

THE PALMETTO LOG

Charleston Power Squadron

Sail and Power Boating

A Unit of District 26

United States Power Squadrons



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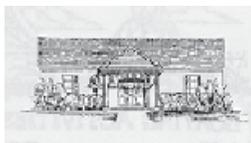
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**Safe Boating Through
Education**

From The Commander Cdr Dick Howells, JN



Changes you need to know about: BJ Smith had to resign as Executive Officer because his job interfered with having a good time in the Squadron. Darn! He has been a good friend to all of us, and we will miss him. Anyway, the Executive Committee decided the best way to fill the vacancy was to elect Angie Ireland as his replacement as XO and then elect Larry Dorminy as Administrative Officer to replace her. They will serve in these positions until our annual meeting in October 2009 when new Bridge members are elected by the general membership. This is a strong team, and I look forward to working with them.

The new Public Boating Classes are a resounding success. Great thanks are due to Chet Rogers, SEO, Dave Walsh, P/C, Steve Kromer, Senior Instructor, Captain Helen Kovach, and Gary Whitley, PRO for getting these classes up and running. This is a big step forward for the Squadron and should lead to increased membership. In times when social/civic organizations are declining we have been the exception, and I think this is just the beginning. We are becoming the *Go to Place for Boating Education and Fellowship*. We have a lot more to do – but we have started – and it’s working.

Angie Ireland and Joyce Wichmann will have more to say elsewhere about the Cape Romain Cruise and Fred Wichmann’s birthday party at Pat Brown’s retreat on the ICW. However, I’m the Commander and I get to say a few things. It was a great party at Pat’s! She decorated, James Rowe cooked, and Joyce Wichmann brought birthday cake and other desserts. Gene ‘I’ll just have one more’ Corbett will forever more be known as the brownie king. Where did you put those, Gene? James Rowe, our Cruise Director, is a magician! Working with a small oven and open grills, he served Cornish Game Hens stuffed with crab meat, tossed salad, deep fried scallops wrapped in maple bacon, baked potatoes, sautéed veg-

etables, rolls and steamed local oysters. We also went through a modest amount of beer and wine.

A special word here for special people. Everyone knows what Helen Kovach has done for the Squadron. Sometimes we do not say ‘thank you’ often enough. Through her efforts we have had great food at our meetings, and she has kept the costs low enough that we are breaking even on operating expenses. That’s not bad for a public service non-profit organization.

Do you get the idea that the Charleston Sail and Power Squadron is *the place to be if you like boating*? No other organization does what we do. No other organization offers as much as we do. No other organization has nicer people.

Enough/ hope to see you on the water soon.

Dick



**Executive Officer
Administrative Officer
Combined Report
Lt/C Angie Ireland, S**



I'm happy I didn't have to break the news about BJ's resignation. Even though we will all miss his smiling face and happy demeanor, we wish him the best of luck at the same time. I will not even attempt to think that I can fill his shoes. But I will do my very best to carry on with and finish the plans that he started for the year. With Larry Dorminy agreeing to fill the newly open position of Administrative Officer, I believe we will still have a strong team working for you this year. It is our goal to continue making this year the best ever.

Our second membership meeting of the year was held on 12 February 2009 as all celebrated "The Year of the Ox". Due to job responsibilities, I was not able to attend, but I hear that I missed an outstanding meeting. This is one meeting I certainly did not want to miss. I was told many times over that Harl Porter did an outstanding job of presenting "Rescue 21" which is coming into effect this month. I also hear that Helen did a fantastic job of cooking some very tasty Chinese fare. I would like to thank everyone who helped out with this great meeting in my absence, from Bob's smiling face serving drinks at the bar to the last tasty drop of food and to clean up at the end. Thank you all.

Our 14 February 2008 Cruise was to Cape Romain, even though it turned out to be a cruise through Jeremy Creek and Five Fathom Creek due to the weather. Even with the light rains, it was still a nice day for a cruise. Look for the cruise report in this issue. For our March cruise, we look forward to the annual Hornick Cruise where we combine our annual VSC and picnic. We had so much fun and good results last year at River's Edge Marina that we plan on having it there again this year. Please take advantage of this event, and get your boat inspected free by Squadron Vessel Examiners.

Larry Dorminy has done a great job lining up our March membership meeting. We will have a representative from the Maritime Foundation presenting the plans for the next Harbor Fest. You don't want to miss this year's Harbor Fest which is planned to be the biggest ever!

And don't forget about our "BBQ Cook-Off" during our April meeting! Our Commander Dick Howells has challenged our Cruise Director James Rowe to a cook off! This I have to see....

See you on the water soon!

Angie



Cape Romain Cruise

13 Feb 2009 – 15 Feb 2009

Even though the weather and tides did not cooperate very well for the day, it did not keep *Distant Isle* from leaving dock on Saturday morning. *Distant Isle* left Leland Marina, alone, for a calmer than originally planned cruise to Cape Romain. The Captain and passengers had just as much fun cruising through Jeremy Creek and the Five Fathom Creek and back, all the while enjoying the beautiful nature and marsh views. As usual, this cruise is an adventure within itself . . . creating new stories to be passed on from year to year! And this year is no exception. Adequate libations were provided, and crew and passengers stayed warm and cozy during the enjoyable trip. Transportation to Pat Brown's Buck Hall Retreat was provided for all who needed it. It was only a few miles from the marina and easy to spot with 'Flashing USPS Sign' provided by Steve Ireland.

As for Pat Brown's Buck Hall Retreat...can I say "WOW" what a place to be! We felt like we were in a Sweetheart's Dream. Pat decorated the gazebos very nicely in Valentine hearts and chocolate. Mmmm....not only was it beautiful, but also tasty, for those of us who enjoy chocolate.

James Rowe did a fantastic, special Valentines/Birthday dinner for everyone. There were Cornish hens stuffed with crabmeat, fresh garden salad, roasted vegetables, baked potatoes and plenty of brownies and cake for everyone. I don't think anyone left hungry.

After a quiet sleep Saturday night, Sunday morning provided an enjoyable and safe voyage back to our respective homeports.

P/C **Fred Wichmann, AP.**

Vessel – *DISTANT ISLE*



View from Pat's place



Eddie Hiers and Fred Wichmann



Squadron Enjoying the Oysters



Gene Corbett and Dick Howells

Rivers Edge Marina Hornick Cruise

This year the Hornick Cruise will be on Saturday, 14 March 2008 at Rivers Edge Marina. Come by either boat or car for a good lunch and a Free Vessel Safety Check.

If coming by boat, Rivers Edge Marina is on the Ashley River, just before the Interstate 526 Bridge. Rivers Edge Marina will provide daylight courtesy slips for those coming by boat.

If coming by car, the address for Rivers Edge Marina (formally Duncan's) is 4354 Bridge View Drive in North Charleston. Take exit 14 off Interstate 526 (Mark Clark Expressway) just north east of the Ashley River on to Leeds Ave. Go south east on Leeds Ave, go around curve to the left, and at the stop light turn right onto Bridge View Drive. Rivers Edge Marina is at the end of the road as is County Farm Landing (a Charleston County Boat Ramp).

The Charleston Power Squadron Vessel Examiners will do vessel Safety Checks from 0900 to 1500 for boats either on their trailer or in the water. For list of items checked during the Vessel Safety Check visit: <http://safetyseal.net>, then click on "Virtual VSC".

Lunch – The Charleston Power Squadron will provide hot dogs, hamburgers, fixings and drinks. Cost is \$6 per person. Please bring a side dish to share.

RSVP (for lunch) to Angela Ireland at either 843.729.3311 or angelawright.ireland@yahoo.com.

Harl and Betsy Porter are the Cruise Captains for this event. For additional information, contact them at either 843.832.9423 or 107Harl@sc.rr.com. Saturday morning Harl can be reached on his cell phone 843.408.8596.

Upcoming Squadron Cruises

24 April 2009 – 26 April 2009: Joint Cruise hosted by Lake Hartwell



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Lt/C Wendy Walsh, JN



The new 2009 Membership and Fleet Rosters have been mailed. I sent one to the primary active member in each household. If you need an extra copy, I will have extras at all meetings. Please check your information, and let me know of any errors or changes. Thank you to all the members who sent me their boat information. If I didn't get an email from you, I used the same information from last year, or, for new members, what you put on your application form. This information should be helpful for members to find other members who have the same type of boat or who store their boats at the same marina or who also trailer their boat.

We had one new transfer member who did not get listed in the roster. That was Myron Tucker and his son, Austin, who transferred from Catawba Squadron. Other members new to our squadron in November are Lane Jefferies, who has already stepped in to help out with our new public boating course, and Jim and Nona Bonheimer who transferred from Port Clinton Squadron. Joining in January are Jim Hudson from Knoxville Squadron and Bill and Debra Hayes from Hilton Head Squadron. Please make them feel welcome!

At the 05 February EXCOM meeting, Cdr Dick Howells announced the resignations of BJ Smith as Executive Officer and Eric Namowicz as member-at-large. BJ has a new job which requires him to travel extensively, and Eric will be crewing on a boat in the Bahamas until December. We wish them well, but will miss their contributions to our squadron

Wendy

Educational Officer
Lt/C Chester B Rogers, P



As a result of the great success of our recruitment for America's Boating Class, I have changed the day on which Seamanship will meet. Also, since we have only a total of five people signed up for the four classes we are offering, I am starting classes a week later. The revised schedule is listed below. These are excellent classes taught by experienced people. I strongly urge you, especially our newer members, to sign up for a class.

Seamanship: Building on the basics of recreational boating presented in the public boating courses, Seamanship adds foundational information for continuing boater education. The course contents should facilitate knowledge development for increased safe operation of recreational boats and provide the basis for completion of USCG licensing examination. Emphasis within the course has been placed on higher level boating skills, rules of the road, and marlinspike. If you haven't taken Seamanship, you should. This is a course that should be completed by anyone who is out in a boat regularly, even if you are not normally at the helm.

Advanced Piloting: This all-new course continues to build coastal and inland navigation skill, allowing the student to take on more challenging conditions – unfamiliar waters, limited visibility, and extended cruises. GPS is embraced as a primary navigation tool while adding radar, chartplotters, and other electronic navigation tools. As with Piloting, the course includes many in-class exercises, advancing the student's skills through hands-on practice and learning. Topics covered include:

- Review of skills learned in Piloting
- Advanced positioning techniques such as advancing a line of position
- Other electronics: radar, depth sounders, autopilots, chartplotters, laptop computer software, etc.
- Hazard avoidance techniques using electronics (e.g., "keep out" zones in GPS)
- Collision avoidance using radar and GPS
- Working with tides: clearances, depth, effects of current

- Piloting with wind and currents.
- The “Seaman’s Eye” – simple skills for checking that one is on course

Marine Electrical Systems: This course provides information about properties of electricity, electrical power requirements and wiring practices, direct current power, alternating current power, galvanic and stray-current corrosion, lightning protection, and electrical interference. It is a must for members who do a lot of their own work on their boats.

Our revised set of classes will begin Tuesday March 3. “Meet the Instructors” night, an opportunity for students to pick up course materials and initial assignments, meet instructors, and generally get all of the paper work out of the way, will be held on Thursday 29 February.

“Meet the Instructors” and all classes will meet at Headquarters (1376 Orange Grove Road, Charleston) at 1830. The schedule of classes is listed below. In order to take a class, you must sign up with me (Chet Rogers) and pay the class fee either by check made out to the Charleston Power Squadron and sent to our treasurer, Eddie Hiers at 2281 Rice Pond Rd, Charleston, SC 29414 or by credit card with Eddie at 571-6144. Please sign up and pay the class fee as soon as possible because I cannot know how many sets of class materials to order until we have your payment in hand. Power Squadron members who are taking their first course will have their fee reduced by \$25. If this is your first class, please let me know when you sign up.

If you have any questions, please contact me directly either by phone or by email.

Chester B. (Chet) Rogers
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Chet

Schedule of Classes, Winter, 2009

<u>Class</u>	<u>Cost</u>	<u>Beginning Date</u>	<u>Instructor(s)</u>
Instructional Development	Free	Tuesday, 3 Mar	Chet Rogers
Seamanship	\$70	Tuesday, 3 Mar	Nelson Hicks
Advanced Piloting	\$55	Wednesday, 4 Mar	Steve Kromer, Lane Jeffries
Marine Electrical Systems	\$55	Wednesday, 4 Mar	Harl Porter

*CPS members taking their first class receive a \$25 discount.

Man Overboard! What do you do?

People fall overboard more than the boating public cares to think about. Of all the accidents that can happen, this is one of the most publicly embarrassing ones. Can you imagine that you just fell off the boat? Weren't you paying attention?

Well, there are lots of reasons people fall off of boats, and many of them not their fault. In fact, more often than not, it is the skipper's fault for not notifying the crew of dangerous conditions (wakes) that the boat is about to encounter.

But this isn't about placing blame or begging the reader to boat with due regard to conditions. This is what you do after the unthinkable happens – someone goes overboard.

First things first

I know people will read what I'm about to say with an incredulous smirk on their faces. But think about it, and ask yourself if you practice this safe boating technique.

Always keep a constant running head count of crew and guests. Many times, fishermen aren't aware that their buddy fell off the boat. The reason for this could run the gamut from an exhausted crew not able to pay attention to too much alcohol or drugs to just plain neglect. Whatever the reason, someone could fall off, and it could take a while for the rest of the people on this boat to notice.

So, again, always keep a running count on who's here and who's not.

Sound and the Water

Many people think that if someone falls off a boat and is injured by hitting the boat or the props, the faller will just call out "help me, I've fallen but can't get back in the boat!".

Have you ever tried to hear something while your boat is on plane, the engines are roaring, the wind is blowing, the sea is crashing? All you can hear are the engines roaring, the wind blowing and the sea crashing; you'll never hear a person's cry for help!

Second lesson – don't assume you can hear someone, which is why the first lesson is so important.

Maintain a DR

Let's say you don't see the person going off the boat (we'll get to what you should do if you actually see it shortly). How are you going to find the person? Do you maintain a DR course line on your chart?

Don't know what a DR course line is? It's a dead reckoning assumed position based on speed and direction from a known or estimated position. Sound confusing? May I suggest a navigation boat course – because most people today don't keep a DR course, and if you are out boating with no real destination then there's a good chance you have no idea where you just were.

If you know where you've been you can turn around and start back along that course line – but not knowing makes it very difficult to figure out where that course line is.

PIW

The Coast Guard nomenclature for a person in the water is PIW. A person in the water is one of the tiniest objects you could search for during a Search and Rescue case. Imagine this very small roundish object bobbing up and down between waves and you trying to pick it out. It is very hard.

It is also very difficult to keep your eye on this object even if you have seen it, as you travel through the water on a course to where you believe you saw it.

What to do if someone goes over

So someone goes overboard and you're lucky enough to have witnessed the event. Here are the procedures to use. Please note these procedures assume that the PIW is not injured and you have at least two crewmen on board. There are also many acceptable variations on these procedures, depending on the equipment you maintain in your vessel. It also assumes the PIW will be able to get back into the boat. In other words, there are many assumptions included in this procedure.

1. The person who calls Man Overboard has one job and only one job for the entire event – keeping his/her eyes peeled for the person and always pointing to the direction of the person. Let's call him/her the Pointer.

2. As the boat and the person move, because the current and wind will push that person along in the water, our Pointer is to be given clear berth to follow the PIW. In other words, stay out of the way of the Pointer. Immediately start throwing floatable objects off the stern. This gives you an idea of which direction the PIW will be pushed and gives you a pointer as to what your direction was prior to attempting to turn the boat around.

3. The person at the helm should push (assuming you have a GPS or Loran and it has this function) the man overboard button. This will place a marker on your screen so you know an approximate position of where you were when the discovery was made.

4. Slowly (and I mean slowly) turn the boat in the direction of the Pointer's hand and proceed to the PIW.

5. All other hands should be doing the following (depending on how many others you have): make ready the life preserver or a life jacket with a line attached to throw to the PIW, and assist the Pointer in keeping more sets of eyes on the PIW, because it is very easy to lose sight of that person.

If you lose sight of the person, immediately call a PAN-PAN on VHF CH 16. This will notify all those other

boats in the area that there is an emergency as well as the Coast Guard.

6. When you finally, and hopefully, approach the PIW, make sure your vessel is downwind to the PIW. In this way the current and wind push the PIW towards your boat as opposed to the boat running over the PIW.

7. Kill your engines so the PIW does not get injured by the props.

8. Retrieve your PIW from the lowest point of the vessel (the swim platform or lowest part of the gunwale).

Practice and Education

Man Overboard procedures like everything else involved in boating- docking, navigation, use of fire extinguishers, putting on life jackets - involve practice and learning.

Boating education is just a start. Many of the suggestions on equipment that may be used during a Man Overboard event are not federally mandated equipment.

What equipment you keep and whether or not you practice procedures to mitigate and respond to emergencies is up to every skipper. Boating safety courses are available through the Power Squadron and the Coast Guard Auxiliary. It's up to the boating public to take the next step.

By Wayne Spivak, USCG Auxiliary

New Members

Jim and Nona Bonheimer

Jim and Nona Bonheimer are transfers from the Port Clinton Power Squadron in Ohio. In pursuit of a warm sunny location for the winter, the Bonheimers moved to Daniel Island in October. They do, however, plan to continue to spend their summers in Ohio as that's where their 31' Alvin Fishing Trawler, *Three Dog Night*, is berthed. While a member of Port Clinton Power Squadron, Jim served as a Member-at-Large on their Executive Committee. Jim is a retired Corporate Planner for Anheuser Busch. Nona had an extremely interesting career as a Certified Financial Planner. A large number of her clients were professional baseball players, and Nona has some really interesting stories. Since they plan to be active social members, maybe she'll share some of those stories at one our Member Meetings or during the Seamanship classes which Nona plans to start in February. The Bonheimers have one son in Washington, DC, and another lives in Manhattan.

Myron and Jan Tucker

Myron Tucker and his wife Jan are recent transfers from the Catawba Power Squadron in Charlotte, NC. They now live on the Isle of Palms. Myron leads a very interesting life as a semi-retired oral surgeon. He's written two books on his field and currently travels the world on the lecture circuit. His plan is to be fully retired within a year. He'll be free then to get more involved with our squadron and cruise on his boat, an East Bay 38, *Act III*.

Bill and Debra Hayes

Bill and Debra Hayes are brand new residents of Summerville. They transferred in January from the Hilton Head Power Squadron and plan to be active both in our social and education offerings. So far, they are very pleased with the move to our area. Bill was previously the owner of a small vending business but is now a licensed boat Captain. He is in the enviable position of being semi-retired but manages to get out on the water when he can. Debra is a registered nurse currently recovering from an on-the-job injury. Her disability is coming to an end soon, and she hopes to get into nursing consulting. The Hayeses have family in both Florida and Pennsylvania, and they are the owners of a 21' Center Console, *Follow Me*.



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12 March Dinner Meeting

Date: 12 March 2009
Social Hour: 1800
Place: Squadron Headquarters
1376 Orange Grove
Road
Program: Charleston Harbor Fest
Speaker: Georgia Nettles

Ship's Store will be open!

SALE

SALE

SALE

Shipmates, your Ship's Store is having its first winter sale. All summer apparel we have in stock is marked down 15%. Come join the fun and get your Polo Shirts, T-shirts and hats at new lower prices while the supply lasts.

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Squadron Offers New America's Boating Course

The Charleston Sail and Power Squadron started teaching the new *America's Boating Course*. Forty one students attended the first session on 2 February 2009 at Squadron Headquarters. Course materials include both a 244-page full color manual and computerized interactive "courseware". The course consists of five lecture sessions packed with boating tips along with the nautical rules of the road. The first four sessions contain core boating information. The fifth session is optional and contains an introduction to GPS waypoint navigation and piloting via dead reckoning skills. In addition to classroom instructions, the Charleston Sail and Power Squadron is offering on-the-water training. This includes demonstrations of trailer and boat handling plus on-hands practice of docking, undocking and tying-up procedures



**Some of the students attending the new
America's Boating Course at Squadron
Headquarters 2 February 2009**

America's Boating Course Schedule *"boating is fun ... we'll show you how."*

Location: Squadron Headquarters
Address: 1376 Orange Grove Road, Charleston, SC
29407 (West Ashley area)
Contact: Gary Whitley (843) 469-4782
Cost of Course Materials: \$50
Time: 1830 to 2030

March 2009 Course Schedule

Monday, 02 March 2009

Material Covered: Registration, Required Safety
Equipment and Basic Seamanship

Monday, 09 March 2009

Material Covered: Finding Your Way, Anchoring and
Marine Radio Communications

Monday, 16 March 2009

Material Covered: Rules of Navigation, Charts,
Navigation Aids, Light and Sound Signals

Monday, 23 March 2009

Course Review and Examination

Monday, 30 March 2009

Material Covered: Optional Electronic Navigation and
Digital Charting

Date: Arranged by Appointment

Material Covered: Optional On-the-water Training

Free Vessel Safety Check

Charleston Power and Sail Squadron Vessel Examiners will perform a FREE Vessel Safety Check of your boat if requested. The following members are qualified Vessel Examiners for calendar year 2009.

Dick Howells

Steve Kromer

Terry Melloy

Harl Porter

George Viering

David Walsh

Tony Ward

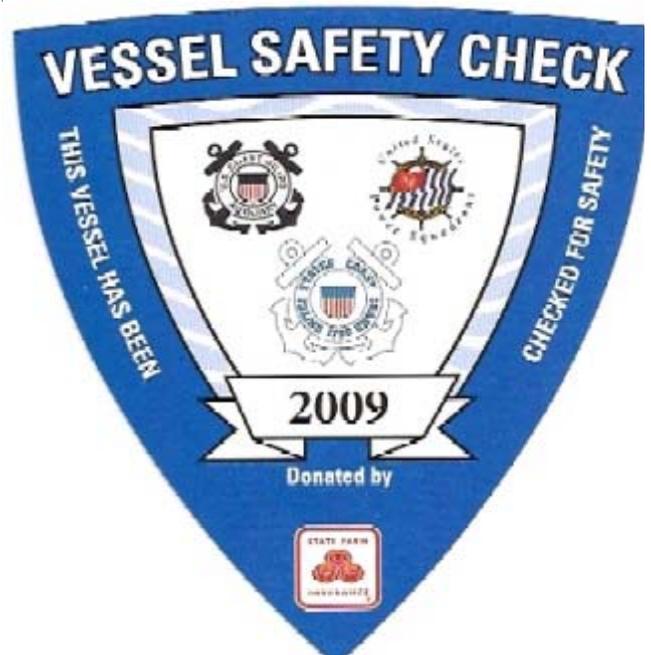
Stan Whitman

P/C Harl Porter, SN

Chair, Vessel Safety Check Committee

Charleston Power and Sail Squadron

**Remember to get a Vessel Safety Check
Call Harl Porter at 843-832-9423**



Interested in Becoming a Vessel Examiner?

If you are interested in becoming a certified 2009 Vessel Examiner for Charleston Sail and Power Squadron contact Harl Porter at 107Harl@sc.rr.com. Initial training consists of a two hour Saturday class at Headquarters, followed by a 45 min open book exam before lunch and five supervised Vessel Safety Checks at Rivers Edge Marina after lunch. Requalification for VEs who did less than five VSCs in 2008 consists of three supervised Vessel Safety Checks, which will be done on the same Saturday afternoon at Rivers Edge Marina.

P/C Harl Porter, SN

Chair, Vessel Safety Check Committee

Charleston Power and Sail Squadron

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Wendy Walsh, Membership
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20 March 2009



James Rowe
Cruising Activities
Phone: 843-760-6918

Upcoming Events

- 12 March - Member Dinner Meeting at Headquarters 1800
- 14 March - Hornick Picnic & Vessel Safety Inspections
Rivers Edge Marina
- 09 April - Howells vs Rowe BBQ Challenge and Cook Off
Headquarters 1800
- 24 April - Joint Cruise Hosted by Lake Hartwell

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