

VOLUME 54 SEPTEMBER 2000 NUMBER 7

Cdr Anthony C. Ward, AP  
881-8465

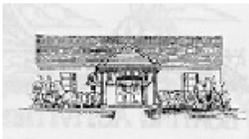
Lt/C William H. Lynes, AP  
567-4435

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**  
14 September 2000  
Dolphin Cove Marina - 1830

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## **INSIDE THIS ISSUE**

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### **MOST IMPORTANTLY II**

**Fall Educational Classes Start!!!  
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### **MOST IMPORTANTLY III**

**2000-2001 Officer Nominations  
Elections: 12 October Meeting!!!  
See Insert!!!**

### **Meeting Location Change**

**Thursday, 14 September  
Back to Dolphin Cove Marina  
All Y'all Come--Y'Hear!!!**

## **SAFE BOATING THROUGH EDUCATION**

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



Well I can hardly believe that summer is moving by so quickly along with my term as Commander of the Charleston Power Squadron. P/C Boo Ward, JN has reminded me that it's time to start appointing chairpersons for various committees. Your next slate of squadron officers will be contacting you about assignments in the forthcoming months. Checking out and working on a committee is the easiest way to learn more about boating and how your organization works. If you're looking to learn more about the squadron and boating, check out some of the committees coming up. I know everyone is busy these days and time is our most precious commodity, but please remember, this is your squadron. It is up to you to make it work and work well.

The 12 October membership meeting is our annual meeting, and one of the squadron's most important meetings of the year. We will be electing our officers for 2001 in accordance with our bylaws. Please see the list of nominees published elsewhere in the Palmetto Log. Mark it on your calendars and be there.

Our next cruise will be a cooperative charting (CoCh) event at the Charleston Harbor Marina. Lt Vince Lombardo, S and his committee will be helping the squadron make good on our commitment to NOAA's adopt-a-chart program. The phone committee will be contacting you with details as well. This should be one of our most fun cruises of the year and an opportunity for the smaller boats in the squadron to participate.

I am very pleased that we are able to have a Boat Smart class in the Moncks Corner area. This has always been a concern of mine. Since I work with a lot of people who live in that area, they always asked me why doesn't the Charleston Power Squadron have a class in the area. Please, if you know or meet someone from that area be sure to tell them of the upcoming Boat Smart class. Remember our fall classes at headquarter are starting this month! See the SEO's report for exact dates and times.

Lt John VanWay, N is our new editor so please give him all the support that P/Lt/C Harry Darby, N received. Thanks Harry!

I want to personally thank everyone who helped with the last dinner meeting at headquarters. I think it was a great success. You, the members, are what make a great meeting. See you on the waterways.

**Executive Officer**

**Lt/C William H. Lynes, AP**

This month all the members of Charleston Power Squadron have plenty of opportunities to contribute greatly towards safe boating. As Vessel Safety Check Officer P/C Scotty Jeter, AP has been reminding us, there is room for more member involvement in this important Vessel Safety Check Program

Also this month Charleston Power Squadron will be contributing to safe boating with on the water checks and verifications of chart discrepancies in conjunction with our Adopt-A-Chart Program. Lt Vince Lombardo, S has been conducting informative training on this program for the past several months. Participate in this months cruise and help out with this work and you'll have fun doing it.

Also this month, Charleston Power Squadron will be in Moncks Corner presenting our Boat Smart course. This is another opportunity for you to involve yourself and contribute to safe boating.

<b>SAFE BOATING THROUGH EDUCATION</b>			
<b>EDUCATIONAL COURSES -----FALL SESSION</b>			
Monday	11 September 2000	1900	
<b>Course</b>			<b>Instructor</b>
Piloting (P)			John VanWay, N
Engine Maintenance (EM)			Richard Finn, AP
Junior Navigation (JN)			Ed Kridler, N
Tuesday	12 September 2000	1900	
<b>Course</b>			<b>Instructor</b>
Weather (W)			Steve Brueske
Instructor Qualification (IQ)			Peggy Bauer, AP
Navigation (N)			Steve Rawe, N
Wednesday	11 October 2000	1900	
Seamanship (S)			Mike Page, P

The initial organizing courses on 11-12 September & 11 October will start at 1830 at squadron headquarters. The start time for the remainder of the year will be 1900.



## Educational Officer

*Lt/C Stephen E. Rawe, N*

**J**ohn Patten, N by successfully completing Sailing 102 has become our newest Full Certificate squadron member. He has completed all the advanced grade courses, i.e. Seamanship, Piloting, Advanced Piloting, Junior Navigation, and Navigation and all elective courses, i.e. Weather, Engine Maintenance, Electronics, Cruise Planning, Instructor Qualification and Sailing. To be politically correct, National has redesignated Full Certificate status as Senior Navigator. I am personally opposed to this change as most of us are all too often reminded of our “senior” status.

Another more positive change from national is the decision to allow squadron members taking the Seamanship and elective courses to retain their actual exams. By completing the computerized answer sheet and also marking the answers in the exam booklet, the latter will serve as a critique for the student’s performance.

Congratulations to Mike Hamme, JN for completing Cruise Planning and Sailing 101 and 102.

The squadron’s fall Boat Smart course will be held in Moncks Corner at The Berkeley County Emergency Services Building on 23 and 30 September. The course will be conducted on those successive Saturdays from 0800 to 1200. This course will be directed by Lt Vince Lombardo, S and 1st/Lt Carol Pelow, AP, Assistant SEO. This is the first time a squadron public boating course will be held at this location. Considerable public interest exists for such a course. All squadron members are encouraged to participate in this vitally important course.

A Seamanship course will commence on 11 October to accommodate new squadron members as well as other members who have not yet taken this very important and practical course. See the Schedule of Classes on page 2.

## Administrative Officer

*Lt/C J. Steven Yeomans, P*

**A**s you already know, there is quite a bit going on in the squadron this summer, so I think I should start, as I did at the August meeting, with the most important things first:

We have found a keel for The Wife and Kids! Actually, we found an entire Catalina sailboat in project condition in Ft. Lauderdale, FL, and hired the expert services of Charleston Mobile Marine (A.K.A. Robert Bauer) to relocate it to Edisto Island for us. Of course, now is when the work starts (swapping parts from one boat to the other) so if you have nothing to do this weekend...

The cruise to Bohicket Marina was a great time (although by the time you read this, it will be ancient history)! We had eight boats in attendance (not bad for a cruise of this distance, although many people who own trailerables and did not attend missed out) with an actual attendance of 30 (25 of whom stayed the night.) The fellowship was, as always, excellent. We had a good dinner, a better light show (the incoming storm Saturday night was most impressive) and great accommodations. The folks at Bohicket Marina were super and helped with all of our little requests throughout the day.

Actually, the next cruise in August to the Tail Race Canal will also be ancient history by the time this knowledgeable tome is published, so we won’t waste any time on it here.

**Oh, but September!** The squadron’s first-ever Cooperative Charting cruise is scheduled for the 16-17<sup>th</sup> at Charleston Harbor Marina. Everyone is SERIOUSLY ENCOURAGED to attend, not only because it is going to be fun, not only because it is going to be close, but because WE NEED YOUR HELP! NOAA Chart #11524 is OUR RESPONSIBILITY, and this cruise is designed to make a serious effort to start updating it as best we can.

Your Cruise Master is Lt Vince Lombardo, S and he will be making all arrangements with the marina and other associated facilities to accommodate the squadron in what I know will be the best attended cruise this year. The phone

(continued on page 4)

(continued from page 3 - Admin. report)

committee will be calling with more information as time runs out, and I am sure that you will get inundated with information on this cruise if you come to any of the squadron functions between now and then (as well you should). We really need your help, and Vince has worked his fingers to the bone in a selfless effort to make this productive and enjoyable (have I got you feeling sufficiently guilty yet?) Please come on out. If you don't have a boat and would like to attend, you can drive there or call me and I will try to find you a ride via boat. It truly will be a great time!



### Boat Smart®—Moncks Corner

The fall Boat Smart class will be conducted at the Berkeley County Emergency Services Training Center that is located at: 474 Reid Hill Rd., Moncks Corner, SC. The dates are Saturday, 23 Sep and Saturday, 30 Sep 2000 from 0800 to 1200 each day. The minimal cost for the course will include all training materials. Contact 1<sup>st</sup>/Lt Carol Pelow, AP at 588-6171 or me at 572-9127 or 1-800-614-4615 for further information and/or registration. A map to the training location will be provided at the next membership meeting. Students may look forward to an outstanding educational experience provided by some of the best instructors in all of USPS.

Looking forward to seeing you soon  
Lt Vince Lombardo, S



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

It's going to happen!!

### Charleston Harbor Marina-Patriots Point

Planning for the 16 Sep 2000 Cooperative Charting (CoCh) Cruise was completed at the CoCh Committee meeting on 17 August. Five private aids to navigation between Patriot's Point and Remley's Point have been identified as "Position Approximate" aids. Our goal is to have them positively identified on the next chart. Five boats and Captains have been identified for this process with one navigational aid assigned to each boat.

The plan is to have a Captain's meeting on board Knotless with Cdr Tony Ward, AP on Saturday evening to go over final timing and then on Sunday morning we will identify people interested in acting as additional observers for calling out positions, recording data, keeping time, checking relative bearings, photographing aids, etc. With the boat captain holding position, this can involve five to six people per boat. **ALL** observers will receive a percentage of the credit for the sighting and report. Dinner and socializing are the plan for Saturday. We plan to get underway about 1100 on Sunday to do sightings, returning to the marina for de-briefing, farewells and departure to respective home ports. This will be a learning opportunity for all involved, but most of all a chance to have a good time doing something important. I am looking forward to seeing everyone there. (ASK FOR GOOD WEATHER!!!) Better Charts — Safer Navigation.

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(Change of Watch Notices--continued from Page 9)

- Public Relations committee
- Registration committee
- Transportation committee

Please let one of the following members of the D/26 COW committee know **which of the above committees you would like to help with.** P/C Boo Ward, JN, Lt/C Billy Lynes, AP, Lt John VanWay, N or 1st/Lt Barbara Buerger,P

## **Fred Says!**

### **Swedish Friends by P/C Fred Wickmann, AP**

**D**uring April of 1999 Lt Joyce Wichmann invited a Swedish cruising couple to tie up at the Toad Hall dock on the Stono River and confer with olde P/C Fred about the intricacies of sailing out the Stono River entrance. This modest beginning generated into a warm friendship with said couple traveling with the intrepid TOADS (Fred and Joyce) to Florida and touring, to a modest degree, one particular speed trap in Georgia and generous portions of those two states.

While the seventy three foot mast on their TRUE LOVE V was definitely too tall for the waterway and especially the James Island connector, this couple made their clearance from the Stono entrance and across the North Atlantic to the Azores and finally back home to Goteberg in Sweden from whence they had sailed two years before.

Since they had E-mail (whatever that is) and Lt Joyce also had this modern miracle, much communication ensued. The Swedes begged the TOADS to honor them by journeying to Scandinavia to sail the Skagerrak with them in their fifty-two foot sloop, with only two showers and four staterooms. Finally an agreement was reached; there would be an identical charge in the same amount as had been charged the Swedes whilst at the Toad Hall dock. An astonishing \$803 round trip air-fare rocketed the trip cost up to \$803 each for the short three weeks, plus dinner for four weaseled out of the old Toad added another \$80 to the enormous expenditure for this ten thousand mile journey.

After being met at the airport, the yacht left the next day for the Skagerrak and the archipelagos spread out along that rocky coast. Every day was an adventure, dark falling around 2230 and dawn around 0300, and tying up to rocks and stones along the way. Barreling thru holes that were barely wide enough for the boat, but old Swede Lars was very familiar with every inch of the coast, running up the southwest side of the country until it touched Norway.

Two weeks passed very quickly, visiting as far north as Smogen and Hunnebustran, going past Ingrid Bergman's island where flags were flying, indicating someone was there. The temperature was between fifty and sixty five degrees Fahrenheit. Although all measurements are in kilometers, meters, liters and centigrade, it's always hard to say exactly what the temperature is on our scales of Fahrenheit.

Next back to the small marina where TRUE LOVE V lived year-round, contrary to most boats in Sweden where every one is hauled during the fierce winter darkness. Walking to each of the more than five hundred boats there, 99% of which were sailboats, TRUE LOVE V was the very last one, making it a grand adventure to haul heavy luggage without benefit of a dock-cart, nearly ten miles.

Lars' 1999 Volvo four door sedan flashed over the secondary roads to OSLO, Norway, and beyond, into the wild fjord country with 2000-3,000 foot cliffs dropping to the water, with their waterfalls from the melting glaciers on top, and the tideless water five hundred feet deep.

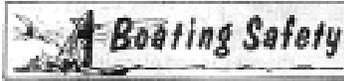
Lt Joyce was very anxious to meet first hand one of the wild moose's, until one ran into the car one morning at sixty kilometers. Another car had to be obtained for the cross-country trek to Stockholm. There the VASA awaited with the King and Queen who graciously waved a friendly signal to the motley crew, with old P/C Fred being singled out by the Queen.

The hundred and fifty foot VASA had been raised in 1961 after being sunk due to top heavy design 333 years earlier. Because of the melting ice and the slight salinity of the water, she had been perfectly preserved, and is now on permanent display in the museum in Stockholm, with her towering sixty-foot stern.

A short period of twenty three hours saw the travelers from their strange beds in Sweden to the soft old mattress of Toad Hall, happy they had saved money by not flying on the Concorde, but nevertheless worried about what the poor people had been doing.

# Palmetto Photo Log

# Palmetto Photo Log



## SAFETY OFFICER

*P/C John L. Sikes, AP*

### *Help When You Can...Safely*

**J**ust as sure as the sun rises in the east, there will come a time in the life of a skipper when it becomes necessary or prudent to render assistance to another boater. Rarely will the occasion be a life-or-death situation, or of such serious nature as to require knowledge of lifesaving skills or rescue techniques. But to the boaters needing your assistance, you may look as good steaming in their direction as the cavalry looked to the settlers, riding in to save the fort.

The majority of boaters in trouble are having engine difficulties. Marine engines, like their owners, get varying degrees of love and attention. Marine engines used recreationally probably get relatively little owner respect, and therefore are more likely to fail sometime during some boating season. I'm guessing that most boat owners spend much more time in the company of their boats with a can of fiberglass polish and a buffing pad than with the engine owner's manual. Sooner or later, you're going to chance upon a boat with an overheated engine, out of fuel, or some other disabling condition. If it's a typical boating day, it may be hot, and the skipper and passengers of the distressed vessel (Grandma, the wife and kids, and dog) will be anxious for a tow. You can and should assist them, of course, but first you have to make sure you can do so safely.

**-If the vessel** in distress is taking on water, request that the passengers don PFD's, and then transfer them to your boat. See if there's something you can do to keep the vessel afloat. If you can, radio the Coast Guard or local marine patrol and tell them what you're up to. Assess the situation, and take further action appropriate to the conditions. Elections could include marking the location and taking the passengers to shore, or taking the vessel in tow.

**-Before you commit** to towing any boat, make certain that the hardware you use for the towlines on your boat and on the distressed vessel are of adequate strength, through-bolted, and have a substantial backing plate. Use towlines that are free

of splices, knots and frays, and appropriate length and size for the boat size and sea conditions. Require that all passengers on both boats wear PFD's. You may want to transfer passengers to your boat, or re-arrange passengers for better trim in the towed boat, depending upon conditions you assess

**-During the tow**, use a relatively low boat speed, and if towing a sailboat, keep in mind that the displacement hull has speed limitations beyond that of most planing hulls. Use a towing "bridle" when possible to distribute the stress on the lines and boat hardware. Adjust the tow line to put the towed boat "in step," so that your boat and the towed boat are taking their respective waves in concert — when you are in the trough, so is the towed vessel, and when you are on the crest, so is the towed vessel.

**-If you come across** a capsized sailboat, don't be too eager with your "righting" or rescue assistance unless it is apparent that someone in the water is in serious trouble. For one thing, the sailboat may be part of an organized race event, and by touching the crew or boat you could disqualify them. Also, sailors are usually very proficient in righting their vessels, and unless the vessel has "turtled" with the mast stuck in the mud, it is best to just stand by and let the sailors call the shots. If you are asked to assist, or if you make an assessment that your intervention is necessary, approach the capsized vessel from downwind, being careful not to get your boat or propeller involved in the sailboat's rigging, some of which may be partially submerged. Have someone attach a line to the mast, as high up as possible, and with the sailors standing on the keel or daggerboard and simultaneously pulling on the up gunwale, try to slowly right the boat.

There are some things you can carry on your boat that can be very important should you come across a distressed boater situation. A first-aid kit and a blanket, a heaving line, lines heavy enough to double as a towline, and extra life jackets can help you help them. Communications devices also can make the difference in more serious incidents, so a cell phone and/or VHF Marine radio is important not only for your own safety, but also when dealing with another vessel in distress.

So if you're out on the water, and are called to a distressed boater or just happen to run across someone having problems, by all means render assistance, just as you would want someone to help you. But don't turn a bad situation into a worse situation. Help...but help safely!

*from Commander Bob's Boating Safety Notebook*  
[www.commanderbob.com](http://www.commanderbob.com)

## NEWS FROM NATIONAL

*R/C Edwin G. Kridler, N*

### SCHOOL DAYS ARE BACK

School has started in all of the school districts in the Charleston area. There is one district where school has not started yet, but will start very soon. This is the Charleston Power Squadron School District. Under the able leadership of our Squadron Educational Officer, Lt/C Stephen E. Rawe, N, our fall classes will be starting this month. You might want to think of Steve as our Superintendent of Schools.

We also have school principals, the chairs of the Local Boards of the Educational Department. These principals help the superintendent in setting class schedules, selecting teachers, and recruiting students. At least that's the way it's supposed to work. In reality, the superintendent (SEO) does most of the work. We are very fortunate in having Steve as our SEO. He has provided strong leadership for the department, and has donated many hours of hard, and often thankless work in promoting CPS education.

Steve has set the class schedule for the fall classes (see his article in this month's The Palmetto Log). Show your support for Steve. Take a course. USPS offers the finest course curriculum available to recreational boaters. There is a course almost every member either wants to take or needs to take, so look through the list and sign up. For those few members who have taken all of the USPS courses, ask Steve about teaching a course or helping to teach a course. Most course instructors would love to have a co-instructor. If you don't want to teach, ask Steve if there are other areas where he could use some help.

Remember, CPS also has an award for our students, the

Student of the Year Award. The award is given to the student who amasses the greatest number of points between 1 September and 31 August of the following year. Points are awarded for course completions, and the point totals are kept by our SEO (one more job that Steve does). The award period is just starting; who is going to be our next recipient?

The Fall Governing Board will be held in Baltimore 5-10 September. There has been no news of any controversial subjects to be discussed. For our newer members, this is one of three national meetings of USPS held each year. The business of USPS takes place at these three meetings. There will be a report in the October issue of The Palmetto Log.

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### Change of Watch Notices

The Charleston Power Squadron's Change of Watch will be held at the Air Force Base on **Saturday, 4 November 2000**. Details will be forthcoming in the next few months. Be sure to mark your calendars.

As a few of you may know; Charleston will host the **D/26 2001 fall conference and Change of Watch**. The organizing committee has been actively making plans and researching locations. We are planning an oyster roast as Friday's night social but the location is yet to be determined. The Change of Watch and conference will be held at Town and Country Inn on Savannah Highway. We are looking for a location to hold Sunday's brunch. Do you have any good ideas?

We will be looking for people to help with the following:

- Decorations committee
- Finance committee
- Flag committee
- General information
- Hospitality committee
- Hospitality - welcome packets
- Spouse's luncheon: chairpersons Margaret Clemmons and Janice Kromer
- Member's luncheon

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