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MAY 2004

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869-7808

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MEETINGS

Executive Committee - 1st Thursday @ 1930

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Reprinted from April "026° True"**

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**SAFE BOATING THROUGH
EDUCATION**

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



Thanks, to everyone who attended the April dinner meeting with Claiborne Young as our guest speaker. He delivered a wonderful presentation on the North Carolina waterways; thank you, again, to Lt/C Janice Kromer for spearheading this one for us!!

At the meeting, there were a few faces that had not been in attendance in a while...that was great!!! PLEASE everyone keep in mind and on your schedules Saturday, 22 May 2004, as our next Membership Meeting. This is going to be a great meeting set in downtown Charleston at the City Marina and the Marina Variety Store Restaurant (please look further in the "Log" for more details). There will be a large swearing-in ceremony for those of you who haven't received a good swearing yet and just fun for all who come, so please do so!!!

Also, I've received e-mails from leaders of cruises from the Cape Fear Squadron in North Carolina as well as from North Strand Squadron in Myrtle Beach. Both cruises are requesting Charleston's famous cocktail parties on Saturday, 29 May 2004, at the City Marina in downtown Charleston. Plans are in the works as this article is being written. All interested parties, please contact Lt/C Janice Kromer or myself. Let's live up to the tradition we have!!!!!!

****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 time because of waiting for people to respond. Members from other squadrons are welcome to attend. The course will be all day with a lunch provided. As soon as a good quantity of people has 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!*

The squadron is asking that one or more people step forward to take over running the Ship's Store. Sorry, there is no salary involved – just a lot of fun and a wonderful opportunity to meet new people within the squadron. For more information, please contact me. 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.

And, 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

**** A REMINDER ****

Due to past situations, there is a slight change to the charges for the Dinner Meetings. There will be a deadline posted for every meeting in the "Log." Those people who make reservations will pay the published price. Barring an emergency, people who made reservations will still be required to pay for the dinner if they do not attend. Also, those people who attend the dinner without making reservations will pay an added surcharge of \$3.00 per person pending food availability.

Thank you,
Cdr Charlotte F. Yeomans, P
Commander



Educational Officer
Lt/C Stephen C. Kromer,
AP



Well, we are still in the slow time of the year. The spring classes are almost finished and the students are working on preparing for their exams. We don't have any results to report yet but we should by next month's newsletter.

The Charleston Power Squadron is running a Boat Smart Course at HQ on 1 May and 8 May from 0900 to 1300. If you know anyone who has expressed interest in taking a course, have them contact me and we'll get them set up.

A year or so ago I provided some information on how to make the most of your Squadron membership. Since this is an annual money saver for our members, I thought it was worth repeating.

So why should you take a class? Well in addition to becoming a better boater, how about a discount on your insurance. If you have USPS insurance, they will give you a discount for taking classes. Seamanship, Piloting and Advanced Piloting each carry a 2.5% discount for successful completion. For electives, completing Engine Maintenance, Marine Electronics, Weather, Sail, or Cruise Planning can each provide a 2.5% discount (up to a maximum of 7.5% or three courses). Finally, a full certificate carries an additional discount of 5%. The whole point here is that the discounts on the insurance can easily pay for the cost of taking the classes, and you will be a better boater to boot. Not a bad deal!

Once you complete a course, fax the completion notification from National to the insurance folks (make sure your policy number is on the fax) at 205-581-9447. If you want a quote for USPS insurance or a brochure detailing this program, call 800-763-USPS, press option 2 and ask the nice people there to mail one.

There is one other insurance discount that you can get for doing something easy. Get your boat inspected. Pass the inspection and get a 3% discount. Easy as calling Tony Ward, Vince Lombardo, Mike King or any of the other Squadron members certified in Vessel Safety Check to schedule the inspection at your convenience. Once you get the certificate from them, fax it to the same number as before.

Steve

Executive Officer
P/C Mike Page, P



Aiding boaters in distress is one of the ways Power Squadron members serve fellow boaters and the public in general. Opportunities to come to the rescue of a stranded mariner don't come often, fortunately for us all. Yet, when we are on the water and see someone who needs help, we can provide a great service. Most of us monitor channel 16 on VHF radio and become aware of distress calls as they are made. USPS teaches us to listen for answers to distress calls from the Coast Guard or other authorities before keying in a radio transmission. Once it is apparent that we could be helpful, we can answer the call for help and determine if our vessel is in the vicinity of the vessel in distress.

We pledge ourselves to respond when possible; however, we have to be mindful of the safety of our own boat and those aboard her, less our response to an emergency endangers our own passengers. It is a matter of judgment: judgment that is sharpened by the educational opportunities offered by USPS.

I encourage Charleston Power Squadron members to share experiences they may have had in helping others on the water. The stories we have to tell educate us and encourage us to be effective emissaries of safe boating when our turn to help comes along.

Mike

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



Thirty-seven of our members participated in the March members meeting and heard a very informative lecture by Claiborne Young. Claiborne is the author of many east coast cruising guides and has an intimate knowledge of the waterways in our neck of the woods. His topic was geared toward traveling by boat in North Carolina, but he touched upon local waterways and the shoaling problems in both. As always, Claiborne offered us an entertaining evening.

In 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. The fee to dock your boat will be \$5 per hour, and we will try to limit the meeting to two hours. If you are coming by car, The Variety Store will validate your parking ticket for up to two hours, so you won't have to pay the normal parking fee. 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.

The meeting will be a "pep rally" to remind us, once again, what is available to us as members of the USPS and to welcome the newer members of the Charleston Power Squadron. We will have a presentation on benefits available from the national organization and new programs available to entice membership. Reservations will be limited to the first 35 people who sign up. Please let me know as soon as possible if you plan on attending. You can reach me at jkromer@tariffs.com, or call me at (843) 821-1861.

It's time again to offer our members the opportunity to participate in an Operations Training class. The date is

tentatively Thursday, 13 May 2004, at headquarters at 1800. Operations Training teaches us all about the structure and workings of the Power Squadron on the National, District and Squadron levels. It is a very interesting course for all new members, and it is a mandatory course for all Bridge members. If you are interested in learning more about Operations Training or taking the course, please let me know. I can be reached at jkromer@tariffs.com or (843) 821-1861.

Our June Membership Meeting will be held on Thursday, 10 June 2004. We will meet for a potluck dinner at headquarters. The social hour will begin at 1830 and dinner will follow. I will be arranging for a speaker, and more details will appear in the next issue of The Palmetto Log.

Janice

OT BITS

Operational Training by Bob Gissell

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

3.

Chapter 18 of the OPERATIONS MANUAL describes the uniform and insignia that have been adopted by USPS and should definitely be consulted if a member is purchasing a uniform. In lieu of purchasing a full uniform, members may elect to wear the regulation blazer with its distinctive USPS emblem. In either case there is a regulation nametag that is to be worn. This nametag has been observed being worn on the blazer on the right and left lapels, on the pocket etc. Section 18.69 describes the placement of the nametag and states, "The name tag is worn on the uniform on the right breast at approximately the same level as grade or senior-member insignia, and in a comparable position on the blazer." Please think about this the next time you wear the uniform or blazer.

Bob Gissell

Secretary

Lt/C Robert A. Gulbrandsen, S



Greetings! I hope you have made it out to one of our squadron events this year. Our squadron members have been working hard to ensure you have an exciting outing. The latest Hornick Cruise was a tremendous success, good fun, good food and boats. Several boaters ventured out on the water to the Buzzards Roost Marina for the festivities. Big thanks goes out to the folks that made this all possible, and a special thanks to David & Wendy Walsh, Steve Yeomans, Tony Ward and Janice Kromer for their hard work.

A spring boating tip has come to my attention, and I wanted to pass the idea along to our members. Have you ever wondered if you have enough anti-fouling paint left on your boat to make it through another season? If you're going to paint your bottom this spring, consider flag coating it so you'll know. By applying a base coat of one color, and two coats of a different color, you'll know it's time for another paint job when you see the base coat starting to show through the top coats.

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? 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 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 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



MEMBER'S BOAT



CPS Member Manning Harvey is with The Charleston Branch Pilots and is Captain of the Pilot Boat *Fort Sumter*. The *Fort Sumter* is a sister boat of the *Fort Moultrie* pictured above. Manning has been married 26 years to his wife, Evelyn and they have a daughter, Jenny. They have been living in Charleston since 1983.

Manning's sea time started after high school in 1975 as he began a 20 year Navy career, retiring as Senior Chief Petty Officer. Throughout his 20 Navy years Manning served on various submarines, destroyers and other vessels.

Following the Navy, Manning gained various commercial Merchant Marine licenses and served on various tugs and even captained the old Charleston Harbor Dinner Boat *Island Belle*, bringing the *Island Belle* to Charleston from Lacrosse, Wisconsin. He has been running boat for the Pilots for five years.



Safety Officer
Lt Kirk Williams, AP

Preventing Fires on Your Boat

When a fire occurs in a building, we evacuate to the safety of the outdoors and usually turn the fire fighting over to trained professionals. When we are at sea on our boat however, it is a little different. Our boat is often the only safe haven for many miles around. Because of the distances involved, fire-fighting services may be delayed in providing assistance to you. Hence, fires are often referred to as a boat's worst enemy. Therefore, we must take extra precautions to prevent fires from occurring on our boats and also know how to extinguish them once they ignite.

Three elements must be present for a fire to exist. These include heat, fuel, and oxygen. When we remove any one of these elements or disrupt the chemical reaction, the fire will be extinguished. There are four classes or types of fires. They are classified according to their fuel source.

The fuel for an "A" fire includes wood, paper, or any thing that leaves an ash. The best extinguishing agent for an "A" fire is usually water.

The fuel for a "B" fire is burning liquids, such as gasoline. The best extinguishing agent for a "B" fire is the application of a special extinguishing foam blanket. Foam is usually not used by the recreational boater. Instead, the recreational boater usually uses a dry chemical powder extinguisher to extinguish a "B" fire. Dry chemical extinguishes the fire by disrupting the fire's chemical reaction.

A class "C" fire is the result of electrical current igniting electrical insulation and other electrical components. The preferred extinguishing agent for a class "C" fire is carbon dioxide (CO₂). Note that CO₂ does not conduct an electrical current whereas water does. You should not

use water to extinguish an electrical fire, especially when circuits are charged. CO₂ extinguishes a fire by displacing the oxygen. You must be very careful not to asphyxiate yourself when using a CO₂ extinguisher while down below or within a compartment (indoors).

A class "D" fire includes burning metals such as magnesium. The best extinguishing agent is to jettison them overboard.

There are several federal boating safety regulations that specifically help to prevent heat (ignition sources) and fuel from mixing. A regulation the U. S. Coast Guard enforces, which helps to prevent a potential heat ignition source, requires that all vessels with an inboard gasoline engine have a Coast Guard approved backfire flame control device mounted on their carburetors. This device simply prevents an open flame from entering the vessel's engine compartment and igniting any accumulated flammable gasoline vapors. The backfire flame control device must be securely mounted and provide a flame-tight fit.

There are several regulations that prohibit the accumulation of fuel and/or vapors (gasoline) in your engine compartment and bilges. These regulations require that vessels with compartments that have less than 15 square inches of opening to each cubic foot of contained compartment volume be required to have ventilation ducting installed. The ducting is designed to remove fuel vapors from the confined spaces of your engine room and bilges.

In addition to the ventilation requirements, regulations prohibit a vessel from being operated with leaking fuel or fuel in its bilges. It has been said that an ounce of gasoline, under the right conditions, contains as much energy as a stick of dynamite.

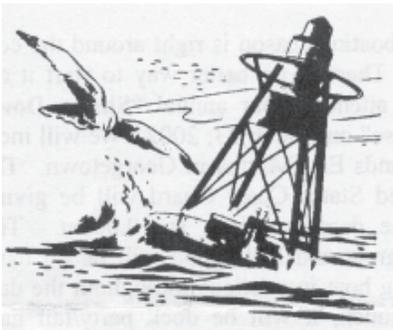
Up until now we have been discussing regulations that help prevent fires from occurring on your vessel. A regulation that helps the vessel operator extinguish an existing fire on the vessel requires all recreational vessels with enclosed construction, or recreational vessels larger than 26 feet, to have Coast Guard approved fire extinguisher(s) on board to be used to fight the fire.

Approved extinguishers include dry chemical, CO2, and Halon. A letter and a Roman numeral designate fire extinguishers approved for marine use. The letter B is used to designate extinguishers used for marine use because class “B” fires or burning liquids are the most common fire to occur on a boat. The Roman numeral refers to the size fire the extinguisher is capable of extinguishing. Note that some states have more restrictive fire extinguisher requirements.



There are many safety practices you should follow to help prevent fires from occurring on your vessels. Gasoline vapors are heavier than air. Therefore, when fueling we must be sure to close all vents, doors, and hatches. This will prevent gasoline vapors from entering your boat’s bilges and coming into contact with a possible ignition source. If equipped, you should operate your boat’s blower, which is a forced ventilation system, after refueling, for at least five minutes. Check your confined spaces with your nose, smelling for any possible fuel vapors. When refueling, be sure to keep the hose nozzle in contact with the fill pipe. When gasoline is passing through a pipe it can cause a static electrical charge to build up. A spark between the nozzle and the fill pipe can cause an explosion. Keep your bilges free of dirty rags, oil, paper, etc. Use extreme care when smoking cigarettes, disposing of them correctly. Never smoke when refueling your boat.

*By: Chief Warrant Officer Jim Krzenski,
Commanding Officer, USCG Station Fort Pierce*



22 May Combined May Cruise and Members Meeting

In 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. The fee to dock your boat will be \$5 per hour, and we will try to limit the meeting to two hours. If you are coming by car, The Variety Store will validate your parking ticket for up to two hours, so you won’t have to pay the normal parking fee. 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.

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Janice Kromer



The Old Salt

on

Nautical

Terminology

More Nautical Terminology

The Old Salt has a fair collection of nautical books, including *When a Loose Cannon Flogs a Dead Horse There's the Devil to Pay* by Olivia A. Isil and published in 1996 by International Marine in Camden, Maine. Last month's excerpts were influenced or checked against this source, although I did not always follow Isil's ideas as I heard other explanations when I was a *Young Salt*. This month I will draw more from Isil's book.

The *Real McCoy* is one such expression that has an uncertain source. Some suggest that a well-known prize fighter in the 1890's, Kid McCoy, was being disused by a barfly, whereupon Kid McCoy explained to him the error of his ways with a left hook to the jaw. The barfly, upon regaining consciousness exclaimed, "That's the real McCoy". The nautical version comes from the Time of Prohibition, "The Great Experiment", when a Canadian boat builder named Bill McCoy, would bring in whiskey and other spirits in fast speedboats. Unlike others whose hooch could put your life at risk, McCoy did not dilute or adulterate his product and it became known as the "real McCoy".

Hunky-dory is not a muscular, or Hungarian small boat. Rather it comes from the *Honkidori* street in Yokohama, Japan where a sailor on shore leave could find anything he wanted, and sometimes take home some things he

really did not ever want. Perhaps if the sailor was not able to gain shore leave, or had already spent all his money, he could stay aboard and *Splice the Main Brace*. This activity did not involve actually weaving together two lines to replace a worn main brace, the loss of which would mean the loss of the mast. Rather it meant a nautical happy hour. Rum and tobacco were two creature comforts provided to sailors who had a hard life and few other comforts at all.

One of the comforts sometimes available in the British Navy was allowing wives to accompany their sailor husbands on voyages. If the wife became pregnant, the only available room to give birth might be between the cannons on the gun deck. That is Isil's explanation. Another, more scandalous one I read was that women were sometimes allowed on board but it might be an arrangement where a gun crew of several men might share the "comfort" provided by a single woman. If she became pregnant, the father could not be determined in that pre-DNA era and so the child, if a boy, might be entered on the ship's books as son of gun number so-and-so, hence the expression "Son of a Gun". But if the child was a girl. . . .?

Perhaps we will save that for another time!



Piloting Class and Instructors aboard "No Sense" off Seabrook Island 20 March 2003.

Reprinted from the April issue of “026° True”.

Over the course of the past few months, I have heard many (some very bitter) arguments against the appearance of the 2004 VSC decals

Why bicker? If someone is so opposed to handing out or to receiving a State Farm emblazoned decal, then don't hand it out; just hand over the form showing that all safety criteria were met on the boat.

Just think of the disservice we are performing in our community by refusing to conduct a Vessel Safety Check Exam. Would we rather know that the VSC went towards improving the safety of the occupant(s) of the vessel or would we throw it away due to grumbling over commercialization and wounded pride only to risk a rise in injuries and deaths on the water (possibly even affecting us in some way?) due to faulty or insufficient PFD's, running lights, flares, etc...?

I'm not "Pro-Commercialization," but I am in complete support of Boating Safety and Saving Lives that is the *ESSENCE* of the VSC Program.

In my opinion, actions speak louder than words ever do. Our organization's action is supposed to be the promotion of boating safety, not complaining about the appearance of a decal. State Farm reportedly spent \$500,000.00 last year on decals for VSC's. Granted, the \$500,000.00 covers all of the participating

organizations' decals, but USPS members gave out last year over 30,000 of said decals. We all need to realize that if we insist that USPS pick up the tab for its own decals, then the money is being taken away from some other program trying, also, to promote boating safety.

In light of the newest "wrinkle" people are complaining about concerning the VSC program – that thirty to forty more organizations are being brought in to perform inspections – I say bring them in *now!* As long as their training is as thorough as what is already done, then all this means is that more boats will receive inspections meaning (albeit theoretically, as always) there will be even more boaters aware of and practicing boating safety. This is not about a dilution of how many boats can be inspected by one examiner or by a squadron as a whole; this should not be viewed as an "invasion of squadron territory" by other organizations. What this boils down to is one simple word, "SAFETY." If it is continued to be viewed as a threat, then solve it by recruiting more examiners and getting out into the field even more. This is not a competition of who can get the most inspections completed; it is who can help each other make certain that all boats in an area are safe.

While being in support of having USPS recognized on the VSC decal, I am in much more vehement support of what the decal actually stands for: **BOATING SAFETY.**

Cdr Charlotte F. Yeomans, P



Executive Committee Meeting Thursday, 1 April 2004

The meeting was called to order by Lt/C Janice Kromer at 1940 at the Headquarters Building. Those in attendance were : Lt/C Bob Gulbrandsen, , P/R/C Ed Kridler, 1st/Lt David Walsh, 1st/Lt Wendy Walsh, Lt John VanWay , P/Lt/C Cindy Kridler, P/C Vic Schwartz, P/C Billy Lynes, Lt Corrin Marinko, Lt/C Steve Kromer, Lt/C Janice Kromer. A quorum was established; the minutes for the month of March were published in the Palmetto Log,

Executive: Lt/C Mike Paige was not in attendance. No report available.

Educational: Per Lt/C Steve Kromer: The educational department information will be published in the Palmetto Log.

Administrative: Per Lt/C Janice Kromer: It appears that the April membership meeting will have a poor turn out for the Claiborne Young event. The May membership meeting will be a combined event at the Charleston City Marina and Variety store for dinner. Parking issue at the City Marina, the Variety Store will stamp your parking ticket for two hours on them. Per Lt David Walsh the Hornick Cruise was a great success. The next cruise will be the Beaufort Cruise and Blue Angles air show. We are still looking into transportation to and from the air show.

Treasurer: Lt/C Loretta Lombardo was absent, no report was available. .

Secretary: Per Lt/C Bob Gulbrandsen: The Palmetto Log is in need of an interim editor during Nelson Hicks' cruise this summer. Nelson will be absent from Charleston for the months of June, July and August. He is willing to train any interested parties to fill in during his absence.

Commander: Cdr. Charlotte Yeomans was absent, no report available.

District Report No report available.

National Report No report available.

Old Business: The question of the rental agreement on the back property was investigated by Lt. John VanWay and it appears that the squadron is the owner of said property and no lease agreement exists.

New Business: The Audit of the squadron has been cancelled twice. The Treasurer has Thursday off and the audit committee will press for the 15th of this month for the audit per Cindy Kridler.

Per P/C Billy Lynes: Ed Kridler has agreed to accept the Executive Officers position that Mike Page has been trying to step down from. John Van Way motioned that upon the receipt of Mike's letter of resignation that Ed Kridler be placed in office as Executive Officer. Bob Gulbrandsen seconded the motion and the Executive Committee approved the motion.

The meeting adjourned at 2005.



THE SQUADRON CALENDAR MAY 2004

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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						1 BS
2	3	4 ○	5	6 ExCom Meeting Headquarters 1930	7	8 BS
9	10	11 ☾	12	13 NO Members Meeting SEE May 22	14	15
16	17	18 ●	19	20	21	22 Combined Cruise and Meeting City Marina
23	24	25	26	27 ☾	28	29
30	31	<p>Printed by Kinko's 73 St. Phillip Street Charleston, SC 29403 843-723-5153</p>				

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**THIS IS YOUR PUBLICATION
MEET THE DEADLINE for JUNE
8 May 2004**

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

Upcoming Events For April

**Boat Smart Classes at Headquarters 1 and 8 May 2004
Contact Steve Kromer for details, (843) 821-186**

**Combined May Cruise and May Members Meeting 22 May
The City Marina and Variety Store Restaurant
Contact Janice Kromer for reservations, jkromer@tariffs.com or (843) 821-1861**

SAFE BOATING THROUGH EDUCATION