



The Palmetto Log

Charleston Sail and Power Squadron
A Unit of United States Power Squadrons®
and District 26

Volume 66 Issue 2

March-April 2013

Coming Events

March

23-24—Cruise to Capers Island

April

3—Headquarters spring cleanup day - 0900

4—EXCOM Meeting - 1830

11—Membership meeting - 1800

13—Youth Outreach Boy Scout Sailing Merit Badge class - 0900

20—ABC class - 0800-1600

20-21—Leadership Development classes 102 and 103 - in Columbia

27-28—Cruise to Edisto Marina

30—Submission deadline for May/June *Palmetto Log*

May

2—EXCOM Meeting - 1830

3-4—D26 Cruise and Rendezvous - Hilton Head

9—Membership Meeting - 1800

11-12—Cruise to Short Stay, fish fry on Saturday

18-24—Safe Boating Week (main activities on 18 May)

June

6—EXCOM Meeting - 1830

8—ABC class

13—Membership Meeting/Event, Dinner Cruise

22-23—Cruise to Bass Creek

27—EXCOM Meeting (replaces meeting that falls on 4 July)

All Events at Headquarters - 1376 Orange Grove Road - unless otherwise noted.

2013 Bridge Officers

Commander

Donna Lynes, N
(843) 696-2438
Lynes@tds.net

Executive Officer

Karl E. Naugle, S
(843) 875-2850
KarlNaugle@gmail.com

Education Officer

Kenneth A. Lewis, JN
(732) 547-3108
Ken@SVRestless.us

Administrative Officer

Vacant

Secretary

Donald Todd, JN
(843) 637-3531
Dktodd47@gmail.com

Treasurer

Rick Cone, JN
(843) 722-1640
Richcone1@comcast.net

2013 Members at Large

Joe Ewalt, S
(859) 333-8822
ewalt.joe792@gmail.com

Lynn Lewis, AP
(908) 601-6419
grammyldl@gmail.com

Carl Huff, AP
(843) 830-9233
CaptainCarl186@earthlink.net

Palmetto Log Editor

Elise B. Jorgens, P
(843) 768-8574
Elise.jorgens@gmail.com

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Message from the Commander Commander Donna Lynes, N



Fellow Boaters,

Here it is March already, and it's still a great year at CSPA. We have just hosted a tremendously successful district conference here in Charleston. Hope all of you had a chance to join in the fun in some capacity. I heard many positive comments, including one participant at the pirate party who told me it was the most fun she had ever had at a district conference. District Commander Ed Kridler has sent me a very thoughtful thank you note that I will share with you at the dinner meeting. Let me join him in thanking all of you for your contributions, no matter how small. Many hands made light work.

I asked you recently to donate to the fund to renovate the bar area in our headquarters. We are less than \$200 from our goal now and confident enough of the funding that we will start making plans with the contractor. Many of you have noted that our building needs a face lift and I think the bar project is a big step in the right direction. We will gain a few feet of space in the big meeting room and at the same time gain a sense of community by eliminating the need to leave the meeting room to visit the bar. My deepest thanks go out to the housing committee for staying on top of this and especially to Rick Cone, who pushed to make the bar project a priority this year. Above all, a big thanks to all of you who donated to the fund. I think the quick response to the donation appeal is evidence that the membership appreciates the idea. Within a month or two we should be enjoying the new bar.

Members, we need your help so that we can ensure that the forward motion we are enjoying now will continue. Before we know it, fall will be here and our nominating committee will be looking for members to join the leadership team. I hope some of you will consider taking a step in that direction by attending the Leadership Development training offered in Columbia, 19-21 April. The course is broken into three sessions: 101 on Friday, 102 on Saturday, and 103 on Sunday. The courses must be taken in order, but you can attend only the Friday session or only the Friday and Saturday sessions if you cannot stay all weekend. Our district has tried hard to get the classes offered in our area and is even offering some financial assistance. It would be great to see some of you in Columbia. You do not have to be trained in order to join our leadership, but you will improve your leadership skills if you attend. You may not see yourself as a leader, but I'll bet you have far more potential than you realize. Go ahead and jump in—the water's not over your head.

Spring is almost here, and along with it prime boating season. See you on the water.

Message from the Executive Officer Lt. Commander Karl Naugle, S



I have watched the squadron band together and put on a wonderful D26 conference. Kudos to all of you for rising to the challenge of being the best of the best. Bravo to Harl for the Safety Officer Award. We also won the Distinctive Communications Award.

I thought I would dip back into the rich history of the squadron to remind you of how this began. Notes from the squadron History compiled by P/C Harl Porter, SN.

- 1945 - Late in the year local boat owners met at Charleston Municipal Yacht Basin with Ian L. McKenzie (of Staten Island Power Squadron) to discuss forming a Charleston squadron.
- 1946 - On 8 March Charleston Power Squadron was chartered with 18 members. Charter signed by C/C Charles F Chapman. At year-end there were 26 members.

We are now looking forward to seeing P/C Dick Howells and SEO Ken Lewis, JN giving the first speech to the James Island Yacht Club March 11th. We are reaching out and spreading our educational and community service arms to other groups.

On 3 April 2013 at 0900 we will have our Annual Spring Cleanup at the squadron Headquarters. Please come and help. In less than 3 hours of work you will get a cleaner, newer looking building and grounds and credit towards your next merit mark. Look for the announcement soon giving details.

Join the celebration as United States Power Squadrons® marks 100 years of service to the nation's boating community!



A Short Lesson in Nautical Knots

The Five Most Useful Knots

SEO Ken Lewis, JN

Why so many knots? Back in the day, sailors on rigged vessels invented knots for specific purposes or for decoration. A good working knot should be easy to tie, not come undone while in use, and be easy to untie after a load has been applied (some also add 'when wet'). Here's a summary of the basic knots you should know and why:

- **Cleat Hitch:** learn to tie quickly and properly with the minimum number of turns to avoid overloading the cleat.
- **Reef Knot:** easy to tie and untie, even when wet. Used in the old days for reefing lines.
- **Clove Hitch (Slippery Clove Hitch):** use for dock lines on pilings, hanging fenders. May be tied 'slippery' which means unties with a tug on the end. A slippery clove hitch may also be locked to avoid being untied by mistake. (Your shoelace knot is an example of a slippery knot.)
- **Sheet Bend (Double Sheet Bend):** used for joining two ropes, possibly of unequal size. Particularly for making up a tow-rope from two smaller lengths, for which the double sheet bend is preferred. Note that a reef knot should never be used for joining ropes for towing purposes because it can capsize and self-untie. Capsizing refers to a knot that changes form due to unusually applied pressure. Capsizing usually results in an unstable knot.
- **Bowline:** once tied and snugged will not slip, easily untied after load has been applied. A fundamental rescue knot. Also used for forming a temporary eye in a dock line.

I have eliminated two half-hitches because they are the most overused and abused knot in the marina. I never use them. However, in addition to these five knots you might add:

- **Double Overhand or Figure Eight:** both stopper knots used in the end of a line to prevent slipping through a block or bullet eye; if you're a sailor you probably need to have a favorite stopper knot for the ends of your jib sheets.
- **Rolling Hitch:** ties one line into the length of another line can be slid along to adjust. Useful for tying a line into the middle of an anchor chain. Useful for tying a line into a jib sheet to relieve a winch override. This should be your sixth useful knot.

Want to be able to tie these knots and more? See: www.animatedknots.com

DSC VHF Radio

P/C Harl Porter, SN (Marine Electronics Instructor)

Emergency on the water - It could happen to you. Any boater could face a sudden Mayday situation caused by a fire, collision, sinking or medical emergency. With the right equipment and knowledge, you will be prepared to act. Just open the protective cover and then push and hold down the red DISTRESS button on your DSC VHF Radio for at least five seconds, and it will send an automated digital Mayday message to the Coast Guard on channel 70 (digital DSC channel). It will continue to send the digital Mayday message until acknowledged by the USCG. After sending the first digital Mayday message on channel 70, your DSC VHF radio will automatically switch to channel 16 (voice distress and hailing channel). The USCG rescuers will instantly know where you are, the name of your boat, who you are, your cell phone number and the names and phone numbers of your emergency contacts.



The USCG responds to approximately 60,000 emergency calls each year and saves approximately 5,000 lives annually. Digital Selective Calling (DSC) takes the “Search” out of their “Search and Rescue” operations by providing them your boat’s position and other information.

The names and phone numbers come from your MMSI (Maritime Mobile Service Identity) number registration; the boat’s position comes from its GPS receiver. For this system to work three things are required: obtaining a MMSI for your boat, interfacing your boat’s DSC VHF Radio with its GPS Receiver, and entering your boat’s MMSI number into its DSC VHF Radio.

Obtaining your boat’s MMSI - Getting a MMSI is easy, can be done on-line (takes less than five minutes), and is free. Domestic voyagers can obtain their MMSI from USPS (usps.org/php/mmsi), BoatUS (boatus.com/mmsi) or several other agencies. Vessels that voyage international must obtain their MMSI from the Federal Communications Commission. International (FCC issued) MMSI are required for voyages to Canada, the Bahamas, or Mexico. Keep you MMSI emergency information current and update it as changes happen.

Interconnecting your boat’s DSC VHF Radio and GPS receiver - This requires only two wires. Instructions on making the two-wire NMEA 0183 interface should be provided in the DSC VHF Radio and GPS Receiver operator’s manuals.

Entering your boat's MMSI number into your boat's DSC VHF Radio - All MMSI numbers consist of nine digits. Instructions on entering the boat's MMSI number into its DSC VHF Radio are contained in the radio operator's manual.

Take advantage of DSC VHF Radio - The automated DSC Mayday call and MMSI information may save the life of someone on your boat. According to the USCG:

- Nine of 10 Mayday DSC calls do not contain position information (their boat's DSC VHF Radio is NOT interfaced with its GPS Receiver)
- Six of 10 Mayday DSC calls do not contain a MMSI (MMSI never obtained and/or not entered into their boat's DSC VHF Radio) therefore information about the boat is unknown.

The automated DSC Mayday call and MMSI information may save the life of someone on your boat.

Editor's Note: This is the first in a two-part series of articles on DSC VHF Radio. In the second, P/C Porter will discuss individual and group calling. It will also request that all CSPA members' MMSI numbers be listed in next year's Squadron Roster. Watch for the second article in the May/June issue of [The Palmetto Log](#).



Remember to contact CSPA Boating Activities Director Elizabeth Wenner, shown here on Sojourner, for information related to cruises or other on-water events. Elizabeth can be reached at (843) 442-2253 or elizabethwenner@gmail.com.

District 26 Spring Conference

On 22 February, the D26 Spring Conference came to Charleston—and what an event it was! Visitors were greeted by Joan Naugle, who seemed immune to fatigue at the registration table, here joined by Claire Schady and Betsy Porter.



After a full day of meetings and seminars, what could be better than a Pirate Party? Judging by the noise level in the room (loud!), the district really knows how to party. Costumes were everywhere, and some folks seemed to have found their true character!



David and Wendy Walsh with visitors (left); Cdr. Donna Lynes with Captain Billy Hook (below); and Ed and Cindy Kridler (below left) as "Pittsburg Pirates"? Well, somebody was bound to do it!





Some serious Charleston hospitality being served up here, thanks to Joel Greene, Elizabeth Wenner and Rick Cone. Additional bar tenders, not shown, were Joe Ewalt, Ken Fonville and Karl Naugle.

And of course, the awards—the main event at the Saturday banquet!



Above: Cdr. Donna Lynes with the CSPS Award for 31 years of contribution to the Education Fund, and P/C Harl Porter receiving the D26 Safety Award.

Below: Stf/C Victor Schwartz is recognized as a Life Member, and P/D/C Ken Beeber, with other Past District Commanders, celebrating achievement of his Fiftieth Merit Mark. Congratulations to all!





And finally, Sunday Brunch at CSPS Headquarters. P/Lt/C "Chef Chet" Rogers whipped up a whole lot of omelets, with great help from sous-chef Jo Ann Ewalt.

Big thank you to the many CSPS members who gave their time and talents to make this a conference to remember!



"Farewell and Safe Travels" to all our visitors from D/C Ed Kridler.



Boating Safety P/C Harl Porter, SN

Are you CPR qualified? On 2 and 9 February 12 members of Charleston Squadron took a CPR Class taught by the Monks Corner Fire Department. Class was arranged by Cdr. Donna Lynes. Thanks Cdr. Donna; the class you arranged may save someone's life.

Are your batteries good? Not asking about the starting battery in our boats that lets us know that they are weak and need replacing; asking about the small "flashlight" batteries used several places on your boat. During the VSC on my boat this spring the CSPA Vessel Examiner checked my flashlight. This was an extra effort on his part, as checking flashlights are not on the VSC checklist. I was informed that they were weak, so the next day I took four new batteries (two for the flashlight and two spares) to the boat. Recommend replacing all "flashlight" batteries used on your boat every spring; also carry spare batteries. How about the batteries in your GPS, Handheld VHF Radio, strobes, etc.? The battery in your EPIRB / PLB requires replacing every five years. These batteries are not user replaceable. In Charleston, *Air-Sea Safety and Survival*, at 120 Williams St., is qualified to replace EPIRB / PLB batteries. If asked, they may also give you a dated First Aid Kit removed from a life raft that they have serviced (life rafts require inspection and service every five years).

"Pre-Flight" boat checks. Pilots always do a pre-flight check of their aircraft to ensure that it is safe before taking off and an attendant gives a safety brief for the passengers. As boat captains we should also do a safety check of our boat and a safety briefing for our crew / guests before getting underway. Among the safety checks should be: engine fluid levels, engine belt tension, bilge check for water and engine fuel / liquids and then run the bilge blower (on inboard gas engines) for five minutes before starting the engine and getting underway. One of our Past Commanders told me it is also good practice to leave the engine hatch open when starting the engine and then looking at the engine after it is running for leaking hoses and other problems that are not obvious while the engine is stopped. The safety brief should include where the life jackets are located and they should be adjusted for each individual.

First Aid Kits. Spring time is a good time to replenish and augment your boat's first aid kit. Replace bandages and medicine used last year. Check expiration date on medicine and replace it if it will become dated this year. The unused bandages in the first aid kit are good; only the medicine is dated. Augment your "off the shelf" first aid kit with what you may need (bandages and medicine). I keep additional items in a watertight container, next to the first aid kit, which is identified by a large Red Cross on it.

“E10 / E15” – Do You Know What This Is?

Lt. Carl Huff, AP

As a boater, you should make the smart decision to read more about this topic!

If you own a vessel primarily powered by *gasoline*, these letters and numbers are very important to you. E10 means gasoline that can have up to a 10% ethanol blend and E15 means gasoline that can have up to a 15% ethanol blend.

There is considerable evidence that high levels of ethanol can affect boat components (tanks, hoses, fuel system components, and engine life & performance).

I personally use only ethanol free gas in my boat. It can be purchased at a few select gas stations around the Charleston area. I made this decision after spending a significant amount of money repairing my Yamaha 4-stroke outboard engine and fuel system due to ethanol induced damage a few years ago. My engineering curiosity got to me, so I took my high-pressure fuel part apart and inspected it for damage. It was amazing to see the results with only 400 hours on the engine.

While my experience was negative, there is considerable debate on the effects of ethanol-blended gas, gas treatments, whether to store your boat with a full or empty tank, etc., and not all the evidence points to damage. Here is a link to an excellent article on this issue from BOATUS:

<http://www.boatus.com/magazine/2011/december/ethanol.asp#.US5DGkLEVHc.email>

It's a good overview of the topic of ethanol gas and the current status of debate regarding its impact on boat engines. As a boater, you should make the smart decision to read more about this topic and make the final decision for yourself and your boat.

Sailing through a Hurricane on Long Island Sound

Joel N. Greene, P

It was a dark and stormy night. The sea was angry, my friend. As the sea tossed us wildly about, it felt like we were sailing inside a small thimble, instead of on a 47 ft sailboat. I started to wonder if I would regret offering to help my friend Jim sail his ketch to Long Island. Earlier that day, we had observed a steady drizzle and overcast sky as Jim's wife drove us to up Rhode Island; however, there was nothing to indicate that a nasty storm was brewing off the horizon.

As soon as we set sail, the winds and whitecaps grew in intensity, and we were engulfed ultimately in winds up to 60 mph and seas over 6ft high. A thick mist and fog also swallowed the boat, bringing visibility to near zero. We were grateful for the electronics and radar that pinpointed our forward waypoints.

Despite a pilothouse keeping us dry, we felt increasingly nauseous and seasick. After enduring the sea's abuse for about 8 hours, we finally reached the protected harbor of Port Judith, located on the Southern shore of Rhode Island. In contrast to the storm's unrelenting "roller coaster ride," it now seemed eerily quiet and calm as we set anchor. A hot onboard shower made us feel human. We had traveled a grand total of 6 miles for the day!

The next morning we set course for Port Jefferson. As soon as we left the dead calm of the harbor, we found ourselves again facing the fury of a full-blown hurricane. Within the first two hours, both our main and jib sails were ripped apart, so that the yacht's diesel engine became our sole means of propulsion. Before long, we received an emergency short wave transmission from the Coast Guard who had called us to ask, "What the hell are you doing sailing in a hurricane?" We were told that the storm was too severe for them to rescue us by helicopter if we needed assistance, so that we were officially "on our own."

The Coast Guard also nixed our plans for a lay over in Port Jefferson, since they deemed that its narrow, rock-lined entrance couldn't be navigated safely given the strength of the wind and sea height. Instead, they told us to head for Huntington Harbor, indicating they would call every 20 minutes to see how we were doing. Since we were already two days overdue, we asked the Coast Guard to call our wives to let them know that we were both still alive, albeit very seasick.

After seemingly endless hours, we finally reached Huntington Harbor, where we planned to stay for the night. We made our way over to Price's Bend, a popular anchorage tucked in behind Eaton's Neck and Hobart Beach. By morning, we felt well rested and eager to get underway for our last leg to the voyage to the Manhasset Bay marina, where the boat was scheduled to be hoisted out for storage and repairs.

Although the rest of our voyage was pretty uneventful, the marina did call the next day to let Jim know that they found a crack in the engine and that salt water was mixed in with the fuel and oil. They were puzzled as to "why the engine hadn't failed, nor how we had made it back safely."

I believe that Des Sleightholme, long-time Editor of Yachting Monthly, once wrote, "Cruising is fun. The less it is marred by needless troubles, the more fun it becomes." Indeed, I have often thought about the troubles we faced, needless or otherwise, and pondered the lessons learned from this mini "perfect storm" adventure.

*"Cruising is fun.
The less it is marred
by needless troubles,
the more fun it
becomes."*

First of all, since the consensus among weather experts was that the storm was tracking away from land, we did not expect it to barrel down the New England coastline and through Long Island Sound. Nevertheless, we could have opted to take delivery of the boat on some other day or weekend. In addition, this was our maiden voyage on this boat. Perhaps more familiarity, and greater sailing skill, would have prompted us to explore the boat's reefing system once the storm intensified.

Finally, it was, fortunate that we did not face the loss of both sail and engine power. Perhaps there were other sails on board that we could have used to replace the tattered originals. Yet, given the uncertain and wild movement of the deck, I will be eternally grateful for the luck or benevolence we enjoyed, and for the fact that we did not have to go on the deck and change the sails during that storm!

Editor's Note: Do you have a boating adventure or a cautionary tale to tell? Send it to me for [The Palmetto Log](#) so your CSPA friends can enjoy it and possibly benefit from your experience!

Meet the Bridge

Treasurer Rick Cone has contributed the following biographical sketch.

Serving as the treasurer for any organization gets you in the fast lane for meeting all members in a real hurry, and I thoroughly enjoy the privilege of serving as your treasurer. I can only hope I have added some new, innovative ideas along the way.

As many of you know, I'm a native Charlestonian, with a BS from the College of Charleston. I spent the majority of my career employed by the Navy and several Defense Agencies as an accountant, budget officer and payroll director, and lastly as the Director of the Charleston Office of the Defense Finance and Accounting Service.

I learned how to sail while in high school, taught sailing at Charleston Yacht Club for several years, was on the College of Charleston Sailing Team for 2 years. I spent many years racing with Charleston Ocean Racing Association (CORA). I've sailed a variety of center board and keel boats including Lasers, Sunfish, Hobies, Solings, Y-Flyers, Catalinas, Pearson's, C&C;s as well as J-Boats.

Since semi-retiring several years ago, I enjoy racing/day sailing my Tartan 31 "Tangent" and fishing/cruising around on my old classic Boston Whaler Montauk with friends. When I'm not out on the water or traveling, you can usually find me at my other hobby and business of painting/repairing/renovating a portfolio of local CIRCA 1800's buildings in reasonably good shape as residential rentals in downtown Charleston.

While I initially joined CSPA to get myself up to speed on the many technical aspects of owning and navigating boats, I continue to enjoy the camaraderie and social aspect of this organization, and I thank everyone for making my volunteer job a pleasure.

Here is Rick in what I take to be his preferred boating attire.



Meet Our Members

Although we have boating in common, CSPS members come from very diverse backgrounds and lives. Here Elizabeth Wenner tells us some of her interesting history.

I was born in Virginia and spent my formative years in Gloucester, Virginia where I enjoyed boating and fishing with my father in the tributaries of Chesapeake Bay. I learned a lot about being on the water with him. I developed a love of science from my mother who encouraged my study of marine science. After college at Mary Washington, I received a M.S. and Ph.D. in Marine Science from the College of William and Mary. My specialty was the study of deep-sea crabs and shrimp. During my graduate studies, I spent many weeks on a variety of research vessels, including submersibles, studying organisms from the continental slope and abyssal plain of the Norfolk Canyon.

From 1979 to 2010, I worked as a research scientist and program manager at the Marine Resources Research Institute at Fort Johnson. During my tenure, I studied invertebrate communities in a variety of habitats from estuarine impoundments to the deep sea. I continued to spend time at sea whenever possible, traveling to study crabs in Bermuda, and all along the east coast. I served on a number of state and national advisory and technical committees, was an associate professor in the Marine Biology program at the College of Charleston, published over 88 papers, and was the first woman President of The Crustacean Society, an international scientific organization.



Before I retired, I decided to purchase a sailboat. This was “Compass Rose”, my Catalina 22. I took lessons to receive US Sailing certification and found that I loved being on the water for days on a 22 foot boat. After finding out that I wanted to do some ocean sailing, I began looking for a bigger boat. After narrowing down a list of boats, I found “Sojourner”, a Cape Dory 36. She has proven to be a sturdy, sea worthy boat that is comfortable and classic in her lines. I enjoy being on “Sojourner” as much as I can. I have plans to take her up to Chesapeake Bay to visit the rivers where I fished with my dad and also make my way down to the Keys.

Since I enjoyed being on the water so much, I decided to go to Sea School and get a Captain’s license. I fulfilled all criteria and received my license as a 100 ton Master Inland and 100 ton Mate near coastal in 2012. I also have Towing and Sailing Endorsements and recently completed the course and exam to receive an Unlimited Radar Observer Endorsement. Courses taken with the Power Squadron helped a great deal in achieving my license.



When not on the water, I am an avid photographer, collector of antiques, AKC dog judge, writer, and gardener. When I was breeding and showing dogs, I had some of the top Labrador Retrievers in the country, ranking in the top 10 for several years. I now have four Labradors, two retired greyhounds, and four cats living at "Surry" near Rockville on Wadmalaw Island. My life is full and seldom dull!

Return Feature!

CLASSIFIED ADS



FOR SALE: 2009 9.9 MERCURY SHORT SHAFT 4-STROKE MOTOR and 2006 10.2 WALKER BAY GENESIS HARD BOTTOM DINGHY. \$1995.00

Both boat and motor purchased new. Call TONY WARD 830-3027.

Policy for Ads in Palmetto Log

1. CSPS members may place ads for personal items related to boats or boating at no cost. These may be ads for items for sale or want-ads for items members are seeking. Such ads must be short, text-only notices.
2. CSPS members may place ads for boating-related goods or services provided by their own boating-related businesses at a cost of \$10 per issue. Such ads will be limited to text and graphics as might appear on a business card. They should be sent to the editor as images to be inserted; editor will not be responsible for designing or formatting the ad.
3. All non-boating business advertisements, whether from members' businesses or non-members', may be purchased at \$20 per issue. Such ads will be limited to ¼ page or less and must be provided to the editor as images to be inserted. Editor will not be responsible for designing or formatting the ad.
4. Ads of a personal nature, related to boats or boating, submitted by non-members may be placed at a cost of \$10 per issue, subject to review by the editor and providing they follow all guidelines in this policy.
5. Requests for ad placement must be submitted to the editor by the submission date for each issue, as announced on the last page of the prior Palmetto Log.
6. Checks should be payable to CSPS. Ads will be run only if payment has been made prior to or accompanying submission of ad copy.
7. Ads will appear in one issue only. Request for renewal must be made to the editor, in writing, and must include additional fee, as described above.
8. All ads must include appropriate contact information. Interested persons or potential buyers or customers should not contact the CSPS contact line nor the Palmetto Log editor regarding items or services advertised.

Submission and publication dates for *The Palmetto Log* are as follows:

Submit by:

30 Apr 30 June 31 Aug 31 Oct 31 Dec 28 Feb

For issue to be published on:

15 May 15 July 15 Sept 15 Nov 15 Jan 15 Mar

All members are invited to send an article or write-up for consideration, or contact the Editor with a suggestion. Send contributions, comments or inquiries to elise.jorgens@gmail.com.

Important Web Pages

United States Power Squadrons

www.usps.org

District 26

www.usps.org/localusps/d26

Charleston Sail and Power Squadron

www.usps.org/localusps/cps

The Palmetto Log is an electronic newsletter and is distributed by email to all members who have provided us with their email addresses. Providing us with your email address shall constitute agreement to receive notices electronically. The Palmetto Log and our Bylaws are posted on our web site, www.usps.org/localusps/cps.

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Elise B. Jorgens, P
843 768-8574
Elise.jorgens@gmail.com

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1376 Orange Grove Road, Charleston, SC 2940