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869-7808

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

**MEETINGS**

**Executive Committee - 1st Thursday @ 1930**

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**SAFE BOATING THROUGH  
EDUCATION**

**From the Commander  
Lt/C Charlotte F. Yeomans, P**



**T**hanks to everyone who represented Charleston at the District 26 Spring Conference in Beaufort in the middle of March. This meeting was very informative with various interesting seminars taking place throughout the weekend.

Yet another “*plug*” for your commander’s pet project: Anyone who is interested in participating in a Saturday course on ***First Aid and CPR***, please contact me. For all first mates and captains, this course should be *topmost* on your list *especially* with so many cruises and other boating activities coming up so quickly. This course was going to be scheduled for the winter months, but has been postponed until spring/summer because of waiting for people to respond. Members from other squadrons are welcome to attend also. The course will be all day with a lunch provided. As soon as a good quantity of people have signed up for the course, we can figure out a cost (should be between \$15-\$20 per person which will include morning coffee, a lunch, and all materials needed for the course). I *really* need to know if there is an interest within the membership before scheduling this event so *please* let me know. *Thank you!*

Lt/C Bob Gulbrandsen has taken the initiative with “The Palmetto Log” involving the usage of advertisements. These advertisements are part of a fundraiser project for the Squadron to help defray the cost of re-shingling the Headquarters’ roof within the next year or so. P/C Mike Page has offered to run a large-scale BBQ to raise more funds. Please give me or anyone else on the Bridge any other ideas (no matter how small – every bit of money helps, especially within a non-profit organization) or anything to expand upon what is already on the table for raising money for the Squadron.

Also, if anyone has any information concerning the lot behind headquarters, please contact me. The Executive

Committee has heard that the ten-year \$10,000.00 lease is going to expire soon. Anyone with any information pertaining to this situation is asked to please come forward with the details. Thank you!

We’ll see y’all at the 8 April Membership Meeting (please let Lt/C Janice Kromer know asap that you plan on attending as *reservations are mandatory* for this meeting!) in Summerville with Claiborne Young as our Guest Speaker, and then in Beaufort on Saturday, 24 April for our Dinner Cruise

Speaking of meetings, it has been brought to my attention that there are some people who are attending the potluck meetings at headquarters, paying the \$5.00/head fee, and eating without bringing any food contribution. Stating it as simply as possible: ***PLEASE*** bring food if you plan on eating food; when food is brought by everyone, then everyone will get to eat and not walk away still peckish. All food is greatly welcomed and appreciated!! Also, the more hands which stay and help out with clean up of the rooms and bar area afterward (and bring a bag of trash home) the earlier *everyone* can leave headquarters after the meeting comes to an end. Thanks to everyone who already stays to help out and thanks, ahead of time, to those who will do it next time!!

*Please, everyone*, think of what you will help out with on this year’s committees and activities. The squadron always has openings in many different departments which need volunteers. If you don’t know what you want to do, take a peek at the Squadron Job Descriptions that the Bridge Officers have – that should help with decisions.

And, as always, for any more information on anything mentioned in this article, please feel free to contact me at (843) 875-0510, or at [cfyedisto@aol.com](mailto:cfyedisto@aol.com). Thanks and see y’all soon!!

Cat

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



**C**laiborne Young will be coming to Charleston to speak to the Squadron members on Thursday, 8 April. Claiborne will be speaking on cruising the waterways of North and South Carolina. This dinner meeting will be held at Sticky Fingers on Main Street (Route 17A) in Summerville.

Directions to Sticky Fingers in Summerville: Take I 26 West to exit 199 toward Summerville. When you come off the exit, go through 2 or three traffic lights. Go past Perkins Restaurant and the entrance to the new shopping mall, Azalea Square, which will both be on your right. Sticky Fingers is on your right at the next traffic light.

The cost will be \$20 per person with cocktails and dessert optional. We will limit attendance to the first 60 people who sign up. I really must know as soon as possible if you want to attend. Please call me at work at (843) 873-9200, ext 7126, or email to [jkromer@tariffs.com](mailto:jkromer@tariffs.com). This is one of the most popular programs of our social year, so please come on out!

In May, we will be combining the monthly membership meeting with one of our weekend cruise rendezvous. This will be a luncheon meeting and the date will be Saturday, 22 May 2004 and the place will be The City Marina/The Variety Store Restaurant. The fee to dock your boat will be \$5 per hour, and we will try to limit the meeting to two hours. We will have our membership meeting in a private room at the restaurant, which is in the parking lot of the marina, and we will be ordering "off the menu". **PLEASE REMEMBER THAT THERE WILL BE NO MEMBERS MEETING ON THURSDAY, 13 MAY 2004 THIS SPECIAL CRUISE/MEETING WILL REPLACE IT.** And again, please let me know if you are planning on attending so we can ensure we have enough space to be comfortable.

Janice



**Educational Officer**  
**Lt/C Stephen C. Kromer,**  
**AP**



**T**his is the time of the year I always have trouble coming up with something to write about. The fall courses have been completed, spring classes started but not far enough along to report results, and I've got a bad case of boat fever. So the only three things I have to report are:

1. Orion Hall completed Engine Maintenance
2. We ran a Boat Smart class on 28 Feb and 6 Mar. We had 21 people successfully complete the course, which is the largest number in two years. Maybe the recession is over. I'm sure that we'll get some new members from this group, but there is no way to tell how many at this point. Thanks to P/D/C Bob Gissel, P/R/C Ed Kridler, Lt/C Janice Kromer, Lt/C Bob Gulbrandsen & John Van Way for help running the class and scoring the exams. Also Manning Harvey taught the 28 Feb session and did a great job. It really gets the students attention when the person teaching the class is the Captain on the pilot boat.
3. The next Boat Smart is scheduled for 1 May and 8 May. This is approximately one month after the in water boat show to give interested people time to get the class scheduled. In the meanwhile, please talk up the class with anyone you know who might want to become a better, safer boater.

OK now I can go take the treatment for my fever.

Steve

## Secretary

Lt/C Robert A. Gulbrandsen, S



**H**ello everyone. Well, those long awaited spring time conditions are finally here. It's time to get out on the water and enjoy our beautiful coastal weather. I'm looking forward to seeing our members at upcoming cruises, meetings and other squadron events. Many of us have joined the squadron for the educational benefits, but you could be missing out on half the fun. We do have some great times just enjoying our boats and sharing the experience with fellow boaters. So do yourself a favor, make at least one of the cruises this season. Learning something new and making some new friends in the process might just surprise you.

Don't forget the "Who's Boat" pictures in The Palmetto Log! Have you sent your picture in yet? Say we are all boating, and we love swapping stories and looking at different craft. We want to share your boat and story with the membership. We don't care what size or what you've been doing, we all just love that four-letter word "BOAT". So send us your favorite shot, and tell us a little story about your baby. You know what they say, "a picture is worth a thousand words" so send them in folks. Email or hardcopy we don't care, your hard copy photos will be returned after scanning. Remember the contact is our editor Nelson Hicks at [nelsonhicks@comcast.net](mailto:nelsonhicks@comcast.net) or 109 East Bay St. 2-D Charleston, SC 29401. How about it everyone, lets see what you've got, send that picture in today.

You could be the right contact for our advertisement campaign. Mention this opportunity to your local boat dealer or repair facility. Do you know of someone interested in targeting over 200 boat enthusiasts with their product or services? The Palmetto Log has made space available to run advertisements for a nominal donation. We have two types of space available. The first is a business card size for \$50.00 per year or the second is a 3" by 3" for \$100.00 per year. Other options can be

made available by request. Interested parties should contact me, Bob Gulbrandsen at [Morningstar804@msn.com](mailto:Morningstar804@msn.com) or 804 Law Lane, Mt. Pleasant, SC 29464. Donations from our advertising space will go into the Charleston Power Squadron fund for future programs such as headquarters building repairs, or as deemed by the governing executive committee. We need your help to keep our Squadron up and running, get involved, give us a hand!

Bob



### Claiborne Young Our Speaker Thursday 8 April Membership Meeting

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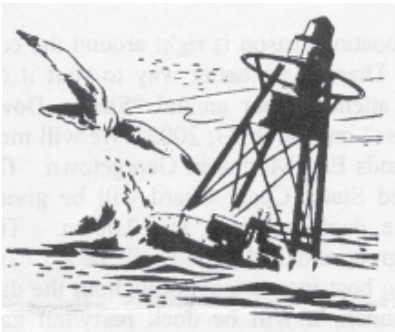
Janice Kromer

## Sea Island Habitat For Humanity

This is a reminder that the Charleston Power Squadron will be working with the Sea Island Habitat for Humanity on Saturday, 3 April. This is an opportunity to provide a civic service for those who are unable to otherwise afford good quality housing. Joining this effort is one small way we can give thanks for the many blessings we enjoy. If you have not signed up for this activity, please give me a call at 762-3986. It's not too late to join us. While you can just show up at the work site, any advance notice on the number of volunteers that we can give P/C Steven Yeomans, P, would be appreciated. As you probably recall, Steve is construction manager for this Habitat affiliate.

The site of the work is Island Estates on Johns Island. Island Estates is located just north of Brownswood Road, about ¼ to ½ mile east of Main Road. Please be on site by 0745. We are planning to work straight through until about 1400. We will be taking a late lunch which will be furnished by our squadron. Wear old clothes that you don't mind getting dirty and bring gloves. Tools will be furnished. Every member of our squadron can help, even those who are unable to do somewhat strenuous work. There is a multitude of different tasks that need to be performed, and there will be something for everyone to do. You don't have to be skilled or even knowledgeable about home construction to help.

P/R/C Edwin G. Kridler, SN



## March Members Meeting

Our speaker at the 11 March Members' Meeting was Doug Logan of the Pilot's Association. Pilot No. 20, Doug, was a wonderful and entertaining lecturer. His personal experiences and great pictures helped make this a memorable night.

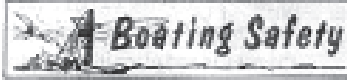
Two potential members joined us. Guests of Grady Barnwell and Leah Henley, Bob and Peggy Williams just successfully completed the BoatSmart course, and they are thinking about joining our squadron.

We were also honored to have returning member, Bob Lewis, participate in the night's festivities. It's always great to see members become active again. Welcome, Bob, and we hope to see you at all our meetings and cruises.

And we close this article on a sad note. Grady Barnwell and Leah Henley will be leaving the squadron. The March Membership Meeting was their last. Grady and Leah will be moving soon to Columbus, Georgia, where Grady will be able to be closer to his family. Grady, we'll miss your participation at our educational courses, and Leah, we'll definitely miss your bubbly personality. Good luck, both – and keep in touch.

Janice Kromer





**Safety Officer**  
**Lt Kirk Williams, AP**

### Boating Safety

**A**re you dying to go fishing? Activities around the water such as swimming, diving and boating are among the safest when compared to the huge numbers of people participating. But, about 4000 Americans do die in water related accidents each year. Of these about 1/5 are involved with boats. And, in these fatal boating accidents many, if not most, involve a day of fishing. If you'd prefer to have yourself, your friends or family not become a statistic in the Coast Guard's database, please skim through the following information. You may be very surprised by what you find!

Here are a few quick boating safety figures for your review:

- Most boating fatalities occur on boats 14 feet or less in length. (O.K. so you have a bigger boat. Does it have, or do you ever use a dinghy?)
- Few serious boat accidents happen on the high seas, open areas on the Great Lakes or in coastal areas
- The great majority of boating deaths are found on smaller, normally protected inland lakes or bays
- Two out of three boating deaths involve drowning after falling out of, swamping or capsizing a small boat
- In the average fatality the boat is sitting still or moving slowly, and if it has an engine of 25 horsepower or less
- Approximately 85 percent of the people who perish from or in boats wouldn't if they had worn a PFD or life jacket.

Here are more pointers about drowning in general:

- Sixty (plus) percent of drowning victims are non-swimmers who usually don't intend to enter the water. They are normally fully dressed in street or work/recreational clothing.
- Between one third and one half of all drowning victims have been drinking or using drugs.
- Almost all victims are affected by the relative coldness of water, even on a warm summer day
- Most drownings happen an arm's length from safety.
- In about sixty percent of drownings, another person is within 10 feet of the victim but doesn't realize what is happening until the victim disappears.
- In the average fisherman, one bottle of beer an hour is sufficient to degrade finer balance skills (particularly in a small boat).
- At higher levels of alcohol use, vision, judgment and sensory integration are affected.
- An unbelievable array of life jackets are now on the market that don't look like life jackets, but are warm, comfortable vests, wind breakers and coats. Some are inflatable.
- Drowning humans cannot cry out for help. They go under after about sixty seconds of doing a head back, mouth open, above the water breaststroke. Do not enter the water to assist a victim!!! Rather, stay dry and reach or throw something to them that floats and/or can be used to pull them to safety.

So, what simple ideas should be in your basic fishing/boating kit?

- Always tell someone where you (and your buddies) are going to fish, and when you expect to be back. Don't hope someone else will do it.

- Especially in small boats on otherwise sheltered inland waters watch wind/waves/–weather. Be careful of overloading/capsizing/swamping situations.
- Check out wearable, practical PFD’s and then use them (Especially if you are a nonswimmer!) The best PFD in the world does absolutely no good if you are in the drink and it is still in the bag.
- Back off on booze consumption, especially if the weather is cold and/or nasty. Remember that a small, less than stable boat is no place to check your beer assisted balance.
- Have a line or throw bag handy in case you need to throw it to help someone. A throw bag is a length of light line jammed in a nylon bag. Hold one end of the line and throw the bag to the target. A plastic milk or bleach bottle with a line inside will work almost as well. It’s pretty simple but like anything else, takes a little practice.
- If it’s cold, layer up and stay dry. If you go into the water do not remove clothing. Clothing floats and traps buoyant air while keeping the wearer warm. Keep your head covered, minimize motion and get at least the upper part of your body out of the water ASAP! If you must swim, do a gentle lying back, hand sculling movement with your face out of the water and angled upward. Most shoes and boots also trap air and float. Even chest and hip waders will float you indefinitely if you are flat on your back with your toes out of the water! (Practice this under safe conditions before you ever really need it.).
- Always remember that hardly anyone who ever died by drowning intended to.
- When talking about the really big one that got away make sure it is you! Drowning can happen. Don’t let it!

By Dr. David Smith [www.aquaticsafety.com](http://www.aquaticsafety.com)

## **OT BITS**

### **Operational Training by Bob Gissell**

*(Second in a series of important bits of information about USPS in the next several issues of The Palmetto Log)*

2.

**T**here are three levels in our organization: National, District and Squadron with each having similar bridge officers in charge. Each level is governed by a set of bylaws that controls how they operate. As the bylaws direct what is to be done, there is an OPERATIONS MANUAL available that instructs how these directives are to be accomplished. The OPERATIONS MANUAL may be ordered from headquarters or accessed on line at [www.usps.org/national/om](http://www.usps.org/national/om) with the proper programs. This manual covers in detail the national, district, squadron and educational organizations, protocol, uniforms, and much more. It also contains basic responsibilities for almost all departments and committees. If there is any question about how to accomplish a responsibility, refer to this manual first.

Bob Gissell

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### **May Membership Meeting Combined With May Cruise**

**I**n May, we will be combining the monthly membership meeting with one of our weekend cruise rendezvous. The date will be Saturday, 22 May 2004 and the place will be City Marina/ The Variety Store Restaurant for lunch.. The fee to dock your boat will be \$5 per hour, and we will try to limit the meeting to two hours. We will have our membership meeting in a private room at the restaurant, which is in the parking lot of the marina, and we will be ordering “off the menu”. PLEASE REMEMBER THAT THERE WILL BE NO MEMEBERS MEETING ON THURSDAY, 13 MAY 2004 THIS SPECIAL CRUISE/MEETING WILL REPLACE IT. And again, please let me know if you are planning on attending so we can ensure we have enough space to be comfortable.

Janice Kromer



## *The Old Salt*

on

### Nautical

### Terminology

When *The Old Salt* was a young whippersnapper and did not know very much, nautical lingo was just one more hurdle to jump in getting into the club. It was not until much later that he realized some of the origins and importance of this specialized, technical language. For example, the right side of the boat is starboard and the left was larboard. But these two sound very similar and, in the confusion and noise of a storm, could be confused. That could be disastrous. Starboard is a contraction of steering-board, a flat plate attached to a pole on the right side of the ship or boat. Since this contraption was vulnerable to damage, the boat or ship would be tied up on the other side in port, and this became the port side, as we know it today.

The maritime world is embedded in our everyday speech, so much so that we often do not think about how important it was, and still is. We “ship” items by air, train, bus, and even by boat. Almost all of us arrived on these shores by ship, even if a few of us were there to meet the boat in 1492. Some Native Americans groups were active on the water on both coasts, on the Great Lakes, and on many of the Pretty Good Lakes too. In spite of this, I heard of a yacht club that refused to admit Indians to membership, not wanting any Red Sons in the Sail Set.

Back to maritime lingo. While it doesn’t happen often down here, up North, I have heard that it can get “cold enough to freeze the balls off a brass monkey”. Before you label that vulgar and unfit for the ears of your maiden aunt, you should know that it is a sailing term. During the

17<sup>th</sup> & 18<sup>th</sup> Centuries, and part of the 19<sup>th</sup> Century too, the great warships were not just fighting gun platforms but works of art too. Still, as fighting machines they had to be ready, including ready supplies of cannon balls even though gunpowder was too dangerous to be kept on deck. The cannon balls were cast of iron as were the indented receptacles, called monkeys, that held a pyramidal supply of the balls between each pair of guns. For decorative purposes, sometimes these monkeys were cast out of brass instead of iron. Since iron and brass have different coefficients of contraction, when it got cold, the brass monkeys would contract faster than the iron cannon balls, and force the cannon balls out of their indentations, whereupon they would fall on the deck. Hence, the phrase “cold enough to freeze the balls off a brass monkey”.

Another example of the permutation of our speech by salty maritime lingo is “there’s the devil to pay”. Sometimes this is corrupted into “there’s hell to pay”. This does not sound very nautical until you have the entire phrase, which is “there’s the devil to pay, and no pitch hot”. Those of us “lucky” enough to have owned wood boats built plank on frame know the happy spring ritual of scraping out the old caulk between the planks and “paying” or recaulking the seams. Caulk was an essential item to keep ships from leaking too much and before drydocks were readily available, a ship would go aground at about high tide in an area with a good tidal range. As the water level dropped, the sailors would be busily scraping out the old oakum and pitchpine tar and repaying the seams with fresh oakum and pitchpine. At ordinary temperatures, pitch was hard and unworkable so it had to be heated. As the water level dropped, the bottom of the ship would be exposed until the last and lowest plank next to the keel was exposed. Because this was so low, this garboard plank was called the devil. However, the sailors did not have much time once the plank was exposed to clean out the seam and pay it again. If the crew had not warmed up enough pitch, there was a problem, leading someone to exclaim “there’s the devil to pay, and no pitch hot”.

Next time, *The Old Salt* will have a few more salty daffynitions.





## MEMBER'S BOAT



**“Almost Ready” at Night**



”Almost Ready” is a 1973 Egg Harbor Sport Fisherman 30 feet in length. She has twin Crusader 350 cu. in. gasoline engines. My first mate, Charlene, and I generally use her for overnight anchor outs when the weather isn't too extreme. We have ventured her out to 4KI and some of the other close infishing reefs. Currently she is docked at Stono Marina.

Stephen N. Whitlock

## Claiborne Young Highlights Serious ICW Condition

*The following is an excerpt from  
Claiborne's Southeast Salty Nautical Newsletter on the  
Internet on 2/23/2004*

**H**ello Fellow Cruisers: In the United States Federal Budget, recently sent to Congress by the Bush Administration, there has been \$0 allocated for maintenance of the Atlantic Intercoastal Waterway. That's right, at least as I understand it, a big, fat goose-egg for any dredging and/or maintenance of aids to navigation along the entire track of the Atlantic ICW.

I must admit to being floored by this utter lack of funding! How long does anyone think the Waterway will remain a viable entity to pleasure craft (not to mention commercial) traffic without dredging those shoal prone spots we can all think of? I can answer that question - “NOT LONG!”

And, that leads directly to the critical short-term problem that I mentioned above. Over the past six months or so, the Waterway has been shoaling, as it often does, along its passage behind Lockwoods Folly Inlet, and across the mouth of Lockwoods Folly River in southeastern North Carolina. Depths in the Waterway channel at MLW have dropped to a mere 3 feet. This portion of the ICW has now been CLOSED to commercial Waterway traffic except at high water, and, even then, apparently the tow captains have to get special permission to proceed.

With the new and seemingly total lack of funding for dredging the Atlantic ICW, the Army Corps of Engineers is scrambling to try and find the necessary moneys in some other part of their budget to dredge this channel. There is NO guarantee that they will succeed.

Clearly, this is a situation that requires the cruising community's immediate and full attention. It's time to call and write our US Congressional representatives to make our feelings and alarm forcefully heard.

We also strongly urge any of you, who receive this message, and are yourselves editors or contributors to other nautically oriented newsletters, to include an account of this serious problem in your publications. You may rest assured that you have my permission to use any of my words presented here without the need for further permission!

Claiborne Young

## Beaufort Cruise and Air Show 24-25 April 2004

The Charleston Power Squadron's annual cruise to Beaufort, SC is special this year. We will be cruising to Beaufort during the same weekend that the US Navy's Blue Angels Flying Team will be performing at the Beaufort Air Show. Come by boat or car. Squadron boats will dock at the Beaufort Downtown Marina. Saturday we are off to see the Air Show. Best of all, Air Show admission is completely free. Gates open to the public at 0900 on Saturday, 24 April and Sunday, 25 April. Aerial Show performances start at approximately 1200 and continue until 1600. Those coming by car are asked to transport boaters from the marina to the Beaufort Marine Air Station. Saturday evening we plan to have a group dinner at a restaurant that is within walking distance from the marina. Serving starts at 1830. You won't want to miss this unique chance to visit historic Beaufort, SC, see the fabulous Blue Angels and have dinner with good friends.



### **Directions:**

Take the ICW to St. Mile 537; The Downtown Beaufort Marina is located directly off the Intercoastal Waterway Marker 239. The marina has plenty of water for docking. Because this is the Beaufort Air Show weekend, call the marina and get your slip reservations in early. If you are planning to attend the Cruise Dinner on Saturday evening, please contact Cruise Captain Steve Kromer for your reservation.

### **Address and Phone Numbers:**

Cruise Captain: Steve Kromer (843) 768-1861, E-Mail [skromer@tariffs.com](mailto:skromer@tariffs.com)  
Beaufort Downtown Marina, 1010 Bay Street, Beaufort, SC 29902, phone: 843 524-4422

David Walsh

## Lightning Protection

There is nothing more frightening than being caught out on the water in a small vessel during a severe thunderstorm. Lightning strikes followed by claps of thunder can unnerve the most hearty and strike fear into their hearts. This is natural.

Most animals are terrified by thunderstorms and justifiably so. Lightning can be deadly. People and animals are killed or severely injured by being struck by lightning at all times of the year and in all parts of the world. During a thunderstorm, the tallest exposed object on a flat plane, a tower, a tree, or a person is at risk of being struck by lightning. Obviously, a vessel out on the open water is a tall, exposed item on a flat plane.

An exposed vessel may or may not suffer a lightning strike because of the capricious nature of the physical phenomena that causes lighting. The electrical charge or potential that usually develops in the cumulonimbus clouds associated with thunderstorms will normally seek the easiest path to ground. That path may develop between a positively charged cloud and a negatively charged one or from a charged cloud to ground, the surface of the earth. A vessel on the open water may provide the easiest path to ground for an electrically charged cloud.

Although reports of lightning strikes on vessels are infrequent, they do happen. However, there are precautions that can be taken to reduce the chances of being injured by lightning. A well-grounded vertical conductor such as a metal mast will provide a lightning protection system. Such a grounded object provides a protective shadow over any object below it.

A cone of protection is formed with the radius at the base of the cone being equal to the height of the mast. For example, a sailboat with an aluminum mast with a height of thirty feet would have a cone of protection extending from the top of the mast to a circular area with a radius of thirty feet around the base of the mast.

In theory, anything within this cone will be protected since any lightning strike would be diverted to the mast. Of course, the metal mast must extend in a straight line all the way to the keel or a ground plate exposed to the water.

A lightning strike will normally follow a straight line and will destroy any nonconductive material in its path to ground. Metal objects such as chain plates, wheel stands, railings, winches and ladders should be grounded by running a wire or strap conductor to a grounding plate or other suitable ground.

Vessels with masts made of wood or some other non-conductive material can be modified to provide a cone of protection. A metal rod can be attached to the top of the mast to serve as a lightning rod and a wire or metal strap run from the bottom of the rod down the mast and then bonded to a metal keel or grounding plate. The wire or strap should have, as a minimum, the conductivity of a number 8-gauge wire.

A suitable grounding plate should have at least one square foot of surface area exposed to the water. Since lightning tends to follow a straight path, the conductive wire or metal strap should be installed in as straight a line as possible from the masthead to the ground.

Obviously, the higher the mast and rod, the larger the cone of protection will be. Persons on a boat should avoid as much as possible touching metal objects during a thunderstorm. Some even recommend removing heavy metal jewelry to avoid attracting a stray branch of a lightning strike.

*From Up Top In Operations, USCG Auxiliary National Operations Department*



## Executive Committee Meeting Thursday, 4 March 2004

The meeting was called to order by Cdr. Charlotte Yeomans at 1930 at the Headquarters Building. Those in attendance were: Lt/C Bob Gulbrandsen, Cdr Charlotte Yeomans, P/R/C Ed Kridler, Lt Nelson Hicks, P/D/C Marjorie Schulte, Lt/C Mike Page, Lt/C Loretta Lombardo, P/C Vince Lombardo, P/D/C Bob Gissell, Lt/C Janice Kromer, Lt/C Steve Kromer, P/Lt/C Cindy Kridler, Lt Corrin Marinko, P/C Billy Lynes. A quorum was established. The February minutes were published in The Palmetto Log and accepted.

**Executive:** Per Lt/C Mike Paige: There are to be some cooperative charting exercises scheduled for the upcoming Hornick Cruise. Due to family circumstances Mike is looking for an interested party to take over the responsibilities of the Executive office, as he feels he can not do the office justice.

**Educational:** Per Lt/C Steve Kromer: We have more than 20 participants in the latest Boat Smart Course. He believes that we can expect at least five new members to be generated from that course. There has been a request from the National office concerning the possibility of recognizing an on-line safety exam to be allowed membership into the Power Squadron. The Executive Committee disagreed with this proposal and Steve will forward the result to National Headquarters.

**Administrative:** Per Lt/C Janice Kromer: Doug Logan from the Pilot's Association will present a program for the 11 March Membership Meeting. Claiborne Young will be the guest speaker at the 8 April members meeting to be held at Sticky Fingers in Summerville. The 24 April Cruise will be to Beaufort with a combined Blue Angels show at Beaufort Naval Air Station. On 22 May there will be a combined membership and cruise meeting at the Charleston City Marina. The squadron would like it to also be a new members swearing in ceremony. Dinner will be at the Variety Store at the Marina. In looking for other areas to have squadron meetings, we may use some rooms that only allow beer and wine to be served. The Executive Committee decided that this would not be a problem.

**Treasurer:** Per Lt/C Loretta Lombardo: The Squadron remains solvent although funds are slowly coming in.

**Secretary:** Per Lt/C Bob Gulbrandsen: We continue to search for interested parties to advertise in The Palmetto Log. Anyone knowing of interested parties please refer them to me. Per Lt Nelson Hicks: We continue to have a problem with individuals getting their articles into the Log after the deadline. Everyone's help is needed to produce The Palmetto Log in a timely manner.

**Commander:** Per Cdr. Charlotte Yeomans: Concern as to the April Executive Committee Meeting being on the first of April. The members decided that it would present no problems. The Commander also expressed concern over the new vessel safety check stickers, as that there is no USPS or USCGA recognition on them. The members agreed and the squadron objections will be forwarded to the District office.

**District Report** The District spring conference is to be held in Beaufort South Carolina this March.

**National Report** P/R/C Ed Kridler brought up some research he had done at the National meeting. He found that the squadron can obtain credit for civic involvement. This includes public education, public seminars, charting and vessel checks. Ed proposed that our squadron become involved in a Habitat for Humanity function on 3 April on Johns Island. ExCom agreed to support a light lunch at this event.

**New Business:** P/C Fred Wichmann brought up the situation of the back property land lease. Per Cmdr. Yeomans we need to look into whether the squadron owns or leases this area.

The Great Loop Cruising Association will be in town at the Charleston Harbor Marina, and the dates are April 6, 7 and 8. There are 35 boat registered to attend. We are hoping to have a contingent from the Vessel Safety Check group in conjunction with this event.

The meeting adjourned at 2015.

**THE SQUADRON CALENDAR APRIL 2004**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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				1 ExCom Meeting Headquarters 1930	2	3
4	5 ○ JN AP P	6 CP AP SA	7 ID ME	8 Claiborne Young Meeting	9	10
11 ☽	12 JN AP P	13 CP AP SA	14 ID ME	15	16	17
18	19 ● JN AP P	20 CP AP SA	21 ID ME	22	23	24 Beaufort Weekend Cruise
25	26 JN AP P	27 ☾ CP AP SA	28 ID ME	29	30	
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**THIS IS YOUR PUBLICATION  
MEET THE DEADLINE for MAY  
11 April 2004**

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

**Upcoming Events For April**

**3 April, Saturday  
Sea Island Habitat for Humanity  
Contact Ed Kridler**

**8 April Membership Meeting at Sticky Fingers in Summerville  
Claiborne Young Guest Speaker  
Contact Janice Kromer for reservations before 5 April**

**24 April Cruise Weekend to Beaufort  
Contact Steve Kromer**

**SAFE BOATING THROUGH EDUCATION**