredeck where I had cut that hole for her mast, and, sure enough, that cut was definitely the one I had made some fifty years before.

And the bow of that old boat was pointing directly at our homes across the river.....

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### **New Members!!!**

Please **welcome** the following new members. Add them to your directory.

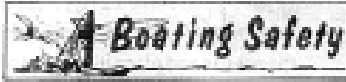
**Pamela S. Hicks**, 1605 Live Oak Pk, Seabrook Island, SC 29455. Home phone: 843/768-0357; Work phone: 843/768-8525

**Wayne Lee Crews**, P.O. Box 393 John's Island, SC 29457, Home phone: 843/559-1825. Wayne has a 32' Trojan named "Sea Crews"



# Palmetto Photo Log

# Palmetto Photo Log



## SAFETY OFFICER

*P/C John L. Sikes, AP*

### I Never Saw The Other Boat

In looking at boating accident statistics, we often see the comment “I never saw the other boat.” Both Inland and International Rules require you to post a “lookout.” That could be the helmsman or anybody else on board, but the importance of this rule will be evident to you if you are ever involved in a collision with another boat.

In your boating background, do you recall times when you were under way and weren’t aware of passing a buoy, a point of land, or even another boat? This may be the result of fatigue brought on by the rolling motion of your boat, reflection of the sun on the water, alcoholic beverages and other onboard activities.

In the event of a collision on the water and possible court action, people who get paid for asking embarrassing questions (called “attorneys”) will be asking everybody on board if you posted a lookout. If nobody knows what he’s talking about, it won’t look good for you. So make a habit of appointing at least one member of your crew to watch for other traffic and to listen for trouble. And if it’s a long trip, rotate that responsibility to avoid fatigue.

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Be sure to visit the new site of  
COMMANDER BOB’S BOATING SAFETY  
NOTEBOOK  
[www.commanderbob.com](http://www.commanderbob.com)  
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### “Kingdom” & “Ol’ Paint” Visit Amelia Island, Florida

Mike King laid out a leisurely 10 day cruise to Florida and back that looked great to all of us. We had to lay over the first day due to mechanical problems. The second day we headed for Palmer Johnson Marina in Thunderbolt, GA. (114 miles)

with a stop in Beaufort, SC for gas. Yes, the new wash-rooms are open but they still need a lot of detail work.

We left early the next morning, to avoid the frequently forecast storms (few of which arrived), for Brunswick Landing, GA (100 miles). Along the ICW at MM 666 we took an alternate route down the Frederica River. At one time this was the main ICW route. The water was deep all the way and it led us past Ft. Frederica National Monument and Park. We exited the river at about MM 674 back into the main ICW route.

At about MM 679 we left the ICW and headed for Brunswick, about five miles away. Neither boat had visited here before and we were in for several pleasant surprises. The marina was fairly new and had the lowest gas and dock fees of the trip. Of interest was a “Casino” boat nearby making daily trips off shore. The downtown area is nearby. It is being redeveloped now and isn’t too busy. We did find a great restaurant, “Cargo,” on the main street (reservations required.)

The next day we were off for a short trip (41 miles) to Amelia Island Yacht Basin. All of the guidebooks caution boaters about the hazards of using the primary route through St. Andrews Sound during bad weather, easterly winds, etc. The weather was good so we decided to try the alternate route so we would know what to do in bad weather. This route leaves the ICW at about MM 685 and heads down the Satilla River to Floyd Creek and back to the ICW at about MM 696. A number of new day markers had been added to the old and all had been renumbered. The guides also warned of shallow spots in Floyd Creek, which are there. This proved to be an excellent alternate route but must be run at mid-tide or higher to avoid the shallows.

Soon we were at the Amelia YB Marina. We wanted to stay at Fernandina Beach Marina but it is badly silted in and closed for the construction of slips in deeper water. The first day was spent shopping for groceries, cleaning up and resting. The next day was spent shopping in downtown Fernandina Beach and a car tour of the beaches and newer residential areas. It is a very pleasant area to visit.



On the third day, we woke to gray skies and the threat of rainstorms. We left early and headed for our destination of Jekyll Island Harbor Marina (35 miles.) Just before entering St. Andrews Sound, we were hit by a wind front that precedes a thunderstorm. We retreated to Floyd Creek (the alternate route) at near low tide, where "Ol' Paint" ran hard aground. Attempts to move the boat were futile so we waited a few hours and the incoming tide did the job for us. Meanwhile, the storm passed over and the sound quieted down so we proceeded to Jekyll Island on the primary route. From Jekyll Island we went back to Thunderbolt and stayed at the "Savannah Bend" Marina. It wasn't bad but not as good as advertised. The next day we went to Beaufort for the night and then headed home.

The longest time underway was less than 7 hours, and most were much less. Gas prices were high but never reached \$2.00 per gallon. There wasn't much water traffic except for the 30 boat "Kissimmee Boat Club" on their way home. From here to Florida, the waterway is largely undeveloped and some of the prettiest. It was a very nice trip, thanks to good cooks, good navigators, and good weather.

If you have any questions, give us a call.

Good Cruising,  
Mike & Joan King  
Glenn & Mary Workman



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

### **FALL GOVERNING BOARD**

**T**he USPS Fall 2000 Governing Board was held in Baltimore, 7-10 September. There were many activities and meetings prior to the actual Governing Board meeting. These meetings are where much of the work of USPS is accomplished, and are also where a great deal of information is disseminated to the USPS membership. Some of these meetings are open to only specific people or groups of people, such as members of a committee or members of a division or department.

These meetings are not closed to withhold information from the members, but rather to allow work to be accomplished without distractions. Many of the meetings are open to any member who wishes to attend. These open meetings provide forums for discussion, are sources of information for members, and allow questions to be asked and answered.

The Governing Board meeting itself is open to all members wishing to attend. Any member has the opportunity to speak and voice an opinion. The Governing Board is the ultimate decision making body within USPS, and all matters of USPS policy must be decided by it. The meeting included reports of the national bridge officers, and reports of the general and standing committees. The main items of discussion follow.

At the Spring 2000 meeting of the GB, a motion was made and approved to change the spoken grade designation of a member who holds the Educational Achievement Award from "Full Certificate" to "Senior Navigator". At the fall meeting, the written designation, SN, for a Senior Navigator was adopted as the official written designation, with the older designation of the underlined N (N) retained as an acceptable alternative.

There were a few changes made to the USPS Bylaws to reflect earlier GB actions and to limit the legal liability of USPS. These had to do with legal disabilities of members and members who are under the age of majority. Legal disability was defined as those people who for one reason or another must have someone make legal decisions for him or her under the laws of the area in which they reside. This does not apply to a member who is disabled, and who does not need another person to make legal decisions for him or her. Basically, a person with a legal disability is precluded from holding a national, district, squadron, or auxiliary office or acting as an agent for any such entity.

Revised language for the procedure for establishing a provisional squadron was adopted. There were no real changes in procedure, rather the procedure was clarified.

The GB adopted a procedure for awarding family merit

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