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Cdr J. Steven Yeomans, P  
869-7808

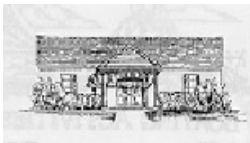
Lt/C Vincent Lombardo, S  
764-1844

Lt/C Stephen C. Kromer, AP  
821-1861

Lt/C Harold Lee Mims III, P  
553-7769

Lt/C Charlotte F. Yeomans, P  
869-7808

Lt/C Loretta Lombardo  
764-1844



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

**MEETINGS**

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

**Membership Event**

8 August @ Omar Shrine Club - 1830

**Editor's Mailing Address**

1246 Hidden Lakes Drive  
Mt. Pleasant, SC 29464  
Phone: (843) 849-7130

email: [jvan@charleston.net](mailto:jvan@charleston.net) web site: [www.usps.org/localusps/cps](http://www.usps.org/localusps/cps)

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**SAFE BOATING THROUGH  
EDUCATION**

**From the Commander**  
**Cdr J. Steven Yeomans, P**



**W**ell, the cruising season is truly upon us, and the Charleston Power Squadron is taking full advantage of its opportunities! The July cruise to Beaufort was a great success, largely in part to Lt. John VanWay's organizational efforts. My unofficial count of nine boats and at least 25 people made this long-distance cruise (70+ miles from Charleston Harbor via the ICW) our most well attended to Beaufort in over five years. It's a great cruising destination, and always a good time.

This was the first year I took our boat, the Wife & Kids, to this cruise. P/C Harry Gindhart and I left Sand Creek on Edisto Island at 8:30am on Friday, and pulled into the gas dock at the City Marina in Beaufort seven hours later (for all you power boaters, that's actually not bad time for a 22' Catalina sailboat travelling 45+ miles). The actual sailing was touch and go, but the trip itself was excellent. It was so fun, in fact, that I returned with a crew of two onboard our old OMC 14' powerboat on July 20<sup>th</sup> for the Water Festival. The scene at the sandbar (those of you who have been know where I mean) was reminiscent of the "gathering" at Rockville each year. On the trip home we stopped off at Morgan Island, the government's primate research island, to see the monkeys. I know many squadron members who go here, but it was my first trip. It takes a few minutes for the monkeys to show themselves, but then their curiosity gets the better of them. After ½ hour or so dozens of monkeys were in plain view. You aren't allowed on the island itself but, anchored just off land while eating our lunch, the monkeys put on a wonderful show.

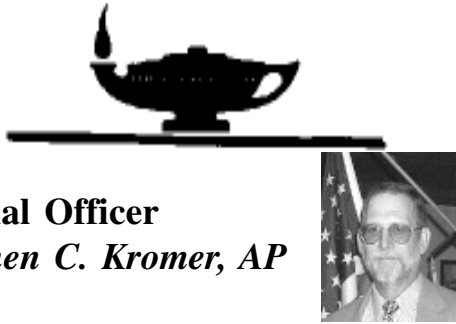
Keep in mind the upcoming cruise to Georgetown, as well as the August meeting at the Point Grill (Omar Shrine Club) in Mt. Pleasant on the 8<sup>th</sup> to hear author Claiborne Young tell of his adventures while researching the 5<sup>th</sup> edition of his Waterway Cruising Guide. He is a very entertaining speaker, and his presentation was enjoyed by many at his last squadron appearance five years ago.

Speaking of meetings, I would like to thank Lt./C Lee Mims for organizing the July meeting at the Channel 5 studios in West Ashley. We had a wonderful turnout, and the food everyone brought was superb. We were given a tour of the entire building (it is *really* impressive) by Bill Walsh, who also showed us the equipment he uses for his weather forecasts. After a question and answer session, he shared stories of broadcasting during both hurricanes Hugo and Floyd. About a week ago I happened to run into Lt. Mike King, AP at Boat US and we were recalling the July meeting. We both agreed that the best story Mr. Walsh told dealt with the ferret during his Floyd broadcast ("hissing with beady eyes"). See what you miss when you don't attend?

I have received information regarding the District 26 Change of Watch from Cdr. Beth Anne Major, P of the Long Bay Power Squadron. As Cdr. Major points out, this COW is special in that the incoming District Commander is the first woman to hold that distinguished title in D26. For us in the Charleston Power Squadron it is also special because she happens to be one of our own, D/Lt./C Marjorie Schulte, SN. The C.O.W. will be held on the 18<sup>th</sup> & 19<sup>th</sup> of October at the Courtyard Marriott (21<sup>st</sup> Ave. Myrtle Beach). A squadron rate of \$55.00 plus tax has been arranged, as have many activities around the Myrtle Beach area. A handout with all information, as well as local attraction pamphlets, will be available at the August meeting in Mt. Pleasant. This information will also be published on our website and in The Palmetto Log. If you have any questions, please call me (869-7808) and I will get whatever information you need.

Our squadron Change of Watch will again be held at Tommy Condon's restaurant in downtown Charleston in November. Details will follow in next month's The PalmettoLog.





## Educational Officer

*Lt/C Stephen C. Kromer, AP*



Hi Everyone:

This is the month for good news for JN students. First, Eleanor Parker has completed JN with the acceptance of her sight folder by National. In addition, Wendy Walsh and Nelson Hicks have completed both the open and closed book portions of JN. Now all they need to do is submit their sight folders to complete the course. The next time you see any of these people extend your congratulations to them, I know they all worked very hard to achieve success with this course.

Here are the start dates for the fall courses:

**Engine Maintenance** - 9/9/02 – 18:30 (6:30 PM for us landlubbers) – David Walsh is raring to go on this. He got his engine back together and ran it to Beaufort and back so it works. He swears that all of the parts he had left over really weren't needed. You can ask him about why they were not necessary when you start the course.

**Navigation** – 9/9/02 1830 - Ed Kridler will teach this course. I don't know if y'all are aware that Ed was on the national committee that recently updated and upgraded this course, so he knows what it is all about. If you are ready for a challenge sign up for this course.

**Weather** - 9/10/02 – 18:30 - Steve Brueske will again instruct this course. The initial session will be organizational and subsequent sessions will be held at the National Weather Service Offices at the Airport. I know I have mentioned this before but this course, although difficult, is well taught and well worth the time and effort.

**Instructor Qualification** – 9/10/02 18:30 – Peggy Bauer will again instruct this course. This meeting will be organizational. The exact dates and times of the subsequent session will be up to Peggy and the people attending the course.

**Sail 102** – 9/10/02 18:30 - Mike Hamme will teach the second part of Sail. As the folks who took the first half can attest, Mike makes this course interesting and fun.

I have not talked with instructors or scheduled Junior Navigation, or Seamanship, since no one has called or emailed signing up for the courses.

There is something different I would like to try. How about doing Seamanship, Piloting, and Advanced Piloting on Saturday mornings? We could offer these courses from 0900 to 1100 or 1000 to 1200 on Saturdays. Scheduling can easily take into account holidays and other out of town times for people taking the course. If you are interested in taking courses on Saturday please let me know by email at [skromer@tariffs.com](mailto:skromer@tariffs.com) or call at 821-1861.

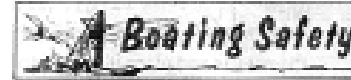
We started a new Boat Smart on 7/13/02. The turn out was not what we had hoped, only five people, but I guess that is all you can expect in the summer.

## **No Sense<sup>3</sup>**



**See - It Really Does Run!!**

**Administrative Officer**  
*Lt/C Harold Lee Mims III, P*



**Safety Officer**  
*P/C John L. Sikes, AP*

**A**ugust is here and it is going to be an exciting month! With two cruises scheduled and a great speaker, the month will prove to be spectacular! The first cruise of the month will be to Georgetown Landing Marina on the 9<sup>th</sup> lasting till the 11<sup>th</sup>. This cruise has proven itself over the years to be a great social place for our group. Once secured to the dock, the town and its activities are within reasonable walking distance.

The second cruise will be to Myrtle Beach. Look for some information from the cruise captain, as I have never been to the Myrtle Beach area by boat.

Our August meeting will be held at the Omar Shrine Temple located at 176 Patriots Point Rd. in Mt. Pleasant. The telephone number to the Omar Shrine Temple is 971-0131. Our meeting will be held in the room directly to the left of the main hallway. We will begin our meeting at 1830 and the dinner will be at 1900. Our meal will consist of turkey, dressing, apple pie, etc. The cost of the dinner will be \$11.00. What a great price for a good dinner and a great meeting place. If you have any questions about the meeting please call me at 744-4271.

As always, I hope to see you there. Lee

**Lunacy at the Launch Ramp**

**T**here is a reason that ordinary, calm and stable people become raving lunatics at launch ramps. My friend down the street, who reads *UFO Today*, tells me it's because boat launch ramps collect the beams of a full moon, and suspend them in the atmosphere above the ramp area, to be sucked into the lungs of unsuspecting boaters who then go berserk. I believe him.

If, on a hot and sunny weekend day, you're starved for entertainment, or would simply like to pick up some material for that horror novel you've been promising to write, then pack up the family, a cooler and a couple of folding chairs, and head for the nearest launch ramp. Park your car at a safe distance from the action, and find a shady spot beneath a sprawling maple. Situate the family where they have a good, unobstructed view of the ramp, and get set for the educational experience of a lifetime. In fact, before you even get your chaise lounge unfolded, your kids may already have increased their vocabulary of cusswords at least tenfold.

For you "wannabe" trailer boaters, I will give you the benefit of Commander Bob research on the subject. The term "launch ramp" is derived from the Phoenician word "panic," which, loosely translated means "Helen, if we don't get this @ @##\$\$%% boat in the water, start the %%%\$## motor and get away from this ##&&% ramp in the next 30 seconds, we're gonna be *dead meat!*"

I ride a bicycle in the summertime for exercise. Usually, I ride my bike to the City Park, where there is a modern six-ramp boat launch facility. I park my bike under a tree, sit with my back resting against the trunk, put the shaft of one of those long grassy things between my teeth and watch the drama unfold.



**Get Yours!!!!**

*Man and wife and two kids with brand new boat.* For some reason – probably the moon dust hanging in the air above the ramp – “he” delegates the job of backing the boat into the water to “she,” and then verbally insults her driving skills all the way to the water’s edge. Kids excited beyond belief at the prospect of first ride in new boat. They add to mayhem. Wife heartbeat rate exceeds 180. Rear wheels, back bumper and tailpipe now submerged. Man and kids pushing frantically to disengage boat from trailer. Boat will not disengage from trailer because towing strap is still securely fastened from one side of trailer, over both gunwales, and down to the other side of the trailer. Effort to dislodge boat from trailer interrupted only briefly by scratching of head.

*Two fishermen.* One backs car toward ramp at relatively high speed. Other yells at him to go slower. Driver interprets request as emergency and slams on brakes. Thinking it has reached the water, boat departs trailer, slamming with some authority onto concrete. More head scratching (probably a scalp irritation from the moon dust).

*Steep ramp.* Elderly man and middle-aged son launch runabout. Elderly man parks car at top of ramp and sets handbrake with all the strength he can muster. Strength mustered not adequate. Boat pulls away from ramp. Moments later, occupants of boat and I watch helplessly as car and trailer roll down the ramp and slip silently into water with only antenna remaining above surface, imitating snorkel. Tow truck called while others postpone launch and contribute more cusswords to educational aspect of boating.

I really did witness all three of these events, although to be fair, I had to wait a few years between each act of the play. And to be *really* honest, I launched a small boat with the plug out. . . . .not once, but twice. And as long as I’m being cathartic, I’ll admit to locking my tow vehicle on the launch ramp once with the key in the ignition and engine running during a thunderstorm when a zillion wet and angry fishermen were trying to use the ramp to get off the water.

Many boaters at a busy launch ramp do feel a slight sense of panic, whether they admit it, or whether they even realize it. Will I make a fool out of myself? Will I remember to put everything on board, or will I forget Billy and not be able to get back in through the crowd to pick him up? Will I remember to disconnect the trailer lights, or will I blow out the bulbs? Am I on the right side of the pier so I can use the wind to my advantage? Will I be able to back the trailer easily, or will I zigzag all the way down the ramp? Is that other guy trying to launch next to me getting too close? Is it my turn to put my boat in, or is it that guy’s turn to get his boat out? Is the plug in? What if the engine doesn’t start?

The boater who is cool and confident about using a launch ramp, as opposed to the one who finds the experience a living hell, has learned several simple lessons:

1. **Patience.** Slow down each step of the launching process, and take time to think about what comes next.
2. **Patience.** If you’re not familiar with the area or the ramp, watch a couple of launches before you back in. Get a feel for the wind, current, and water depth.
3. **Patience.** Back the boat to the water slowly, and if you feel uncomfortable with what’s happening, stop smoothly, set the handbrake, get out and take a look around.

I guess you get the idea. The key to boat launching at a ramp is **patience**. As you gain experience and get a little practice, you’ll soon see that launching your boat is just another fun part of a day on the water.

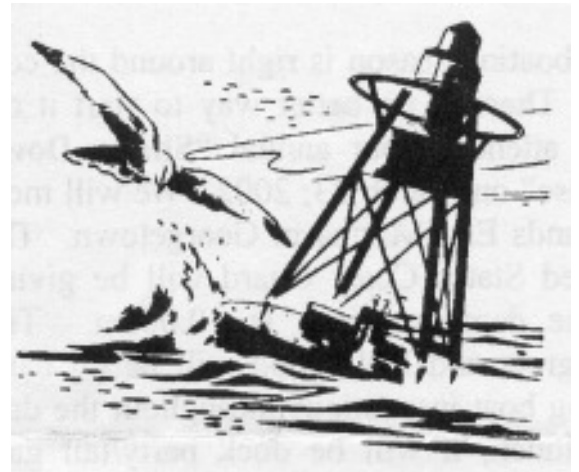
*From Commander Bob’s Notebook at [www.commanderbob.com](http://www.commanderbob.com)*



# August Georgetown Cruise

## Charleston Squadron Information

Cruise Title: **Georgetown Cruise**  
Dates of Cruise: **9 August to 11 August 2002**  
Cruise Captain: **Glenn Workman**  
Phone Number: **843 821-9111**



## Marina Information

Marina Name: **Georgetown Landing**  
Phone Number: **843 546-1776**  
E-mail: [glmarina@sc.rr.com](mailto:glmarina@sc.rr.com)  
Marina Address: P.O. Box 1704  
Marina Drive  
Georgetown, SC 29442-1704

Dock Fees: \$1.00/Ft (Boat U.S. Member \$0.75/Ft), \$3/day for 30 Amp Power

### Directions to Marina:

By Car: Georgetown Landing is located on the Great Pee Dee River (western shore) south of U.S. Highway 17 Bridge

By Boat: Leave ICW at QR 16 Ft #40 and follow markers northward up the Great Pee Dee River about 1 1/4 miles to the marina. The Georgetown Landing Marina is located on your port side just south of the U.S. Highway 17 bridge .

## Event Information

### Events Planned:

Squadron Bar: Yes \_\_\_ No X

Squadron Barbeque: Yes \_\_\_ No X

Dinner Planned: Yes X No \_\_\_

Restaurant Name: Lands End Restaurant, Saturday 10 August 2002

Phone Number:

Date and Time of Dinner: **Call Glenn Workman (821-9111) for dinner reservations and other details before 4 August 2002.**

Comments: Boaters, make your marina reservations directly with the Georgetown Landing.

Other Activities: