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Cdr J. Steven Yeomans, P
869-7808

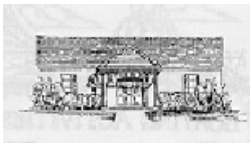
Lt/C Vincent Lombardo, S
764-1844

Lt/C Stephen C. Kromer, AP
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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

12 September @ DNR-Ft. Johnson - 1830

Editor's Mailing Address

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

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

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9-10 September

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CPS Needs a Volunteer(s)!!!
Editor retiring at year end!!
Contact Charlotte Yeomans
or John VanWay
Please Help!!

SAFE BOATING THROUGH
EDUCATION

From the Commander
Cdr J. Steven Yeomans, P



There is so much to talk about regarding squadron business this time of year that it's hard to know where to begin. Certainly, late summer / early fall is when the Charleston Power Squadron throws itself into high gear! First, I'll delve into what *has* happened, then what's *going* to happen in the near future.

Last month's cruise to Georgetown was an absolutely perfect time, and thanks go out to Lt Glenn Workman, SN for this wonderfully organized cruise! The weather couldn't have been better if it had been special-ordered. The trip itself was a beautiful romp up the ICW to Winyah Bay, and downtown Georgetown is simply a great destination. Georgetown Landing Marina, for those who have never been, currently has my vote as the best-appointed, cleanest marina around. The facilities were excellent, and the marina itself is within 20-minutes walking distance to the historic section of the city. I had never been to the waterfront in Georgetown before this trip, but I can say that I will be back. It's a beautiful destination that makes you feel like you're in Mayberry. The waterfront and surrounding areas are a wonderful spot to visit by water or road. Our turnout was the best we have ever had for a Georgetown cruise (Five boats and twenty people for dinner).

I would like to thank P/C Fred and Joyce Wichmann for allowing me to crew onboard Mobjack for the three-day trip. Not only was our trip up and back full of great conversation (who *doesn't* like to hear Fred's stories?), but Ms Joyce has the amazing ability of creating delicious galley food and making it look just like it came out of the pages of a Charleston restaurant's photo shoot. Needless to say, I had a great time!

As a side note, the 13th annual Wooden Boat Show in Georgetown will be held on Saturday, 19 October from 1100 to 1800. Although you should be in Myrtle Beach for the District Change of Watch that day (our own D/Lt/ C Marge Schulte is being sworn in as the incoming

District Commander. Let's go and show our support!), this is be a good destination a bit closer to home. If you get your hands on one of the event brochures, see if you recognize who's on the cover. Also check out www.woodenboatshow.com for more information.

The August membership event at The Point Grill in Mt. Pleasant was a real success: the meeting with the highest attendance so far this year (60 people). Initially I was flattered that so many members came out to hear me conduct the meeting, but then I was informed that, in reality, everyone came to hear author Claiborne Young give a Power Point® presentation on the South Carolina length of the ICW. It was truly an impressive presentation, made more so by the innumerable facts and information Mr. Young offered *from memory!* He used no speaking notes throughout the 1-1/2 hour presentation. Also he had new copies of his 5th edition *Cruising Guide To Coastal South Carolina and Georgia* available for purchase. If this well-researched guide isn't already onboard your boat, it should be! One of the many points along the waterway he mentioned was around the McClellanville area. The creeks there have shoaled so badly that you can no longer get to the Cape Romain lighthouses. There was a moment of muffled laughter, and then we invited him to our cruise next February. I already see an updated 6th edition in the works.

On 17 August Lt/C Stephen Kromer, AP took the Piloting class out for a day on the North Edisto river. P/D/C Charlie Rhea, JN taught the class how to construct a deviation table. The cruise lasted about five hours, the weather was great, and the class was fun *and* practical. I have come to the realization that I can dock a boat, but Steve Kromer can dock a *ship!* We all had a super time, and I would like to take a moment to thank him and others in the squadron for selflessly offering their boats as floating classrooms for certain courses we teach. I truly believe that hands-on practical application of the methods and procedures our courses convey is a great way to get the concepts across. Not only is it a teaching tool, but it also fosters camaraderie between the students and gets them more interested in the squadron. Of course, as in my case, it's an excuse to get out on a boat!

I would also like to recognize P/D/C Ken Beeber, SN and Lt Dick Finn, AP for their great work building two smaller boat show booths for the squadron. The booths are very professional in appearance and will work well in the boat stores and fishing supply shops where we have been advertising our basic boating courses. Also, thank you to P/R/C Ed Kridler, SN for supplying the graphics for both booths.

Now for the upcoming events...

As is detailed later in this edition of The Palmetto Log, the squadron's next cruise will be to Dock Holiday's Marina in Myrtle Beach from 30 August to 2 September. This is our most ambitious "official" cruise of the year, and a number of boats have already signed up. This is a great trip with beautiful surroundings practically the entire way. Reservations need to be made at the marina (280-6354), and let Lt Janice Kromer (cruise captain) know of your intention to attend. If you can't make it by boat, there's always Hwy 17. I know of a few folks who are planning to drive up, and a carpool would be more fun.

The September membership event is scheduled to be held at Fort Johnson DNR facility on James Island on 12 September at 1830. We are on schedule to have a tour of the facility and a presentation of what the Department of Natural Resources does at that site. We are asking that members who plan to attend bring "finger food" to share, as we did at the Channel 5 studios a couple of months ago. Lt/C Lee Mims is making the arrangements for this event, so see his article or call him directly for more information.

As has been mentioned at the last two membership events, the Long Bay Power Squadron is planning a cruise to the Santee-Cooper Lakes from Charleston Harbor and points north. This should be a great cruise, and our membership has been invited to attend. It has been rescheduled for 20-23 September, and the contact person in the Long Bay Squadron is Lt/C Paul Soucy at ps4178@sccoast.net. There are currently five boats signed up, but it'll be six as soon as I e-mail him. We are planning to have the hospitality bar at Charleston Harbor Marina when the boats arrive there. If you would like to

help with this contact Lt/C Lee Mims. Come on along and let's have a great time!

Finally, we are going to have a Squadron Headquarters Clean-Up Day on 14 September from 1000-1400. We're gonna make the old building shine! We will be pressure washing, vacuuming, touch-up painting, etc. We're also planning to grill burgers and dogs, so it should be a really good time! Please mark this on your calendar and come on out. "Many hands make light work". If you have particular skills or have wanted to fix something at the building that has been bothering you for a while, let me know. Among all the folks who have already expressed an interest in helping, I'm sure we'll have whatever tools are necessary.

See you in Myrtle Beach! Steve



We need help completing our wall of Charleston Power Squadron Past Commanders. We are missing pictures of the following:

1946 P/C IAN L. McKENZIE, N
1951 P/C FRED JOHNSON, S
1952 P/C HAROLD A. BERQUIST, AP
1956-1957 P/C FRED B. SMITH, AP
1958 P/C RICHARD J. DIAZ, AP
1960 P/C GEORGE C. L. FERNEAU, S
1962 P/C DAVID P. MORRIS, AP
1964 P/C JOHN T. CUTTINO, AP
1972 P/C CHARLES A. TAYLOR, AP
1980 P/C DONALD T. THOMPSON, AP
1996 P/C JIM McCULLOUGH, AP

If you can help, please contact P/C Billy Lynes at (843) 567-4435 or Lynes@tds.net. Better yet, bring the picture to a meeting. We'll be glad to see you.

Executive Officer

Lt/C Vince Lombardo, S



Hello!! I dropped off the radar for a while, but I'm back. Nine of us are having a great time in Charles Rhea's Piloting class. Saying "Interpolation" is easier than doing it, but Charles continues to guide in his excellent fashion and we are learning.

Plans are in the making for the Holiday party at headquarters. We are considering a Friday night. This would be the night after ExCom, but the next Friday would be the 13th, no good. The regular meeting night would be the 12th but then many people have to work on the next day. This would allow us to clean up on Saturday if we wanted and still have HQ clean for the church on Sunday. **Please** call Loretta or me if you have input or suggestions.

Now is the time to make reservations for the District Change of Watch. A lot of work is going on to make this successful, and so far it looks like a great weekend. **All** incoming officers are strongly encouraged to attend this because there will be training sessions for each position which will be of help to you. This will provide a wonderful head start in understanding the responsibilities of each position when you assume office. Please try to make this event and help District 26 and CPS off to a jump-start for the New Year.

If you know anyone in Long Bay squadron, call and congratulate them for their squadron. Long Bay is the **first** D/26 squadron to have a notice printed on a chart acknowledging their contributions through Co-operative Charting to nautical chart updating. See Intracoastal Waterway Nautical Chart #11534, 31st Ed., Sept.29/01 (Myrtle Grove Sound and Cape Fear River to Casino Creek).

We are still accepting nominations for many of our committees and committee chairs. You can nominate **yourself**. This is called **volunteering!** It is part of what we are about. Our success and our fun depend on **your**

involvement. Let's hear from the new folks. We need fresh ideas and this is how you meet people and learn about squadron operation.

Don't forget the Myrtle Beach Cruise. Hope to see you all at Fort Johnson on the 12th of September.

Best wishes. Vince.

Administrative Officer

Lt/C Harold Lee Mims III, P



Well the summer is almost over, but the best boating weather is yet to come. Lets hope the temperatures of 100+ become a thing of the past in September. Speaking of boating, what better place is there to have our next meeting than at the DNR's Fort Johnson property on James Island? It will be held there on Thursday, 12 September 2002.

This will be the perfect opportunity for us to meet the men and women who help protect our waters from people who disrespect the boating community. Although the men and women of the DNR work very hard to protect the boating community, they cannot be everywhere. DNR has always interacted with the community by volunteer work from boaters like you and me.

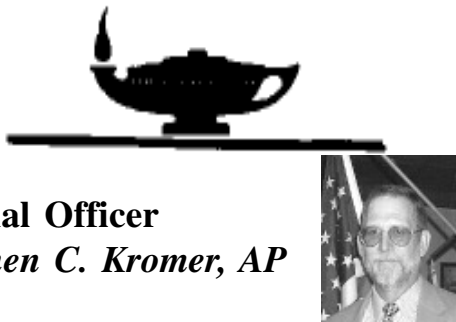
Volunteer work can be as simple as passing out information about boating or as fun as working on the islands from time to time. For example, if your pleasure is woodworking, there is a need for new signs on Capers. If you enjoy painting, well those signs need letters. Whatever your pleasure, I know DNR would love your help. This is a time for us to shine within the boating community and DNR.

Directions to the meeting: Take the James Island connector from the city of Charleston. Once you are on the James Island connector take the exit for Harborview Road. At the end of the exit turn right and continue down

Harborview Road until you reach Ft. Johnson Rd. (this should be about 3 miles and will be at the end of Harborview Road). Turn left onto Ft. Johnson Rd. and follow it to the end where you will see the Fort Johnson marine complex. Follow the signs to the auditorium.

The meeting will start at 1830. As to the question of food, it really depends on whom you ask within DNR; so let's just bring finger foods only please. If you need additional directions feel free to call 953-9300, which is the DNR number. You can call me if you need directions that night at 270-6467.

Hope to see you there. Lee



Educational Officer
Lt/C Stephen C. Kromer, AP

Hi y'all:

The Education Department had a good month. We started a Piloting course at Hobcaw Yacht Club since the last newsletter and have nine people taking the course taught by P/C Charles Rhea. During August we will have had on-the-water training for this Piloting class. The class will have constructed a compass deviation table for No Sense³ – I sure hope it makes sense. In September we will have another on-the-water training for the class to practice taking fixes.

Also, we completed a Boat Smart Course at Headquarters and had five people successfully pass the test. From these five, it appears that the squadron will gain two or three new members.

Mike King has agreed to instruct a Seamanship course starting on 21 September. We are going to try something new for this class. It will be on Saturday mornings from

1000 to 1200. Our intention is to allow members that have been unable to attend class during the weekday evenings to come to this one. We would love to see any of our younger members who have school during the week, at this class. For those of you that have never taken a class with Mike King, let me tell you it is a lot of fun. I learn something new from Mike every time I talk with him.

Don't forget that all other fall classes start soon. If you missed the last month's The Palmetto Log, here is the list of courses that we have laid on:

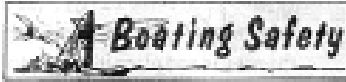
Engine Maintenance - 9/9/02 – 18:30 (6:30 PM for us landlubbers) – David Walsh is raring to go on this. He got his engine back together and ran it to Beaufort and back. So, it works. He swears that all of the parts he had left over really weren't needed. You can ask him about why they were not necessary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

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 Nation 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. The first 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.



Safety Officer

P/C John L. Sikes, AP

Lightning...No Absolutes

I've always been surprised by the number of e-mail questions I receive at my web site about lightning. When you compare the 90 or so total deaths each year from lightning strikes in the United States to the 600 or so PFD-less drownings during a similar time period, you would think that boaters would be far more interested in why they should be wearing life jackets. But lightning apparently holds a deeper fascination than vests for most people. And I guess that's proven by the fact that hardly anybody stays up half the night during a thunderstorm waiting for just that one critical instant when they can photograph a type III PFD.

I also know that lightning is more fascinating than PFD's by the fact that there are many groups and institutes studying lightning, and hardly any looking at a way to get more people to wear life jackets. Without much research at all, you'll find the LPI. (Lightning Protection Institute), the NLSI (National Lightning Safety Institute), and the ABYC (American Boat and Yacht Council), just to name a few. If you cruise around the Internet, you'll even see web sites published by and for lightning survivors. People tell stories of how they're now broadcasting classical music from their fillings after taking a 50,000,000-volt hit. Can you blame people for finding that fascinating? For some reason, I can't find a single web site of testimonials from people who had a near drowning experience while their life jackets remained stuffed in a locked storage locker.

So I guess it's time that I yield to the pressure, take a pause from my compulsive advocacy to see life jackets on all boaters, especially kids, and give you some of my observations about...lightning. First of all, there are some things about lightning that may surprise you.

1. Although three-quarters of the surface of the earth is covered by water, there are significantly more lightning strikes over land. This should provide some

solace to those who have an unnatural fear of being vaporized at the helm.

2. The average length of a lightning bolt is six miles. This doesn't mean that if you're seven miles from a storm you should climb the mast and wave a copper plate in the air with one hand whilst thumbing your nose at the clouds with the other. On the other hand, unpredictable as lightning seems to be, it might not make a difference.

3. Having a lightning protection system on your boat (a masted cone of protection with heavy copper bonding straps and a massive copper plate nailed to the hull) will *not* prevent a lightning strike. It may even *increase* the possibility of a strike. But what it probably will do is minimize damage to the boat and the boat's people if you do get hit. That's a good enough reason to consider lightning protection on your vessel.

The thing to remember is that there are no absolutes with lightning, on land or on the water. And when dealing with an element of such power, such energy and such unpredictability, a prudent individual will do everything possible to avoid it.

A group of Power Squadron members from my town were on the Tom Bigbee several years ago, and pulled into a little sheltered area one afternoon to wait out a thunderstorm. They anchored their three boats side by side in the backwater and watched as the storm approached their area. A lightning bolt struck the water some distance away, and discharged in all directions across the surface of the water. The boat nearest the discharge had a hole blown in the hull about three inches in diameter at the waterline. The middle boat suffered no damage whatsoever, and the boat furthest from the strike had hundreds of pinholes and blisters across a large section of the vessel's port side. Unpredictable? I'd say.

Remember, the best way to manage the risk of lightning is by avoidance. If you see a storm approaching, and can get off the water, do it. If you can't, put on lifejackets, keep your passengers low in the boat and clear of electronics, cables and conductive metals. If there's a wind with the storm, head into it. If you're being pushed

toward a dangerous situation, or shore, lower an anchor from the bow and play out lots of anchor line. Here, like in most things in life and in boating, common sense goes a long way toward getting you and your passengers home safely.

Now, grab your camera, put on rubber-soled shoes, take off all your jewelry, and go out and see if you can find a life jacket to photograph.

From *Commander Bob's Boating Safety Notebook* at www.commanderbob.com



Editor's Note: The following article was also sent by our Safety Officer, P/C John Sikes as a matter of interest.

Interference to GPS Receivers

The U.S. Coast Guard and Federal Communications Commission have ascertained that certain powered VHF/UHF marine television antennas are causing operational degradation in the performance of GPS receivers. This degradation in performance or interference may be realized as a display of inaccurate position information or a complete loss of GPS receiver acquisition and tracking ability. The interference interactions have been reported up to 2000 feet from the interference source. This interference has been associated, in some instances, with temperature extremes or proximity to a television broadcast site.

If you are experiencing recurring outages or degradation of your GPS receiver, these may be caused by one of these antennas on your vessel or nearby. If you have a powered VHF/UHF antenna aboard your vessel, you should perform an on-off test of your TV antenna. If

turning off the power to the antenna results in improvement in the GPS receiver performance, the antenna may be the source of interference in the GPS band. In that case, you should contact the manufacturer of the antenna and identify the symptoms. If the test is not positive and the GPS interference persists, you should contact the Coast Guard Navigation Information Service at 703-313-5900, by e-mail at nisws@navcen.uscg.mil, or through the website at www.navcen.uscg.gov.

From *7th District Local Notice to Mariners*, 30 July 2002

Editor: P.S. You can thank John for this bit of trivia also.

Today's Useless Fact - Why does a circle have 360 degrees?

We can thank the Egyptians for this. While a circle could have been divided up into any convenient number of degrees, the Egyptians chose 360, one degree for each of the solar days in the Egyptian year (they added five days a year to correct their calendar).

In fact, our degree sign (°) is actually an ancient symbol of the sun. The degree was used to measure the distance through the Zodiac that the sun traveled each day, just as an astrological sign described the astronomical space the sun passed through in a month.

Palmetto Photo Log

August Meeting



Our Speaker - Claiborne Young



Ron, Kent & Boo



Our Newest Members - Welcome!!

Georgetown Cruise



Couple of Old Salts Gabbin'



Kingdom - Under Way



Kingdom - Where's TowBoat??

Palmetto Photo Log

Georgetown Cruise



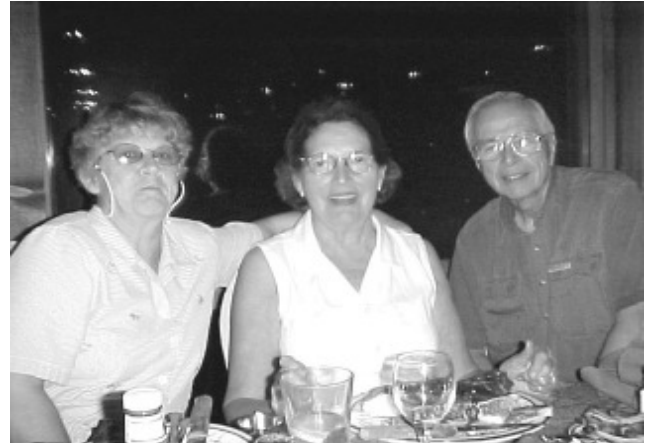
Ol' Paint under Ben Sawyer



Mobjack "Under Sail" (Pennants)



Fred, Harry & Marcia
(don't take my food guys!)



Joan, Mary & Glenn - Full o' Food!



Captain Caitlyn of Mobjack Fame



Good Group - Eh??

Fred Says!



Seas around Portland Bill in the English Channel are infamous for their unusual turbulence on the peak of ebb, and we had been warned to get past this before the tide started to run. Unfortunately, as so often happens, even the best of intentions “aft gang alee” and we found ourselves caught in the midst of a terrible turmoil, seas bursting up, as though explosions underwater were triggering them, some as much as six to eight feet, in an otherwise quiet condition, with no wind to speak of. Proceeding under power our fifty-five foot yawl somehow finally managed to roll through, and we found a fine nor’easter on our port quarter. The light air genoa was straining at the seams, but it was pulling like a freight train, and we started making knots.

The faithful cook informed me that breakfast was ready and I had better come and eat my porridge right now or it would be too late. However, Smitty had not been able to stomach the uneasy seas, and the saloon table had fallen on him. With the steadily increasing breeze, I could not leave the helm, and the faithful cook was just a small little woman, hardly strong enough to handle the helm very long on that massive twenty-one ton vessel.

Smitty kept calling from below to please help get the heavy table off of him, but our young lady cook was not strong enough and I definitely could not even think of leaving the tiller with that great wind pushing us at some ten knots to the south. *COLLEEN* was fifty-five feet, plus some fourteen feet of bowsprit and mizzen boom, another six feet astern, measured just ten and a half feet on the beam, and drew seven and a half feet. These type boats were called “a plank on edge” for their long narrow beam and great depth, which made them very fast but not always too comfortable in a troubled sea.

Anyway, I somehow managed to get that drifter (light jennie) down while our lady cook briefly struggled with the tiller, and we continued on down the channel towards Fowey, forty eight miles down in Cornwall. Smitty had

given up getting any help and finally just resigned himself to suffer under the table, hoping that sometime we would get into quiet water.

Suddenly, our illustrated Channel Pilot Guide Book matched the cliffs rising out of the sea to our starboard, and we realized we were there. At least we thought we were. There was supposed to be a white cross painted on the cliff at the entrance to the River Fowey and the Town, none visible from the sea, and it did not at first appear. While we watched a line of broken spray that we were racing towards, the cross suddenly appeared right where it was supposed to be. But what was that line of broken sea right at the entrance? It could only be one of two things, either a rocky ledge or the ebb tide running out of the river into that roaring wind.

When you’re twenty-five you aren’t afraid of anything, and facing that awesome inlet was just another of those exciting challenges. We roared on in, and sure enough, it was just the ebb tide running out into that nor’easter. We had made forty eight miles in four hours, averaging twelve knots, with that thirty knot wind on our port quarter. As we rounded up in front of the Royal Fowey Yacht Club, the Honourable Secretary dispatched the club launch and came out to invite us as guests to the club as Smitty finally crawled out from under the table.

CRUISE TO GEORGETOWN **9-11 AUGUST**

Thanks to many of you, and the cooperation of the weatherman, we had another great cruise. Five boats and a total of twelve captains and crew participated. Even better news was that eight more joined us by car for dinner Saturday night. Thanks again to all participants.

By boat or by car, I hope more of you will join us at “Dock Holiday’s” in Myrtle Beach over the Labor Day weekend.

Glenn Workman

P. S. Special thanks to the “*Mobjack*” for clearing the stray crab pots out of the ICW for the rest of us!

CHARLESTON POWER SQUADRON

REPORT OF THE NOMINATING COMMITTEE (P/C Merellene Ward, JN, P/C Tony Ward, AP & P/C Billy Lynes, AP) NOMINATIONS FOR THE YEAR 2002-2003

In accordance with Squadron Bylaws, Article XI, Nominations, Elections and Voting, the Squadron Nominating Committee places in nomination the following members for the Year 2002-2003. If elected, they will serve until the Change of Watch in the fall of 2003.

Squadron Commander	Lt/C J. Vincent Lombardo, S
Executive Officer	P/R/C Edwin G. Kridler, SN
Educational Officer	Lt/C Stephen C. Kromer, AP
Administrative Officer	Lt/C Charlotte F. Yeomans, P
Secretary	Robert A. Gulbrandsen
Treasurer	Lt/C Loretta Lombardo
Assistant Squadron Educational Officer	Mike Hamme
Assistant Secretary	Lt David E. Walsh
Assistant Treasurer	1 st /Lt Corrin Marinko, JN
Members of the Executive Committee	P/C Steven J. Yeomans, P P/C Harry Gindhart, SN Lt Dick Finn, AP Lt William "Terry" Marinko, P
Members of the Rules Committee	1 Yr* Lt. Martin Gipe, SN <i>Chair</i> 2 Yr* P/C David O'Hanian, SN 3 Yr Bob Dodgens
Members of the Audit Committee	1 Yr* Lt Larry Lantz, P <i>Chair</i> 2 Yr* Lt Cindy Kridler, AP 3 Yr P/C David O'Hanian, SN
Members of the Housing Committee	1 Yr* Lt/C Stephen Kromer, AP <i>Chair</i> 2 Yr P/C Steven J. Yeomans, P 3 Yr Pam Hicks
Members of the Nominating Committee	1 Yr* P/C Tony Ward, AP <i>Chair</i> 2 Yr* P/C Billy Lynes, AP 3 Yr To be nominated from the floor

Additionally, in accordance with Article XI, other nominations may be made by written petition, signed by at least five (5) Active Members in good standing, and filed with the Secretary at least fifteen (15) days before the date of the election at the Annual Meeting on **10 October 2002**. (* Indicates carry-over from previous election of multiple years and does not require election).

CHARLESTON POWER SQUADRON

Executive Committee Meeting Minutes – 1 August 2002

Cdr Steve Yeomans called the meeting to order at 1932 at the Headquarters Building. Those present were: Lt Corrin Marinko, Lt/C Steve Kromer, Lt Janice Kromer, 1st/Lt John Patten, Lt/C Loretta Lombardo, Lt/C Vince Lombardo, Lt Dick Finn, P/C Billy Lynes, P/Lt/C Cindy Kridler, P/R/C Ed Kridler, D/Lt/C Marge Schulte, Lt Michael King, Lt/C Lee Mims, Caitlyn Yeomans, and Lt/C Charlotte Yeomans.

A quorum was established. The minutes from the previous meeting were approved as presented.

District: Per D/Lt/C Marge Schulte: On Saturday, 19 October 2002, during the District 26 Fall Conference, a series of seminars will be held for all incoming squadron officers. She encouraged next years' Bridge Officers to attend.

Educational: Per Lt/C Steve Kromer: His full report is posted in The Palmetto Log. He is contacting John Murray of the Edisto Island Yacht Club in reference to holding a Boating Safety Course there in September.

Executive: Per Lt/C Vince Lombardo: The Nominating Committee is working diligently.

Per Cdr Steve Yeomans: The Change of Watch ceremony will be held at Tommy Condon's Restaurant on 2 November. More details will be forthcoming.

Per Lt/C V. Lombardo: The Holiday Party will be held at Headquarters this year. A committee will be put together for helping with it. He is still looking for a Co-operative Charting Chair. All suggestions are welcome.

Administrative: Per Cdr Yeomans: *Cruising Guide* author Claiborne Young is to give a Power Point® presentation at this month's Members' Event. The event will take place on Thursday, 8 August 2002, at 1800. The dinner will be approximately \$13.00 per person and will consist of turkey and fixings.

Per Lt/C Lee Mims: The September Members' Event will be held at the SC DNR at Ft. Johnson on James Island. The Georgetown Cruise is the 9–11 August 2002 at Georgetown Landing Marina. Dinner will be at Land's End on Saturday. Reservations need to be made with the Cruise Captain Glenn Workman by 4 August 2002.

Treasurer: Per Lt/C Loretta Lombardo: The squadron is solvent.

Per Cdr Yeomans: There are thirty-two (32) non-renewing members as of right now. Only five people attended the most recent Boat Smart course. The squadron needs to work more diligently on bringing in more new members.

Secretary: Per Lt/C Charlotte Yeomans: The Palmetto Log deadline is the 10th. Pictures and articles are needed.

Commander: Per Cdr Yeomans: The full Cruise Schedule and Members' Event schedules have been published in The Palmetto Log. More instructors are needed for the Boating Safety Course. The Operations Training (OT) Course needs to be taken every five years by all Bridge members. It is recommended for all members.

Per P/C Billy Lynes: When will an Instructor Qualification (IQ) course be held? Lt/C Kromer told him that he would be notified once one was finalized. Also, when will a Headquarters clean up be held? Cdr Yeomans stated that it would be held during late September. Also, he handed out a list of Past Commanders still not pictured on the wall (including himself) and asked everyone's assistance in obtaining said pictures to bring the wall up-to-date. He asked that Lt John VanWay publish the list in The Palmetto Log.

Old Business: There was no old business to report.

New Business: Per Cdr Steve Yeomans: Lt Dick Finn & P/D/C Ken Beeber have done a great job on a new smaller Boat Show booth for transporting to various marine centers. The approximate cost is \$80.00. A motion to build a second and final booth was proposed and accepted by the Executive Committee.

The meeting adjourned at 1958.

CALL FOR MERIT MARK RECOMMENDATIONS

Our Squadron Commander is required to submit all recommendations for Merit Marks to the Chief Commander before 15 November 2002. Cdr Steve Yoemans has assigned me the task of correlating all of the Charleston Power Squadron recommendations into a comprehensive list. I will require the cooperation of *all officers and committee chairpersons* in the completion of this task.

Please submit your recommendations to me before 15 October 2002.

Include all services performed within your department or committee, no matter how trivial. Many members perform services for more than one department and the summation of many trivial tasks will often suffice to earn a Merit Mark. Be sure to state, explicitly, the services performed. Here are some guidelines to follow:

1. Hours of work: e.g.; preparation for a classroom lecture will normally involve preparation time of three to five hours, depending on the complexity of the subject. The presentation will generally involve another two hours.
2. One class taught in the Educational Department does not usually qualify for a Merit Mark unless unusual and extensive preparation is involved. Therefore list the number of classes taught and the name(s) of the courses.
3. List the number of Executive Committee meetings attended. Surprisingly, this helps in obtaining a Merit Mark, especially if the member is on a committee.
4. List all committees that the member served on, the number of meetings and the actual time involved.
5. Any services performed in any squadron activity are counted. Give as much detailed information as possible.
6. NOTE: Cash contributed or the use of personal assets does not count as a service.
7. Include the squadron member's rank, grade and certificate number if possible.
8. Do not submit ambiguous statements such as: "John Doe performed exemplary service for the squadron"; or "John Doe worked many hours for the squadron". Statements like these examples simply do not carry any weight with the National Merit Mark monitors. They are interested in numbers of hours and job descriptions and/or detailed explanation of work performed.

Merit Marks are given for the period 1 January to 31 December of the current year. Any work performed subsequent to the submission of this report will be reported in a supplementary report at the end of the year. You may submit your recommendations on a sheet of plain paper.

P/C Hilary M. Winters, SN
Ch/Merit Mark Committee

Editor's Note: This is in reference to the invitation from Long Bay Power Squadron printed in the August issue.

Change of Date

The September LBPS boating trip originally scheduled for September 13,14,15 and 16th has been rescheduled to September 20, 21, 22 and 23rd. The change in schedule is due, in part, to members conflicts and a later date may (hopefully) result in lower temperatures.

Please contact me at psoucy@sc.rr.com if you plan on going on this trip.

Paul Soucy
XO, LBPS

DO YOU BELONG?

Are you an active member, the kind that would be missed?
Or are you just contented that your name is on the list?
Do you attend the meetings and mingle with the flock?
Or do you stay at home and criticize and knock?
Do you ever go and visit a member who is sick?
Or leave the work to just a few and talk about the clique?
Come to the meetings often and help with hand and heart;
Don't be "just a member," but take an active part.
Think it over, member, you know right from wrong!
Are you an active member, or do you just belong?

(Source unknown)

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