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MEETINGS

Executive Committee - 1st Thursday @ 1930

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**SAFE BOATING THROUGH
EDUCATION**

**From the Commander
Cdr Charlotte F. Yeomans, P**



Hi, y'all!

Just to reiterate a bit from last month's article... The Cocktail Party / BBQ was a great success and was fully enjoyed by all in attendance! (Actually, Cape Fear Power Squadron up in North Carolina is trying to "negotiate" the transfer of P/C Mike Page to cook at all of their events and P/C Steve Yeomans to run their Ship's Store. Again, thanks to everyone who helped at all ends of the project! A special thank you for Mike for getting there so early to cook throughout the day for the perfect BBQ served up, Steve for running the store to sell Charleston memorabilia, and last, but NOT least by a long shot, John and Donna for running the bar that evening!!! Further in the "Log" are some thank you's from Cape Fear and from North Strand for that weekend. They will be contacting us the next time they're heading this way to hopefully get together again!

Again, I would like to personally thank all of you who have renewed or reinstated your memberships with USPS. Dues are still coming in; it's wonderful to see so many people renewing in the squadron.

As of now, the First Aid / CPR course looks to be in the September / October time frame so as not to conflict with summer vacations and to occur prior to the holiday season. Thus far I have twelve people signed up for the course. I'd like more. 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. Baby-sitters, family, and 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!

My great appreciation goes out to P/C Steve Yeomans as well as to Mary Gulbrandsen for stepping forward to run the Ship's Store and handle property. There is still room for more people to help; please step up to the plate if you're still interested!! It is also a very good way to work towards your yearly Merit Mark!! For more information, please contact Steve at stevejy@aol.com. 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 filling. 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, also.

As always, for any more information on anything mentioned in this article, or anything else, please feel free to contact me at (843) 875-0510, or at cfyedisto@aol.com. Thanks and see y'all soon!!

Cat

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 August issue should be sent to John. John VanWay can be reached by e-mail at jwvan02@Comcast.net and his telephone number is 849-7130.

I apologize for the lateness of this issue.
Had to re-learn old skills. John

Executive Officer
Lt/C Edwin G. Kridler, SN



Thank you to all who helped with our booth at the Charleston Maritime Festival. Although this article is being written prior to the event, we are anticipating that we will have had a positive presence at the festival.

National Marina Day is 14 August. The Cooper River Marina has asked us to have a presence at the marina that day. We are planning to have a booth there, and also hope to do Vessel Safety Checks at the marina. We can use some help from our members. Please contact either P/Lt/C Martin Gipe, SN or me if you can help with our booth or if you are a certified vessel checker and would like to do some safety checks. This would also be a good time to learn about the Vessel Safety Check program by working with our certified members. Please contact P/C Tony Ward, AP if you are interested in becoming involved with this important program.

There are a few highlights from the Spring Governing Board that was held in Pittsburgh in May. If you are involved with the Vessel Safety Check program, please issue the vessel check stickers as they are printed. Do not make any modifications to the stickers. There are reports that some squadrons have been cutting the State Farm Insurance name out of the stickers. Many law enforcement agencies do not recognize the sticker as being valid if it has been defaced. There is also talk of possible prosecution for defacing the stickers as they are issued by the Coast Guard. If you do not like State Farm's name on the stickers, remember that this firm paid to have the stickers printed. Also, See the article written by Cdr Charlotte Yeomans, P in the April issue of *026°True*.

The Governing Board approved a resolution allowing family members to serve on appointed squadron committees, including chairing appointed committees. The National Treasurer's Report indicated that for the year to date, total revenue exceeds expenses. The National

Educational Department held a seminar for training instructors on the new Piloting and Advanced Piloting courses. These courses have been completely re-written and will be very good courses. In conjunction with the District 26 Cruise and Rendezvous and Summer Council Meeting, a training session on these new courses was presented for District 26 Squadron Educational Officers and instructors.

Ed

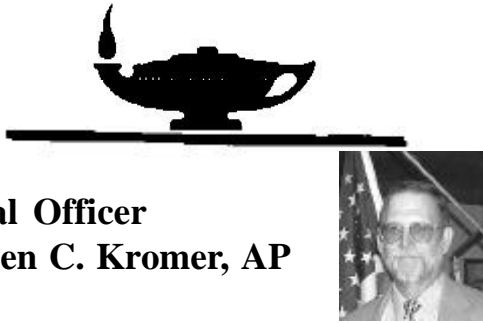
District 26 Membership
Member Involvement
Tip of the Month

Membership Pride
Drawing some attention to ourselves:

Now that summer is here, all of us spend more time in all types of recreational pursuits. There are many opportunities to socialize with family and friends who are enjoying vacations from work, and school in the case of the children. When we are together with our power squadron friends, we always see many folks wearing "logo gear", USPS shirts, caps, belts, etc. However, you don't see much of the same USPS gear when members are out with other friends playing golf, picnicking, dining, or engaging in other leisure activities.

One could say that we waste all of our great looking USPS gear on each other. At our squadron events, all we really need to wear is our nametags. It is when we are with others that we should be letting people know that we are members of USPS and very proud of it. If they don't know what USPS is or what we do, it is even better. Chances are they will ask. That of course opens the door for a little explanation of membership benefits. An actual attempt to recruit the person to whom we are speaking could take place on the spot or in a follow-up by ourselves of a Membership Committee person.

The point is; we are all proud of USPS and our membership in it. We should be demonstrating this to as many people as we can by wearing our USPS logo gear often. We can thereby educate casual contacts and prospect for potential new members at the same time.



Educational Officer
Lt/C Stephen C. Kromer, AP

We have lots of results to report this month, so let's get to it:

Wendy Walsh has completed the open & closed book exams for "N". This is quite an accomplishment and the culmination of a lot of hard work on her part. If I remember correctly, Wendy spent 2 years under Ed Kridler's tutelage working on the course. The next time you see her, give a smile and a pat on the back for sticking with it.

We also had three members complete the open book, closed book and had their sight folders accepted for "JN". They are: Jack Scobee, Ken Ingraham, and Kirk Williams. The next time you see any of these folks, give them an 'atta boy. Ed Kridler did his usual outstanding job instructing this course.

David Walsh, Anna Knight, and Gerald Warren completed the open book and closed book exams for "AP". Interestingly enough, all three of these folks pretty much studied on their own. Glenn Workman met with them anytime they wanted so they could get questions answered and check the homework answers. Anna & Ger completed the course in record time since they were getting ready to go cruising. David took a little longer because he was busy with a lot of other things.

Our most entertaining instructor, Fred Wichmann, led Cruise Planning. Bobbie Joe O'Neal, Allison Ryan, and David Coleman completed this course and I'm sure they learned a lot from Fred's sea stories.

Just as a heads up, next month we should have the schedule for the fall courses published. We plan on offering Piloting, Advanced Piloting, Navigation, Engine Maintenance, and Weather. There is a new Piloting course that

will be offered starting with the fall classes. It teaches Piloting using a combination of GPS and our traditional plotting techniques. I think it is worthwhile for our all our members to take even if you have completed P & AP in the past. Any of you who are interested in taking the new Piloting course please send me an email at skromer@tariffs.com or call me at 843-851-7934.

As y'all know, any time I go on a cruise I try to find a learning experience. Well this time I have a doozy. As you have read in the article by David Walsh, we took our granddaughters on a cruise to Morgan Island. Here's what David didn't tell you. We blow up the inflatable dinghy, put the motor on, load the kids, David & Wendy, water, sun screen, hand held radio, etc. and off they go up one of the creeks on Morgan Island. What did we forget to load? Navigation equipment! No charts, no compass, no GPS, Nada. What could go wrong? Well just about everything. About 20 minutes into the trip David calls on the radio. The creek has a fork in it. Which way should he go? Now I'm sitting on the fly bridge of No Sense giving David directions from the chart. Problem is David can't see any landmarks because it is low tide and the marsh reeds are higher than his head. They run out of creek and turn around to come back, but they have no idea where back is. At one point I got a radio call from David that Wendy is rowing because the outboard was hitting the bottom. Finally they come out into a big body of water, but they don't know for sure where they are. Another radio call trying to help with a position. I finally notice a tow barge going by the entrance to Parrot Creek, which is where we were anchored. David and Wendy can see it too, so they know we know where they are and how to get back to the boat.

Now how many times have you heard about carry charts, compass, GPS, etc. Shoot, here we have a Pilot, two Advanced Pilots, and a Navigator on the boat and not one of us thought to do anything as simple as a take a hand held compass, a piece of paper and a pencil for 60D=ST calculations. Betcha' that will never happen again.

Steve

Administrative Officer
Lt/C Janice Kromer, S



BoatSmart courses. Karen Race and Deb Brown have also joined the Charleston Power Squadron, and their 13' Boston Whaler is "About Time". If you see any of our new members at any of our functions, (they will be wearing New Member name tags) please make them feel welcome.

Janice Kromer

Secretary
Lt/C Robert A. Gulbrandsen, S



Greetings everyone! Well it appears summer is upon us with a vengeance. Please be careful on these hot humid days. Take precautions and protect yourself from that summer sun. Remember when you add the saltwater to the hot temperatures it can really do you in. We want to see you at our squadron events but don't over do it, be safe!

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 Nelson Hicks or John VanWay at NelsonHicks@comcast.net or jwvan02@comcast.net. Come on, we want to hear about your boat.

IMPORTANT E-MAIL ALERT

If you are an AOL user, you may have noticed a decline in the e-mail messages you are receiving, this might be the reason. AOL has recently installed a filter, which right now is 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 e-mail 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 updates, 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.

Our July Membership Meeting will be held at the Pointe Grill in the Shriner's building on Patriot's Point. The date is 8 July 2004, and our cocktail hour will start at 1830 with dinner served around 1930. We will be having Roast Top Sirloin with Mushroom Gravy, Roasted New Potatoes, California Vegetable Medley and Chocolate Mousse Cake for dessert. The cost will be between \$15 or \$16 per person, depending on the number of members who will be participating. Please remember, there is never a cost for a member to attend one of our meetings. The cost involved is for dinner, which is optional. If you'd like to come to the meeting but not have dinner, there will be no charge for your participation. However, I must know the number of people to expect by 5 July at the very latest. Please call me at 821-1861 or email to jkromer@tariffs.com. We will not be able to accommodate last minute arrivals!

On 12 August 2004 our Member Meeting will be held at headquarters with a Pot Luck dinner. Again, the food is an optional part of the meeting. If you'd like to participate, the cost will be \$5 per person. Meeting time is 1830 for the social hour, and 1930 for dinner.

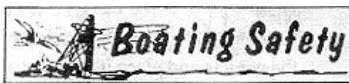
I have invited the Commander of the local Coast Guard Station and a representative of the Isle of Palms Turtle Patrol to speak at our next two meetings. Neither have been able to confirm yet, so I am not sure who will be speaking in July, and who will be our guest for August. E-mail will be sent to all members with an e-mail address as soon as more information is available. If you don't have e-mail, and want to know the status of the arrangements, please feel free to call me.

New Members:

Please welcome Chet Rogers, and his wife, Elise Jorgens who have recently completely one of the squadron's

WE STILL NEED HELP! We need help to get this project off the ground. 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? Our 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 inch by 3 inch for \$100.00 per year. Other options can be made available by request. Interested parties should contact me, Bob Gulbrandsen, at 884-0798 or e-mail Morningstar804@msn.com. 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



Safety Officer
Lt Kirk Williams, JN

Anchor Hang-Ups

Some of the happiest parts of boating are the things that happen when you're standing still: a quiet picnic in the lee of a remote islet; an impromptu gam in a friendly cove; or a splash ashore to an inviting beach. In all of those situations - or even if your boat is small enough that it can be driven or dragged onto dry land - you'll want to secure it with an anchor.

Of course, there can be other reasons for dropping the hook that may not be quite as much fun: an unexpected loss of power; a sudden change in weather; or the need to reorient after missing a turn in unfamiliar waters. Whatever the motive, anchoring is one of those deceptively simple exercises that can be a source of all the wrong kind of surprises.

For example, nothing identifies us as alumnae of the School

for Seagoing Simpletons quite as decisively as bending down at the skipper's signal to give the anchor the old heave-ho — and finding it is securely lashed to the deck. Or to toss it out with the appropriate elan, only to have it jerk to a stop a full foot above the water because of a kinked chain or knotted rode. (Crustier seadogs refer to the anchor line as a "rode," most likely to avoid being understood. This can be useful information for someone striving to recover lost face on the backlash of an embarrassing gaffe: "What fool fouled the rode? Shiver me timbers.") And then there's the boater who is so afraid of losing his anchor to thieves that he padlocks it in place and leaves the key in a cigar box under the work bench in his garage.

Here are some of the other common anchoring pit-falls, and some easy tips on how to avoid them.

The anchor, the rode or both can be tangled up with mooring lines, fishing equipment, even with ankles of passers-by. Keep it clear; the times you're going to need it are often spur-of-the-moment, and sometimes unforgiving.

The boat is moving backwards so fast the anchor sleds above the bottom, or if the hook has already taken a bite the rode is playing out too fast to be snubbed off. Use your sail or motor to move up on it.

Someone grabs a fast-moving anchor rode and loses skin. Anchor handling is one of the best reasons to wear gloves, which should be kept close to where they're needed.

The part of the anchor rode which is supposed to be attached to the boat - called the "bitter end" by those who speak the language - isn't, and it follows the anchor overboard (thence, possibly, the name.) This is another situation best corrected in advance.

The wind or tide shifts, and the swinging boat fouls on someone else's anchor rode or bangs into an adjacent vessel. One way to avoid this is to secure both bow and stern. Another is to use two bow anchors, one on either side of the boat; this won't stop the boat from turning around, but it can greatly reduce the scope of the swing.

The anchor won't set. The most common reason is that the scope is too short for a good parallel pull along the bottom; this is easily corrected by paying out more rode. Other possibilities are the wrong type or size of anchor, or mud, clay or weed (usually requiring clearance by hand) fouls the flukes.

The anchor sets, but the boat settles back into the wrong position. This is a common problem in wind or moving water, because the anchor always hits bottom in a different place from where you let go of it. Pull it back up, clean the flukes if needed, and on your next try allow for drift.

The anchor is set, the scope is right, the weather is fair, so you turn in for the night — and two hours later you realize the boat has stopped rocking. This can be for a number of reasons: the weather, the tide and the current are in perfect stasis; you are in the tractor beam of an alien orbiter; or - and this is far more frequently the answer - you didn't check out tide charts or the depth for your anchorage, and now you're on the bottom. One way to find out which of the above pertains is to lie perfectly still and wait; unless the seabed is very deep mud, you're going to start sliding to one side or another in your bunk as the boat heels over. A good time to drain the sink, flush the head, secure the dinner ware, and thank God for the fact that His tides flow in both directions twice every day. This is one case where there's no immediate need to check the anchor.

By: American Boating Association



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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. 5

There are a number of general provisions for serving as an elected officer, elected committee chairmen and committee members and all appointees. These provisions are specified in Article 5 of the squadron bylaws and also in Article 7 of the national bylaws.

The more pertinent provisions are that:

All elected officers, chairmen, and committee members, and all appointed officers and committee chairmen should be members in good standing of this squadron. All bridge officers shall have been awarded at least one advanced grade and at least one merit mark. The district commander for good cause in accordance with USPS Bylaws Section 7.9 may waive this requirement prior to nomination. No individual shall be eligible for election to the office of Commander for more than two consecutive terms of one year each.

In addition to the above, the Educational Officer and Assistant Educational Officer are members of the USPS Educational Department and can only be nominated and elected after their qualifications have been approved by the National Educational Officer's designee. This designee is usually the District Educational Officer.

Plaudits for CPS!!

Dear "Cat" & Steve,

I know that I will never be able to thank you and the great folks of your fine squadron enough for the magnificent Charlestonian brand of Southern Hospitality bestowed upon our group. In short, we loved it. The food was great, the venue was great, and the fraternity with you good folks was super great.

I am very serious about extending this open invitation to you and Steve to let us entertain you and any of your squadron folks if and when they may come up this way.

Everything about Charleston, what we did there including getting there and back, was all just perfect.....and I thank you for playing a very great big part in it all.

Best wishes, sincerely, and in behalf of all of us who were there from the Cape Fear Power Squadron.

Bill Holub

And Another One!!

Hi Cat!

Just to let you know we all got home safe and sound Tuesday. Rather than anchor out Monday night, we spent the night at Georgetown Landing marina. USCG and NOAA weather warnings suggested we were going to get hammered with a line of really nasty thunderstorms. Turns out the storms went north and to the west. It was just as well. It was great to use the facilities and sit on the dock after a long day.

Tuesday we had an absolutely beautiful ride until we got to the 501 bridge in the Myrtle Beach area where boat traffic began to back up as a result of Sunday's airplane crash in the ICW near marker "17". We ended up following a WW II LST through the "Rock Pile" (at 5 knots!) and through the Little Riverswing bridge that everyone had been waiting to see on Memorial Day. It is the only one of its kind in the world and it was being "pushed" up to Camp Lejeune. There were scores of people on the bridges waiting to take a peek at the giant WW II machine including TV camera crews. Elke and I think we had the best view as we followed her and eventually passed her!

Elke & I and Linda & George had a great time at your

BBQ party Saturday and we would like to thank you and the members of your squadron for the hospitality and the wonderful time you showed us! We look forward to the next time we are able to get together... I know we will return to Charleston. Maybe some of your members will consider a trip to the Myrtle Beach area one day?? In any case, all of us wish you and the members of your squadron continued success and a safe boating year!

Stay in touch!

Bob Boal, North Strand Sail & Power Squadron

New Feature Photo Quiz



**Whose dog (DAWG in SC) is this??
(Hint - Taken at Hornick Cruise)
\$5.00 for correct answer - Contact owner!**



OK, and whose is this???
\$10.00 if you'll take him!! - Contact wife.

Attention-Attention-Attention

Folly Beach Raft-up and Picnic Saturday, 24 July 2004

The squadron's July Cruise is a raft-up, picnic, and day activity at Sandy Point near Folly Beach, SC. Sandy Point is the northern most tip of Kiawah Island. It has a wide sheltered beach that is ideal for swimming, wading, shell collecting, beach walking and picnicing. Sandy Point is only a short distance from Charleston down the Stono River. Food will be on board as a "bring-some-stuff-to-share" picnic. Last year we went boat-to-boat "grazing" and sampling whatever food was offered. We plan to provide small boats to transport people from the raft-up to the Sandy Point beach. So, bring your beachwear and sun block. This promises to be an event that you won't want to miss.



Photo taken at last year's Sandy Point Raft-up

Sandy Point can be reached by taking the Stono River south at ICW marker G19 at Elliot's Cut. Follow the markers on the Stono River past Buzzards Roost, under the Maybank Highway swing bridge and go about 8 miles to the Folly Inlet. Sandy Point will be to starboard at Folly Beach inlet marker R10. If you trailer, you can launch your boat at Folly Beach Municipal Ramp. Sandy Point is about 3 miles west of the ramp.

Bring your own food, beverages and picnic supplies. Festivities start at 1000 and continue until about 1500. Small boats are needed to shuttle passengers from the raft-up to the beach. For more information, contact Cruise Captain Le Anne Meyer at 875-9337 or e-mail: lpmeyer@comcast.net.

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" 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.



MEMBER'S BOAT????

Something Missing???
Help!

Trip to Morgan Island to See the Monkeys

For months Steve and Janice Kromer and Dave and Wendy Walsh have been planning a trip to take their granddaughters on a weekend cruise. Steve's granddaughter Courtney is 8 and Dave's granddaughter Krista is 7 1/2. The girls are about the same height and quite enthusiastic about cruising on Kromer's trawler No Sense 3. Arranging such a cruise with busy granddaughters is not an easy task. With school schedules, dance practice, the girls' busy social calendar, the weather and Steve's well known preference for tides, it's a wonder that this cruise happened. In any case, here's the cruise report.

First, you know the old saying, "they grow up so fast. Well it's a fact. While getting ready for the cruise, both Courtney and Krista needed new PFD's. Those child-size PFD's that we seem to have bought yesterday don't fit any more. Both girls now need youth-sized PFD's. So first, we bought new PFD's for the girls. Next we checked our schedules. Miraculously, Memorial Day weekend was free, the girls were available and even the tides looked on us in favor for an 1100 departure from Bohicket Marina on Saturday 29 May.

Leaving the marina, the day was glorious. The No Sense 3 ran at an enthusiastic 7 knots under a blue sky with scattered clouds, 10 knot wind and nearly slack tide. Our plan was a 4 hour cruise to reach Dataw Island on the Morgan River by afternoon. The girls were on the fly-bridge as were Janice, Steve, Wendy and Dave. Courtney who cruised on the No Sense 3 before took a turn at the ship's wheel. Here Courtney is steering the boat while Krista keeps an eye out for those ubiquitous crab traps.



Never too young to learn boating. Here's Courtney at the wheel while Krista spots crab traps aboard No Sense3. That's Wadmalaw Point in the background.

Traffic on the ICW seems light for the Memorial weekend. Much of the traffic was northbound "snowbirds," a few small boats and fishing boats. Once on the ICW, Steve took command and skillfully rounded red mark number 110 and its treacherous shoal at White Point. Entertaining the granddaughters on a trip of several hours was not a problem. Their joy and enthusiasm for boating gave them ample things to do aboard. Here, the girls feed our sandwich bread to a flock of visiting seagulls. So much for Dave's dream of a ham and cheese sandwich for lunch.



Feeding bread to the seagulls from the stern of No Sense 3

Around 1600 we arrived at Dataw Island Marina. This marina is an excellent facility with all of the amenities. Best of all was the resident egret the girls named Ethel who was an expert at catching minnows from the dock. Also, the girls manned a fishing pole and caught a small shark and a cat fish from the bow while docked.



No Sense 3 anchored south of Morgan Island

The next morning we anchored off Morgan Island to see the monkeys. This island has a troop of wild Rhesus monkeys and is part of a federal research project. No visitors are allowed. However you can get close by boat. In an attempt to see the monkeys we made two trips in Dave's inflatable boat. In both attempts, no monkeys were visible. We heard "monkey shouts" but did not see any. According to the locals, monkeys are seen near the beaches in early morning and late evening. Since we were there during the day, no monkeys. Well, we made the most of the trip and stopped on a sandbar east of Morgan Island so the girls could swim.



Steve mans the boat while Courtney and Krista swim with "locals" at the Morgan River Sandbar

About 1600 we weighed anchor and returned to Dataw for a cook out on the boat. The next day we left about 0900 for the trip back to Seabrook Island. The return trip was somewhat more challenging than the outbound voyage. We heard a lot of radio traffic from the US Coast Guard Cutter Anvil. They were heading south pushing a barge on a falling tide. Because of their width and deep draft, they need the whole Waterway. Since we were heading north, we worried about where we going to have to pass them. Luck was with us however because we met them at the wide channel south of the Dawho Bridge. Steve was able to pull No Sense 3 over for a safe pass.

Remember ICW mile mark 110 at White Point? While underway we listened to radio traffic on CH16 reporting shoaling at Marker 110. When we reached Sandy Point, there were two sailboats aground. They were not far off the charted channel and aground. Steve slowed No Sense 3 and carefully made it through. After that, it was clear sailing all the way to Bohicket. Upon arrival, the wind and tides were light and Steve made docking that big boat look easy. In all, we had a great time. The girls got some sea-time with their adoring grandparents. The food was good, weather excellent and we all had a thoroughly enjoyable tip to "Monkey Island."

David Walsh

The Palmetto Log
Nelson Hicks, Editor
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MEET THE DEADLINE for AUGUST
10 July 2004**

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

Upcoming Events For July & August

8 July - Membership Meeting - Pointe Grill @ Shriners Club

10 & 17 July - Boat Smart Course - Headquarters

24 July - Sandy Point Raft-up - July Cruise

14 August - National Marina Day - See Page 3

28 August - Dataw Island Marina Cruise

SAFE BOATING THROUGH EDUCATION