

VOLUME 53 JUNE 2000 NUMBER 4

Cdr Anthony C. Ward, AP
881-8465

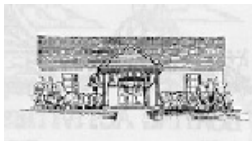
Lt/C William H. Lynes, AP
567-4435

Lt/C Stephen E. Rawe, N
766-3013

Lt/C J. Stephen Yeomans, P
869-7808

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

Lt/C Cynthia L. Kridler, AP
762-3986



Squadron Headquarters Bldg.
1376 Orange Grove Road

MEETINGS

Exec Committee - 1st Thursday 1930
Squadron Headquarters Bldg.

Membership
8 June 2000

Squadron Headquarters Bldg - 1830

Mailing Address
P.O. Box 785

Isle of Palms, SC 29451-0785

Phone: (843) 886-3991 Fax: (843) 886-3702

email: hdarby@charleston.net web site: www.usps.org/localusps/cps

INSIDE

June Membership Meeting returns
to Headquarters - Administrative
Officer page 3

Fall Educational Courses an-
nounced - Educational Officer
page 3
SAFE BOATING THROUGH EDUCATION

Tall Ships come to Charleston
- **Fred Says!** page 4



June Cruise to Caper's Island -
Boating Activities page 4

GPS Accuracy is Now for Everyone
- Safety Officer page 8

More:
Adventures of the Annie Mae - page 5
News from National - page 9
From the Ship's Store - page 9

From the Commander
Cdr Anthony C. Ward, AP



What a great month this May has been for the squadron, with another Boat Smart Class completed and new members joining the squadron. This is the lifeline of the Power Squadron. I want to thank all members who have helped with the classes.

The yard sale for the squadron was very successful. With a lot of hard work by those members who helped Terry and Corrin Marinko, be sure to tell them thanks when you see them. These proceeds will help the squadron's budget through the year.

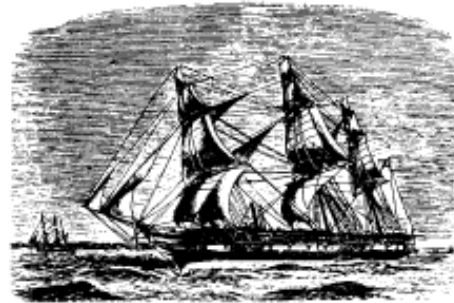
Lt/C Steve Yeomans, P did it again. Anyone who missed the dinner meeting missed a great presentation by Jim McElroy. His talk on the Tall Ships coming to Charleston between 16 and 21 June gave each of us a reminder of what an exciting place to live where we can be part of an international event. Be sure to look for more news on this event. The Tall Ships will begin arriving 17 June 2000. We also had quite a turn out for the dinner meeting with some new members and guests. I told P/C Fred Wichmann, AP that Minoru Saito from Japan felt more like a member than a guest. Thanks Fred for remembering to pick him up and bring him to the meeting.

I know many of you are looking forward to the cruise to Beaufort, replacing fuel tanks, changing out engines, and cleaning the coolers out and P/C Boo Ward, JN has informed me that reviewing the chart was a good idea and with all the training we've had from our class it was easy to read our charts and check our boat out. Mark Rudder is the cruise captain and with all his experience I know it will be a great time.

I just received the test and answers sheets from national for the vessel examiner check. I also have the order form for decals and shirts so all of you who are working with the VSC call me and we will see about setting up a test date. Many of us are looking forward to working with

Executive Officer
Lt/C William H. Lynes, AP

Wow, this seems to be the double active time of year! Our squadron has so many diverse activities going on that if I don't keep this Palmetto Log handy, I'd be even more confused than is standard for me. It's a great testament to our membership to keep all these worthwhile endeavors going on in so many different directions at one time. And this is not just what's happening now, but this has been, and I'm sure will continue to be, the course of the Charleston Power Squadron. I cannot thank everyone that has helped out with this Executive Department enough. But this help extends through-out the whole squadron. I will sum this up quickly with one proud statement, our members make our squadron.



(Commander Continued)
the Coast Guard Auxiliary. Don't forget to contact 1st/Lt Vince Lombardo, P to work with the Coop Charting. This can be fun learning about our chart area. Thanks to all members who have helped to make my job more fun.

Nautical Trivia from Commander Bob's website

<http://www.mailbag.com/stobo76/>

1. *“What is the name of the most reliable and effective gasoline fume detection system you can have aboard your vessel, and how is it activated?”*
2. *“Proceeding up the Mississippi River, you spot a nun buoy which is obviously off station and adrift. Your alert to other boaters by VHF marine radio should be prefaced with the word _____”*

Answers page 3



Educational Officer

Lt/C Stephen E. Rawe, N

The Spring Boat Smart course has concluded and assistant Squadron Education Officer, Carol Pelow, P, has done another outstanding job for our public boating courses. There were 24 participants at this two-weekend course that was held at Duncan's Boat Harbour. Many of these will most likely become squadron members. P/D/C Charles Rhea, JN, 1st/Lt Vince Lombardo, P, and Bob Lovinger, S were excellent instructors while Mike King, Franklin Blunt, John VanWay, Loretta Lombardo, John Patten, P/C Boo Ward and Cdr Tony Ward provided valuable assistance. As usual, D/Lt/C Marge Schulte's, N, quiet guidance, wisdom, and experience were ever-present. Thanks to all for a job well done!

Congratulations to Ron Bohac, AP, and Brooks Fullerton, AP for attaining the grade of Advanced Piloting. Nick Russo, P, and Steve Kromer, P, also successfully completed this course but they will have to complete the Seamanship course before receiving the grade of AP. This is in accordance with the new national educational guidelines that permit squadron members to take advanced grade courses out of their normal sequence. However, in order to attain the rank of AP both the Piloting and Seamanship courses have to be completed--as Nick and Steve are currently completing Mike King's Seamanship course their wait will be quite short. Glenn Workman, N, did his usual exemplary instructorship in the AP course.

It is not too early to begin planning for the Fall Educational Courses. These will begin on September 11th and 12th. The initial organizing sessions will start at 1830 (6:30 pm) on these two days with subsequent sessions beginning at 1900 (7:00 pm) at Squadron Headquarters.

SAFE BOATING THROUGH EDUCATION

Monday	11 September 2000	1900
Course		Instructor
Piloting (P)		John VanWay, <u>N</u>
Engine Maintenance (EM)		Dick, Finn, AP
Junior Navigation (JN)		Ed Kridler, <u>N</u>

Tuesday	12 September 2000	1900
Course		Instructor
Weather (W)		Steve Brueske
Instructor Qualification (IQ)		Peggy Bauer, AP
Navigation (N)		Steve Rawe, <u>N</u>

Administrative Officer

Lt/C J. Steven Yeomans, P

The May Membership Meeting at Dolphin Cove went quite well! Unfortunately, Scout Boats cancelled as guest speaker for the evening, but we were able to listen to Jim McElroy of Jim McElory Productions who spoke about the Tall Ships Festival which is coming to Charleston in mid-June. (See *Fred Says!* page 4) It was a great presentation and piqued the interest of all who attended.

The June Membership Meeting will be at Squadron Headquarters beginning at 1830 for attitude adjustment and 1930 for dinner. The program will be John Humprey from NOAA and the menu TBA. More information on both items will be posted to the squadron web site as it becomes available. The Calling Committee will also announce.

The June cruise will be to Caper's Island on 24 June 2000. 1st/Lt Barbara Buerger, P is Cruise Captain. See Boating Activies page 4 for details.

Trivia Answers

1. Your nose, and it is of course activated by "sniffing".
2. Securite (pronounced Se-cure-ih-tay')



Fred Says!

TALL SHIPS FOR CHARLESTON

During the first ten days of June a large fleet of tall ships will assemble in Hamilton Harbour at Bermuda some nine hundred miles off the Carolina Coast. These vessels will have sailed from various parts of Europe; Norway and Sweden, Denmark, England, Italy and France, and Spain, plus other ports of the world.

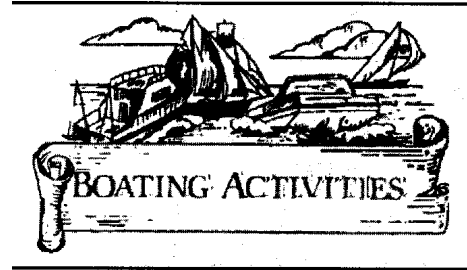
This year of 2000 will see the largest gathering of tall ships in history, celebrating the new millennium, drawing attention to sail training and promoting international understanding.

On the 9th and 10th of June, approximately thirty of these grand vessels will set sail on a race for Charleston, arriving here on the 16th and 17th, with possibly some stragglers getting in on Father's Day, the 18th.

Meanwhile beginning on the 17th, Saturday, public viewing of the SHIPS will be available at the Charleston Maritime Center, and other points around the harbor. It is expected the largest sailing vessel in the world, the LIBERDAD, from Argentina, will be docked at the S.C. Passenger Terminal docks on the Cooper River.

Former Cruise & Rendezvous Chairman, Joyce Wichmann, will be sailing on the EYE OF THE WIND, a one hundred and twenty foot brigantine, with her ancient husband, P/C Fred. Joyce would like to invite anyone with a camera to try to get pictures of herself up the mast, for posterity and her granddaughter.

From Charleston the ships will sail to Boston, thence to Halifax, and the Great Transatlantic Race to Amsterdam which will be the final leg of the TALL SHIPS 2000 Celebration.



June Cruise to Caper's Island

**1st/Lt Barbara Buerger, P
Cruise Captain**

The cruise for June is to Capers Island, an easy sail up the ICW not too far past the Isle of Palms Marina (Old Wild Dunes Yachy Harbor). The date is Saturday, 24 June through Sunday, 25 June. Join us for the day or overnight.

There is a free campground on the island and a dock where we can tie up for free. Boats over 19 feet may moor overnight at the dock. However, a permit is required, which is free. I will need to know by 12 June how many boats over 19 feet are going to be there overnight. Of course, boats smaller than 19 feet are more than welcome.

The rules for the campground are pretty much common sense. The only other one of interest is that no pets are allowed and no open fires are allowed except in the dunes area.

This will be a great cruise for both seasoned boaters and newcomers. Since access is by water only, are you willing to transport some non-boat owners to the island so they can enjoy the fresh air and sunshine? I will have a sign up sheet for both the Executive Committee meeting on 1 June and the Membership Meeting on 8 June. I will also try to make copies of the relevant chart so everyone will know where we are going.

Start thinking now and, weather permitting, we should all have a great time.

From the Editor, Pro Tem
P/Lt/C Harry L. Darby, N



Stories, tales, lies or just make up something - written interest of this nature makes great reading and your editor sure is happy when filler dialog is needed. Everybody travels and some of us do it on the water. Tell a story about the sandbar you nudged or the navigation error that sent you up the wrong creek only to see birds standing instead of floating.

As many of you know, my term as editor of the Palmetto Log ends with the August 2000 issue. The new editor, John VanWay, N will man the computer come September and he will need items to fill the empty space when the hard stuff is not available. So please make him happy!

Worth retelling - here is an example of a fun trip to Savannah on the Annie Mae.

ADVENTURES OF THE ANNIE MAE

but the skipper is responsible

That Friday morning the Holy City was glistening with brightness. There she sat at the pier, all covered with dew, sparkling in the early morning December sun — the Annie Mae. She had been on loan to the skipper's number one son (a graduate of the USPS Boating Course) but it was now time to bring her home to her old familiar adventure grounds. She looked as Bristol as the day she left to do time in that lovely city up north.

Her crew for the return voyage down the Intracoastal consisted of her skipper - the Salty Blue Bulldog, the ship's navigator - the skipper's number two son (a USPS Boating Course graduate) and a passenger — number two son's shadow, his girlfriend (also a Boating Course graduate). This is an adventure story of an old lesson learned, as fighter pilots always say, never trust a navigator or three strikes and eject the navigator — *but the skipper is responsible*.

About 0830 on the morning of departure with the temperature in the low 40's, number one son in a lead boat escorted the Annie Mae through the big shrimpers, past the fancy restaurants and hotels into a calm and beautiful morning on the same waters where the War of Northern Aggression began. Pointing to a red marker in the same waters where two rivers join to form the Atlantic Ocean, number one son shouted over the purring Yamaha that the waterway was over there — head southwest.

Safely in the channel with the help of the navigator and with the confidence of having learned his boating on these waters, the skipper steered southwest. The navigator was reading the current Intracoastal chart, identifying the markers and advising the skipper — at the helm — of course alterations. Past the

Municipal Marina, then under the new bridge that connects the Holy City's south islands, when the skipper suddenly commands "Show me the chart!" "You missed!" said the skipper to the navigator — so back to Qk FI R and "G" 1/PA crept the Annie Mae. Strike one on the navigator — *but the skipper is responsible*.

Nothing could be more peaceful than the serenity of the protected waters along the eastern seaboard until... Gliding through the marsh lined rivers and cutoffs suddenly a wide expanse of river appears. The navigator motions with his thumb to go starboard - as was his practice on earlier instructions - and without questioning the navigator's sense of direction or ability to read the chart the skipper steered the Annie Mae a little further toward the west. Soon, a group of birds, probably sea gulls and maybe a pelican or two, came into view on the port quarter. Said the skipper, while pointing, to the navigator, "Are those birds floating or standing?" "Oh, they're floating" said the navigator, "but what are those tall poles painted red and green for?" "They're probably markers so the locals can find the channel" said the skipper as he quickly moved the throttle to idle and watched as the merky black muddy substance churned astern. The Annie Mae was gingerly eased back to deeper waters and again placed on course in the Intracoastal. Strike two on the navigator - *but the skipper is responsible*.

Meanwhile, down in the hold - actually the Annie Mae's tiny cuddy cabin - number two son's shadow missed the excitement, having slept (or something) through the entire episode. She emerged from the cabin to announce that she had "tinkled" in a cup. The skipper and the number two son didn't bother to ask how the Houdini feat was accomplished. Back to the hold goes the shadow.

The skipper finally got the message - check the navigator decision making - but how could one miss a turn on the Intracoastal? The weather was beautiful - temperature warming up - the sea in the sounds was graciously calm. What could possibly go wrong? The Annie Mae floated past that lovely old city on the Beaufort River, then the island where there are "only a few good men" passed to starboard and finally into the Royal Sound of Port. The Yamaha was spinning happily and the shadow was now on deck to witness the passage through the locks and the end of the initial leg of the journey, when the skipper said to the navigator "where are you leading this vessel?" Obviously having missed the turn (distraction in the cockpit - shadow), the skipper steered the route anew and the Annie Mae was back on course again. Strike three on the navigator (EJECT)- *but the skipper is responsible*.

The lock passage lead the Annie Mae and her crew of three to a setting where a great meal and a lovely view of the SCYC harbor were enjoyed. With a call to the Harbor Master for outbound lockage, the Annie Mae set sail (actually motor) for home. On this final leg of the trek the navigator was at the helm.

About an hour later, having crossed the shipping channel of the same river where General O once sailed, the Annie Mae was skillfully maneuvered by the navigator at the helm into her berth at the marina from whence she started long ago. She was happily floating among old ship(mates) and one could readily tell that Annie Mae's back in home port again.

So, the adventure ended without dire consequences. Shadow emptied her cup, the navigator was fired and sent back to boating school - *but the skipper is responsible*.

Palmetto Photo Log

Blessing of the Fleet



**On the fantail of Knotless - Blessing of the Fleet.
Oh My!**



On board this boat is a Charleston Power Squadron member, Carey Davis. Can you find him?

Commander's Cruise 29 April

Palmetto Photo Log

May Membership Meeting



Cdr Tony presents new members Nick Russo and Steve Kromer their membership certificates. Welcome aboard!



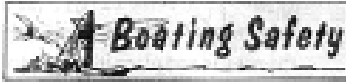
And the winner is Buddy Karesh. Cdr Tony with Janet Stephens who drew the winning ticket and Margaret Clemmons who sold it.



Jim McElroy describes the plan for the Tall Ship arrivals during June. See *Fred Says!* page 4 for details.



Tall Ship!



SAFETY OFFICER
P/C John L. Sikes, AP

GPS Accuracy Is Now For Everyone

With the cost of Global Positioning System (GPS) units coming down over the last few years, they've become commonplace on many of our boats. Accuracy, due to something called Selective Availability (SA), has been off by up to 100 meters. GPS users desiring better accuracy have had to purchase expensive receivers to take advantage of the Coast Guard's Differential Global Positioning System (DGPS) signals broadcast from many locations in and around the United States.

Effective just a few minutes after midnight EDT after the end of 1 May 2000, by order of President Clinton, Selective Availability was "turned off." The United States has no intent to ever use SA again. To ensure that potential adversaries do not use GPS, the military is dedicated to the development and deployment of regional denial capabilities in lieu of global degradation.

A common question has been raised, "With SA gone, do I still need DGPS?" It depends on your specific user requirements. If you are using GPS for safety-critical navigation, you will still need to use the Coast Guard DGPS or Nationwide DGPS to get the higher accuracy (1-3 meter) and the integrity monitoring/warning service.

Due to the need for the higher accuracy required for safety-critical navigation, the U.S. Coast Guard will continue to run the maritime DGPS network. In fact, efforts are currently under way to expand the Coast Guard DGPS network across the continental United States to provide the same GPS augmentation service to users on railroads and highways.

Is DGPS more accurate now? No. There should not be much change in the accuracy provided by DGPS now that SA has been turned off.

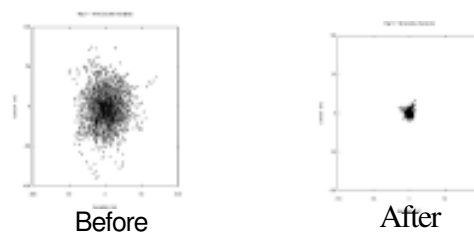
Is the civilian GPS service now as accurate as the military's Precise Positioning Service (PPS)? In theory, civil receivers should now match the accuracy of PPS receivers under normal circumstances. Data is now being collected to verify whether this is true. PPS still gives advantages to the military beyond accuracy.

What advantage will the recreational boater have now that SA has been turned off? We will enjoy safer, more accurate navigation around sandbars, rocks and other obstacles. Fishermen will be able to more precisely locate their favorite spot on a lake or river. Lobster fishermen will be able to find and recover their traps more quickly and efficiently.

Even with SA turned off, however, GPS alone will not meet all users' needs. For users with higher accuracy, availability and integrity requirements, GPS will still need to be augmented locally with high-fidelity error correction systems based on DGPS technology. The U.S. is also adding two new civilian signals to future GPS satellites to further improve accuracy and reliability on a global basis. But for the many other users of the system, the elimination of SA will enable the most inexpensive, standalone GPS receivers to meet their needs.

SOURCE: U.S. Department of Commerce web site www.doc.gov,
<http://osecnt13.osec.doc.gov/public.nsf/docs/990EE9265F527C77852568D3005A6F63>,
<http://osecnt13.osec.doc.gov/public.nsf/docs/852E6E9C5E9E90F7852568D3005BEFC8> and
<http://www.igeb.gov/sa/faq.shtml>.

NOTE: These graphics show a "Comparison of Positions With and Without Selective Availability" (sm-before and sm-after) on 1 May 2000 and 3 May 2000. This and more information on the subject is available at <http://www.igeb.gov/sa/diagram.shtml>.



NEWS FROM NATIONAL

R/C Edwin G. Kridler, N

Last month, this column talked about some things that can be accomplished by just a bunch of volunteers. We talked about a project at the national level. This month, let's look at this same subject from the squadron level.

When he was Chief Commander, L. M. Barnes, N, used an acronym as the theme for his watch. He talked about **T.E.A.M — TOGETHER EVERYONE ACCOMPLISHES MORE**. We can use this same thought at CPS. Working together, think of the things we, as a group, can accomplish.

For instance, 1st Lt Vince Lombardo, P, is organizing our co-operative charting program. This is a job that needs participants. Lt Robert Orenstein is heading the squadron's vessel safety check program. This program also needs participants. These two programs not only serve the squadron, but also serve to make boating safer and more enjoyable for all of us. What about our educational program for the public; our *Boat Smart*© and *Squadron boating course*© programs? Wouldn't you all feel safer on the water if you knew every other boater had some basic education, knew that other boats had been checked for safe operation, and knew that every chart you use was up-to-date? If these sound like important ideas, ask yourself a question, "Am I one of the 'everyones' that work together to accomplish more?" Can you help?

What about some other programs? Can you help to publicize our squadron activities? Can you market the squadron name and programs? If so, Lt/C William H. Lynes, AP, would like to hear from you. How about planning a cruise? How about working with member involvement? How about doing some yard work at the squadron headquarters? There are many ways to become more involved in squadron activities and accomplishments; there are many ways to become an "everyone." Just ask a squadron bridge member or a committee chairman what you can do to become a member of the "everyones."

When the list of members who earned merit marks last year was published, the list included maybe one-third of the squadron's members. That is not a very good percentage. That's a small group of "everyones." There are so many things that can be accomplished by a group of volunteers. Let's all join the "**T.E.A.M.—TOGETHER EVERYONE ACCOMPLISHES MORE.**" Let's all be "everyones."

From the Ship's Store

Lt Loretta Lombardo, P

I would like to remind everyone, that we now have to purchase our own nametags. If you need a nametag see me at the meeting, or call me at 572-9127. The price is \$5.00.

I also have on hand, CPS Burgees, USPS Ensigns, License Plates, Ball Caps, and a variety of other USPS items. I always have these at the membership meetings, I can also order for you if I don't have what you want on hand. See me at June meeting.

**Propeller Problems?
Solved!**



PALMETTO PROPS

Prop Scan. Technology
for Performance Propellers



Computer Accuracy Propeller Repair &
Tuning for Bronze & Nibral Inboard
Propellers

Free Measurement & Analysis
Sizing for New Propellers

4893C Savannah Hwy * Ravenel, SC 29470
843-889-9212* 888-699-1250
FAX 843-889-3672
palmettoprops@wcionline.com
www.propscan.com/palmettoprops





CHARLESTON MOBILE MARINE
 owner
Robert Bauer
 a member of
The Charleston Power Squadron
 (843) 220-2628
 Mobile: (843) 412-2831

*“Old Fashion Quality with New
 Technology”*



*Gary's Paint & Body
 Shop Inc.*

1935 Belgrade
 Charleston, SC 29407

Phone 843-763-5777
 FAX 843-556-2381

Gary Pelow
 Carol Pelow



- Permanent & Transient Slips■Ship's Store■
- Laundry■Restaurant■Gas & Diesel Fuel■
- Swimming Pool■Party Building■
- Clean Rest Rooms & Showers■
- Boat Sales■Seafarer's Club■

On the Stono at Maybank Highway
 VHF Channels 16 & 68

(803) 559-5516

Where Power Squadron Members Gather
P/D/C Harry A Brunson, Owner

Ravenel Travel

"SINCE 1909"

JIM RIKE, Owner/Manager
 Member Charleston Power Squadron since 1984
Lowest Airfare...ALL Airlines

MAIN OFFICE
 32 Vendue Range
 Corner 170 E Bay St

722-2777

Airport
 Chas int'l Airport

767-4700

7 DAYS 6am -10pm