

VOLUME 57 NUMBER 6
AUGUST 2004

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1376 Orange Grove Road

MEETINGS

Executive Committee - 1st Thursday @ 1930

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28 August**
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**SAFE BOATING THROUGH
EDUCATION**

From the Commander
Cdr Charlotte F. Yeomans, P



Hello, everyone!

Hoping this message finds everyone well rested, tanned, and fully enjoying the summer's bounty! I apologize for not making the July meeting at the Shrine Temple; from what's been said thus far, it was a great meeting with an interesting speaker! Thanks, Janice and Larry!

Nomination announcements are just around the corner for next year. If you, or anyone else you know of, would like to be nominated, please contact the Nominating Committee Chair, P/C Billy Lynes (lynes@tds.net or (843) 567-4435), to let him know.

There are still some renewals trickling in from members; second notices have been sent out as well as phone calls are being made. Many thanks to Lt/C Corrin Marinko for stepping up to the plate to handle renewals, as well as to Lt/C Janice Kromer, Lt John VanWay, and Lt/C Ed Kridler for placing the needed phone calls. Thanks to everyone who has renewed thus far!!

Our best wishes go out to Lt Dick and Ruth Finn who have finished their move to Florida to be near their family full-time instead of only part of the year. They remain as Associate Members of the squadron and promise to keep in touch whenever possible. We'll miss y'all!

Please remember that, unless otherwise announced, the Executive Committee meets the first Thursday of every month at 1930 at our Headquarters on Orange Grove Road in Charleston. These meetings are a longer version of the short business sessions that occur during the usual membership meetings the following week. All members are welcome to attend; so please, if you are interested in the inner-workings of the squadron, come by one evening.

Hoping to see people out on the water! Stay safe and have fun!

Cat

Executive Officer
Lt/C Edwin G. Kridler, SN



On 14 August, from 1000 to 1600, we have been invited to join the Cooper River Marina in celebrating National Marina Day. We have been asked to set up a booth on boating safety and to offer vessel safety checks. We can use your help. If you are interested in manning our booth, and we will be also soliciting help, please call P/Lt/C Martin Gipe, SN, at 795-6721, or call me at 762-3986. Since the marina is a part of the Charleston County Park and Recreation Commission, we have the opportunity to make our organization a little better known in the area. Even if you don't want to spend time in our booth, come out to the marina, meet a few people, and talk about CPS and USPS. As is mentioned in another article by Lt/C Bob Gulbrandsen, S, participants have been also invited to join in the best part of a pig roast-**EATING**. See Bob's article for more details.

Our squadron needs help in our vessel safety check program. We really need 8 or 10 (or more) certified vessel inspectors. This program is a major community service performed by USPS members. Our squadron has not had many participants, and we really need to get more active in helping our fellow boaters through this program. If you want to get involved, contact P/C Tony Ward, AP, or me.

Ed



**Administrative Officer
Lt/C Janice Kromer, P**



Those of us who attended the July Member Meeting at The Pointe Grill on Patriot's Point on 8 July 2004, had a very enjoyable evening. Our speaker was Mary Pringle, Project Leader for the Turtle Patrol on the Isle of Palms and Sullivan's Island. Mary's slide show was educational and interesting, and her enthusiasm and pride in the Turtle Patrol resulted in a very entertaining presentation. There were approximately 30 members who participated, and we enjoyed both the delicious dinner and the good company.

Our August Member Meeting will be held at headquarters on 12 August 2004. We will start our social hour at 1830, followed by a potluck dinner. Those who would like to participate in the meal will be charged \$5. I need to know if you will be attending, so please contact me at 768-1861 or jkromer@tariffs by 10 August. (Please note the new telephone number. We will be staying at Seabrook for the next several months.) If you don't sign up but come to the meeting, you will be asked to be "last" in the buffet line to ensure that we have enough food for those who did contact me. Likewise, if you choose to eat but do not bring a potluck item, please get to the back of the line! Our speaker will be Tyson Bernthal of the Ocean Sailing Academy.

9 September 2004 is the date of the September Member Meeting. We will gather at 1830 at The West Ashley Crab Shack, which is close to the Sam Rittenburg (Route 7) and Route 61 intersection in West Ashley. If you need directions, please let me know. The dinner will be located in the front second story dining room – not the room we were in last year, which proved to be very warm and a little crowded. We will be having a choice of about four or five entrees, and the cost will be in the range of \$16. As always, participation in the meal is optional. A representative of the Vessel Clearance department of The Port of Charleston will be coming to talk to us about port

safety and procedures on getting a vessel cleared to come into Port.

The Annual Meeting will be held on 14 October 2004 at 1830 at headquarters. At that meeting, we will elect our Bridge for the coming year. We will celebrate with a potluck supper, and as usual, the cost will be \$5 per person.

Janice

Editor's Note

The Palmetto Log editor, Nelson Hicks, is in the midst of an extensive cruise to Maine and back during the summer of 2004 in his Albin 32+2, "VICTORY" with wife JoAnne.

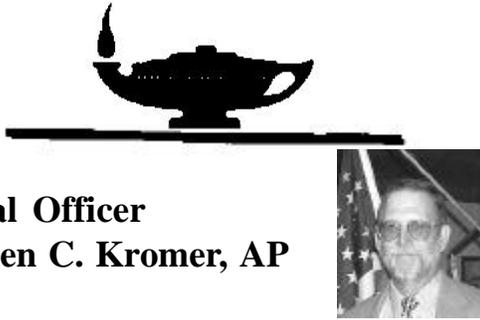
In the Editor's absence, The Palmetto Log will continue in hands of John VanWay, through the September issue. Articles for the September issue should be sent to John. He can be reached by e-mail at jwvan02@Comcast.net and his telephone number is 849-7130.



MEMBER'S BOAT????

Something Missing???

Help!



Educational Officer
Lt/C Stephen C. Kromer, AP

We have additional course results to announce this month:

Art Clark, Jack Myers, LeAnn Myers and Janice Kromer all successfully completed the open and closed exams for Piloting, so they now get to put a P after their name. Congratulations to all of you.

Also, Stephanie Fauver-Kemerer and Jerry Kemerer successfully completed Sail 101. Hats off to both of you.

Next order of business, Janice and I are going to be spending the next 6-12 months at Seabrook Island (it's a long story) so my primary phone number will change. It will be 843-768-4740. You can also try me on my cell phone at 843-906-5631. My email will remain the same at Skromer@tariffs.com.

Now we can talk about the fall schedule of classes. We are going to offer a pretty full schedule of classes. Here they are:

Monday 13 September 2004 @ 1830

Piloting
Advanced Piloting
Weather

Tuesday 14 September 2004 @ 1830

Engine Maintenance
Boat Smart

Wednesday 15 September 2004 @ 1830

Navigation
Sail

We will be teaching the new Piloting course that I

mentioned last month. We have gotten a preview of the materials and concepts behind the new course and it is outstanding. The changes in the course bring it into the electronics age while preserving the ability to plot DR's and fix positions, which is what you really need to know. I urge all members to consider taking this new version of Piloting. I can pretty much guarantee that everyone will learn a bunch from it. At the time that I wrote this article, National had not established a price for the new course. I'm guessing that it will in the \$50-75 range.

The Advanced Piloting course will be taught in the old format. Please be aware that this may be the last time we offer AP in this format. According to National the new AP course will be available in January. As soon as it is, we will probably start using it for AP. My point here is that if you have already taken P in the old format and want to take AP in the current format rather than retaking P, now is the time.

Starting with the September classes we will be ordering books only after people have signed up and paid for the course. This will help the squadron financially since we will not be guessing how many people want to take a course, buying the book and then, if we guessed wrong, paying to return the book or carrying it as inventory. Therefore, we are going to order the materials for the courses on 1 September. Since I am going to be away for the entire month of August, if you plan on taking a course please contact Janice at jkromer@tariffs.com or 843-768-1861 to sign up. If you call after the cutoff date, we are going to have to add the shipping charge from National to the cost of the course. Instructors will have been assigned and prices set for the courses by the time you get this and contact Janice.

Starting in September, we will be offering Boat Smart on a continuous basis. We are going to offer it in four sessions, on Tuesday nights. What this means as a practical matter is that a student can start on any Tuesday that he or she wants, take the classes as they can, and take the exam when they complete the 4 sessions.

Steve

Secretary
Lt/C Robert A. Gulbrandsen, S



IMPORTANT E-MAIL ALERT

If you are an AOL user, you may have noticed a decline in the email messages you are receiving; this might be the reason. AOL has recently installed a filter, which is right now blocking MSN and HOTMAIL and others. Technical teams are working hard to overcome this problem. But it appears that AOL has made a change to their email system targeted to reduce spam sent to their customers, however, this update has the unintended consequence of keeping certain legitimate e-mail messages from entering their system. We would suggest that AOL users add Morningstar804@msn.com into your Contacts list so that we can mail you squadron update, and will not be prevented by AOL blocker. Help us with this effort to keep you abreast of your Charleston Power Squadron events and classes.

Ahoy Everyone! We are still looking for some pictures and a few lines about you and your boat for the **Who's Boat** article in the upcoming issues of the Palmetto Log. Send photos and information to John VanWay at jwvan02@comcast.net, come on we want to hear about your boat. Boating is what it's all about, so help us share your pride and joy with our members.

We are still interested in placing advertisement in our Palmetto Log. If you know of someone that might be interested, please refer them to me Bob Gulbrandsen at 884-0798 or Morningstar804@msn.com. The advertisements do not have to pertain only to boating, they can be for anything. Our readers have all sorts of interests and need. The advertising campaign is just one more way for your squadron to receive funds to keep our members activities current and up to date.

Bob

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MOTORS - OUTDRIVES - SAILS
ANCHORS - ELECTRIC
HARD TO FIND BOAT PARTS

CONSIGN OR SELL US YOUR USED PARTS

Thanks Power Squadron for your work and dedication in Boating Education and Public Safety. *Barney M. Metts*

OT BITS

Operational Training by Bob Gissell - No. 6

Everyone has probably heard of merit marks; but do new members really understand what they are and their significance. A merit mark is awarded by the Chief Commander to a member who has contributed a significant effort in the interest of USPS. A member is recommended for the award by the squadron Commander through his area monitor before 15 November each year. The recommendations are reviewed and forwarded to the Chief Commander for his review and approval. Only one merit mark can be earned each year.

There are two significant milestones in earning merit marks. After earning five merit marks a member is awarded the status of "senior member" and the right to wear the senior member insignia on their uniform. The next is after earning 25 merit marks a member is awarded "life member" status and no longer has to pay any dues. There is also a special membership pin that may be worn.

As merit marks are earned there is an insignia that is a vertically oriented gold bar, one for each merit mark, which is worn on the left sleeve of the uniform. A member may also attach a lower tab to the membership pin on which is indicated the number of merit marks earned. These tabs are available in five merit mark increments.



Safety Officer

Lt Kirk Williams, JN

Skier is a Man Overboard

By my definition, when you're skimming across the surface of the water with one or both of your feet attached to a curved sheet of wood or fiberglass, you're a "man-overboard." Okay, maybe you think a M.O.B. has to be someone who fell out of or off of a boat. But the way I see it, anybody that started out in the boat, and is now outside the boat but still on or in the water, is a man-overboard.

Falling out of a boat is not fun, and can be extremely dangerous. It's usually a surprise to everyone concerned, it's unintended, sometimes you're not dressed for it, and it creates considerable stress on you and on the crew and passengers remaining on board. These same conditions, I admit, are not present in the case of water-skiing. The entry into the water is planned and expected, you are dressed for the occasion, and although the departure from the boat may create some element of excitement, there is little stress connected with it. But there shouldn't be any doubt that from the moment that water-skier is disconnected from the boat, to the time they are safely aboard again, he or she faces the same risks as if that person had tumbled backward over the gunwale on a tight turn. And further, they demand the same attention and safety considerations as if they *had* fallen overboard.

For example, if a person falls out of your boat, a proper man-overboard procedure dictates that someone on board will keep a sharp eye on them for the duration of the time they're in the water. Coincidentally, the same procedure applies in the case of a water-skier. Someone aboard must be assigned to watch them every moment they are not in that boat. In most states, it's the law!

Similarly, in a man-overboard situation, the helmsman must pay close attention to the relationship of the propeller to the person in the water. The same is true when a water-skier is being circled or retrieved. Usually a M.O.B. or

skier is brought into the boat over the stern. That's where the ladder is usually mounted, and it also happens to be in close proximity to the propeller.

In my younger years, I was a proficient water-skier. I didn't know how to swim well, but I would ski up and down a long stretch of the Mississippi River wearing a ski belt for flotation and occasionally, no flotation device at all. Once, I had a ski rope wrap around my ankle, and I was dragged under water for several hundred feet before the two young ladies in the boat noticed I had fallen and got tangled up.

I even made an attempt at a story-tall ski jump once, wearing the wrong kind of skis and with an inexperienced boat driver. On my one and only attempt, the ski rope caught on the corner of the jump, throwing me off balance just as I reached the jump. My body bounced across the jump about three times before thankfully flying off the end of the ramp and into space. As young people do, I healed quickly and was back on the river within hours attempting more feats of ignorance, like putting the ski handle over my head and behind my neck, or playing "chicken" with a swaying buoy.

The odds were against me surviving my youth unscathed, but I did. Others were not so lucky. One of my close friends ended his high school track and field career when a propeller climbed up his thigh. Another misjudged the swing radius of a fast turn, and his shin gave way to a wood dock at about 60 mph.

None of those water-ski accidents, or any others I've ever heard of or read about, involved persons inside the boat. They were all outside the boat, in or on the water, and therefore each was, in my opinion, a man-overboard. In each case, their safety largely was in the hands of the driver of the boat or the designated observer or watchstander, just as would have been the case if they had accidentally fallen over the side.

Every water-skier should know hand signals, equipment care and basic dos and don'ts before they ever jump into the water. But the instant they hit the water, the captain of the boat becomes responsible for the safety of that

man-overboard. The captain:

1. Should appoint a competent observer to watch the skier at all times. The observer should know how to interpret hand signals given by the skier, and should be in a position in the boat to relay information to the boat driver quickly and easily.

2. Should make sure the skier is wearing an appropriate PFD, and that the towlines and handles are in good shape.

3. Should maintain a constant speed, and if he or she turns the boat, make certain that the skier has room to swing out to the side safely, far from other boats, moorings, the shoreline and other obstructions.

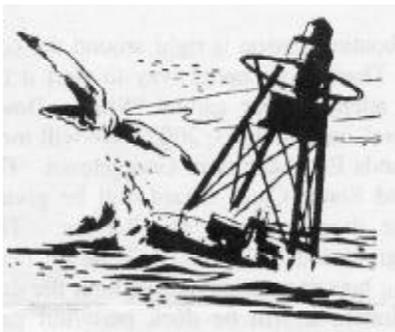
4. Should not pull his skier through shallow water.

5. Should keep his attention focused ahead, not on the skier behind the boat.

Water ski accidents are rarely the result of actions by the water-skier. The skier is in affect a man-overboard, and as such, deserves the utmost care and attention for as long as they are outside the relatively safe confines of the boat.

It's your responsibility, Captain!

By: *Commander Bob's Boating Safety Notebook*,
www.commanderbob.com



Attention-Attention-Attention

Plan Ahead for Food and Fun at Dataw Island Marina Cruise and Picnic Weekend of 28 August 2004

The squadron is planning a potluck picnic for 28 August at the Dataw Island Marina. We have reserved the marina's screened-in gazebo for our picnic. The gazebo is very large, located in a grove of trees, well shaded and cool with ample adjacent parking. So, rain or shine, we will be picnicking in cool bug-free comfort.

Bring your favorite potluck dish to share. Burgers, hot dogs and soft drinks will be provided by the squadron at \$5.00 per person. The Charleston Power Squadron's "Chef" (see below) will be at the grill to cook burgers to order, starting at around 1230. Come by land or by sea and join us for a fun-filled day on Dataw Island.

We have invited the Beaufort Power Squadron to our picnic. Dataw Island is a special place of scenic beauty with an absolutely first-rate marina. Plan now to join us for food, fun and a chance to meet some new friends. You can come by car or boat. Watch for more details in the July issue of *The Palmetto Log*. We need volunteers to help with transporting food and supplies to Dataw Island. So, if you wish to volunteer or need more information about this event, please call Cruise Captain Glenn Workman at 821-9111.

Glenn



The Chef!!

CELEBRATE NATIONAL MARINA DAY

August 14, 2004

In 1928, the word “marina” was used for the first time by the National Association of Engine and Boat Manufacturers to define a recreational boating facility. Ever since, marinas have been an integral part of American life. On August 14, 2004 the Cooper River Marina invites you and your friends to celebrate the third annual National Marina Day. To observe this day, the Cooper River Marina has planned our annual Customer Appreciation Day Feast. This year, as on past occasions, the marina staff will provide all the fixin’s for a memorable meal.

The staff at the Cooper River Marina believes that America’s marinas have a lot to celebrate. First and foremost, marinas serve as gateways for millions of people seeking to enjoy America’s rivers, lakes, bays and oceans. Whether your pleasure is cruising, sailing, fishing or water sports, America’s marinas provide the facilities and services you need to get your trip off on the right foot.

Equally important is the role that American marinas play in safeguarding the environment. Clean, natural resources are as much a part of this nation’s heritage as free speech and the right to assemble. Cooper River Marina staff recognizes this, and wants you to know that your marina is dedicated to keeping our nation’s waters healthy for this and future generations.

Finally, the staff at the Cooper River Marina believes that marinas are not just “parking lots for boats”. Rather, we believe that marinas are strong, vibrant communities of families and friends united by the shared passion for the water. Now, more than ever, we need clean, safe relaxing locations at which to spend our leisure time. On National Marina Day, we rededicate the Cooper River Marina to being a local, environmentally friendly destination serving your needs as a gateway for family and friends to enjoy one of America’s great natural resources its waterways.

Thank you for your time and your business. Without you, the customer, our business would not exist. As you know. Our doors and phone lines are always open. So, please let us know if we can answer any questions about our services. The marina staff looks forward to celebrating Nation Marina Day with you and serving you in the future.

Sincerely,

Mathew F. Driscoll, Manager, Cooper River Marina

Photos from Old

Does anyone remember these?

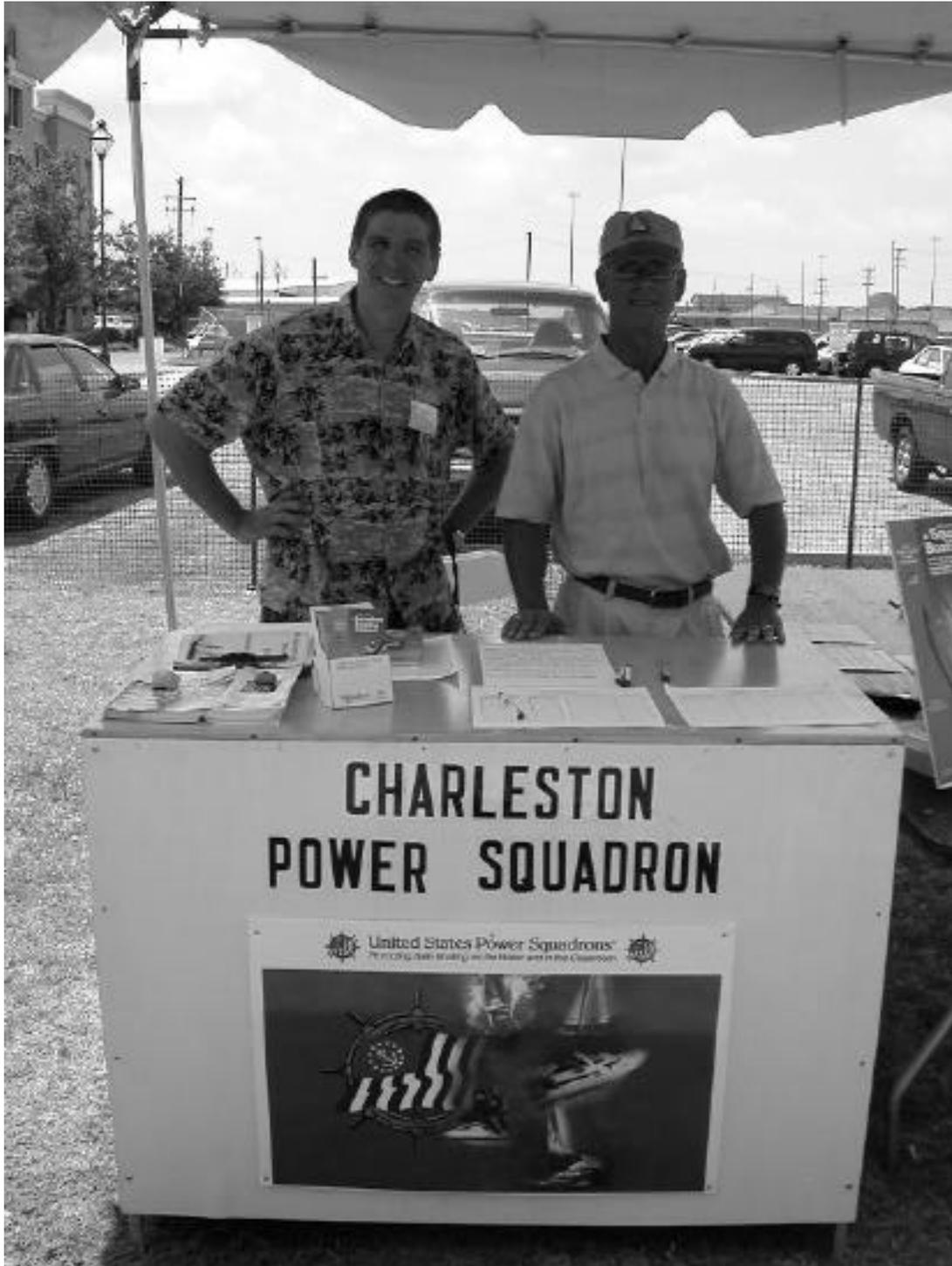


**John & the Captains
Minoru Saito - Around Alone(3) &
Fred & Phil of Mobjack Fame**



Jean, Joan & Donna (No complaints now!)

Booth Duty IS Fun!!!



John – Here is a photo of our booth at the Tall Ships event (Maritime Center). They were taken on Saturday, 19 June. These two members, Ken King and Mark Rutter, had the shift from 1200 to 1400.

Ted Fetner

A Traveler's Journey - from a Guest's Viewpoint

Erie, Oswego Canals & Trent Severn Waterway

by Steve Kromer (of No Sense³ fame)

What a trip! Last month I spent three weeks crewing for a guy on America's Great Loop. I met him in Waterford, NY, which is near Albany, and together we went through the Erie Canal, the Oswego Canal, across Lake Ontario and through the Trent Severn Waterway to Peterborough, Ontario. The boat I crewed on was a 40' twin engine trawler so I was pretty much at home.

Impressions from the trip:

- ◆ Entering, exiting, and riding up and down in a lock is a lot easier than getting in and out of my slip in Bohicket Marina.
- ◆ The canals are a lot like the ICW, only deeper and better maintained. For the most part we had 10+ feet of water. There are some shallow spots coming out of a couple of the locks but that is the exception. The State Thruway Authority runs the canals in New York, and in Canada they are part of the national park system. On the New York canals everything is painted the state colors of blue and gold and there are workboats all up and down the canals doing dredging, checking markers, etc.
- ◆ One of the really neat things is that there are lots of places to tie up overnight for free. At each lock there is space for a couple of boats to tie up overnight without interfering with other canal or lock traffic. There are also "terminal walls" in almost every town that you can tie to overnight. On the lock and terminal walls there is no water or power but that is no big deal on a trawler. Also a lot of the towns have built docks to attract the boaters. For example, you can stay at the Waterford Town Docks for free for the first 48 hours with water and electric. After 48 hours the price is \$10 per day.
- ◆ The scenery is spectacular; the canals run through areas with lots of hills and woods. The closest we come to the scenery around here is the stretch of the ICW that runs on the Waccama River from Georgetown to Myrtle Beach.
- ◆ We had several days where it was cold & windy. We're talking winter here, folks, with overnight lows between 40-45 degrees. If I was planning this trip I think I would have waited a couple of more weeks to start.

Highlights of the trip:

- ◆ On the second night out we stopped at a lock wall in Canajoharie, NY. We had dinner with some friends of Janice and me. On the way back from dinner as we pulled up to the lock there was an Amish family having a picnic and fishing from the lock. The fellow I was with is from an Amish family that adopted modern ways, so he had a very pleasant chat with these folks. Big good surprise. Of course we did not pay attention to the fact that to get to the lock we crossed a railroad track about 100 yards from where we were tied up. Turned out that this line is one of the busiest in the world. All night long we had freight trains going by about every 30 minutes. Big bad surprise.
- ◆ For most of the trip on the Erie Canal, we had cottonwood "snow". This stuff looks like dandelion fluff but there is a lot more of it. Every time the wind blew there would be "snow" in the air. A couple of days we accumulated enough on the boat that we had to sweep it off the decks.

- ◆ On day 4 we crossed Lake Oneida and pulled into a marina in Brewerton, NY for a couple of nights to get some repairs done. After we got the boat tied up I looked around and there was Bill & Vivian Wood's boat. I don't know how many of y'all remember them but they are liveaboards who came to several of our meetings last winter, including the Christmas party. Unfortunately, Bill and Vivian were in Ohio at the time but it was amazing to end up two slips away from their boat in upstate New York.
- ◆ After Brewerton, we went to Lake Onondaga. This may be my favorite spot of the trip. Syracuse, NY is on Lake Onondaga but there is no building on the lakeshore. The entire shore is a county park. The park has a marina and a couple of places where you can tie up for free. Outstanding.
- ◆ Two or three nights after Lake Onondaga we tied up at the terminal wall in Fulton, NY. After we were there a couple of hours, along came a canal tug named URGER (as in urge that barge along). We started talking to the crew and found all sorts of interesting things. URGER was built in 1901 and is now used as a living history museum for schools along the canal. In 1946 they removed the steam engine and installed a diesel engine. What a diesel! The URGER has a 9' draft. This engine fills the full 9 feet and most of the rest of the boat. Mike King told me about engines like this but I never thought I'd see one. The pistons are about the diameter of a 55-gallon drum and 7 or 8 feet long. Full speed is 320 RPM (that's not a mistake, folks). Drives a 5' prop. Now for the fun part. No transmission. When the captain is docking he has the engineer stall the engine and glides into the dock. If he wants reverse, the engineer has to throw a lever or two and restart the engine turning in the opposite direction. In forward they have 2 speeds - fast & slow. The captain gets to communicate with the engineer using a bell. While the captain was showing us the pilothouse I noticed that a board that was painted with the red & green navigation symbols on it. One side had reds on the left and the opposite side had reds on the right. He turns the board over when the markers change sides. Not exactly the same thing we do on No Sense but close enough that it made me feel better. Anyhow, the captain & the crew do all of the maintenance and restoration on this tug. Seeing this boat was worth the trip.
- ◆ Crossing Lake Ontario was a piece of cake. We caught it on a day that was absolutely flat. On an average day Charleston Harbor has more chop than the lake had the day we crossed.

That pretty much covers that trip. More in September since next month I am going to cruise Georgian Bay & the western side of Lake Michigan with the same guy.

Steve



The Palmetto Log
Nelson Hicks, Editor
109 East Bay St. - 2D
Charleston, SC 29401

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THIS IS YOUR PUBLICATION
MEET THE DEADLINE for SEPTEMBER
10 August 2004

1st/Lt David Walsh
Boating Activities
843-556-3258

Upcoming Events For August & September

5 August - ExCom Meeting - Headquarters - 1930
12 August - Membership Meeting @ Headquarters - 1830
14 August - National Marina Day - Cooper River Marina
28 August - Dataw Island Marina Cruise
2 September - ExCom Meeting - Headquarters - 1930
9 September - Membership Meeting @ Crab Shack - 1830

SAFE BOATING THROUGH EDUCATION