

THE PALMETTO LOG

Charleston Power Squadron

Sail and Power Boating

A Unit of District 26

United States Power Squadrons



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COMMANDER

Cdr Harl Porter, SN

843.832.9423

107Harl@sc.rr.com

EXECUTIVE OFFICER

Lt/C Joe Schady, P

917.626.9879

jschady@alphamachine.com

EDUCATIONAL OFFICER

Lt/C John Meyenberg, AP

843.873.0321

captjohn@gmail.com

ADMINISTRATIVE OFFICER

Lt/C Bill Hayes, P

843.261.8322

billsflyfishing@me.com

SECRETARY

Lt/C Pat Brown

843.884.3191

Pabrown52@comcast.net

TREASURER

Lt/C Rick Cone, AP

843.722.1640

richcone1@comcast.net



Squadron Headquarters Bldg.

1376 Orange Grove Road

Charleston, SC 29407

EDITOR

Steven Brostoff

Phone: (843) 559-1622

e-mail: sbrostoff@bellsouth.net

web site: www.usps.org/localusps/cps

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**Safe Boating Through
Education**

From The Commander Cdr Harl Porter, SN



Five members of Charleston Sail and Power Squadron attended the Annual USPS Meeting in Orlando the first weekend in February. They were:

Cdr Harl and Betsy Porter
D/Lt/C (and P/C) Ed and Cynthia Kridler
P/C Victor Schwartz

During the meeting D/Lt/C Ed and Cynthia Kridler received their USPS Life Member certificates earned with 25 Merit Marks.

The Annual USPS meeting gave me the opportunity to talk with National Officers, our D26 Bridge Officers, other D26 Squadron Commanders and USPS Members from other states and districts. The Parade of Publications booth at the USPS Expo included 50 copies of *The Palmetto Log*; this enabled other squadrons to learn about our squadron and see what we are doing here in Charleston.

One significant vote was taken and approved at the Saturday meeting. Paragraphs 7.11.6, 7.11.7, 7.11.8 and 7.11.9 of the USPS bylaws were revoked by a 90% majority (only 2/3 majority required for approval) after considerable discussion. As a result all USPS Courses may be made available to the boating public (non-members) at Market Rates. It was suggested that "Market Rate" be approximately twice the member rate.

What Ensign do you fly on your boat? In the past your Commander has flown the United States Yacht Ensign on both *Wind Elephant* and *Palmetto Elephant*. This is appropriate in U.S. waters as both boats are documented. Another option is to fly the U.S. National Ensign ("Stars and Stripes"). The third option is to fly our USPS Ensign in U.S. waters. Because the USPS Ensign is unique with its 13 blue and white vertical stripes and fouled white anchor surrounded by a circle of white stars on a red background, questions may be asked from other boats about what is the Ensign that we are flying. That will give

us an opening to talk about United States Power Squadron and Charleston Sail and Power Squadron. We are America's Boating Club; unfortunately USPS and CS&PS are not widely known to the boating public. Like P/C Dick Howells on *Katie-Ell*, your commander will proudly fly the USPS Ensign on his boats this year and encourages all squadron members to also fly the USPS Ensign on their boats. You are also encouraged to fly your Charleston Sail and Power Squadron Burgee at the bow of your boat.

Three items were voted on at the February Executive Meeting chaired by Lt/C Joe Schady. It was decided NOT to have a booth at the in water boat show due to its high cost of \$300. Honorary membership for our Webmaster Steve Poe was approved and the minutes of the Annual Meeting and Oyster Roast were corrected to reflect Gene Corbet being elected to the Executive Committee.

In addition to a good meal and interesting speaker at the February Dinner Meeting I had the honor of presenting a special *Bravo Zulu Award* to Captain Helen Kovach. It read: "*The Person Who Contributed the Most Effort and Made Both the District and Squadron Change of Watch Dinners a Success*" and was dated 2009.

The first weekend in March is the D26 Spring Conference in Greenville (hosted by the Lake Hartwell squadron). For more details on this event see - www.usps.org/localusps/d26. I will be there and hope to see several other members from Charleston there.

Do you have a USCG Captain's license? If yes please e-mail the details on your license (type, tonnage, endorsements, etc.).

Looking forward to seeing your boats on the water this year with both a current VSC decal and flying the USPS Ensign.

Harl



US Yacht Ensign



USPS Ensign



**USPS Ensign on P/C DickHowell's
Katie Ell**

**Executive Officer
Lt/C Joe Schady, P**



Greetings! I know that it is hard to imagine that boating activities are going to pick up soon, especially after the snowy weather in February, but they will. We will soon organize a meeting to kick off the Cooperative Charting efforts for 2010. If you are interested in learning our local waters or just seeing areas of the Lowcountry that you may not have seen, stay tuned; we will be in touch shortly with communications on how to participate.

This month, I would like to take the opportunity to introduce the Squadron Liaison Committee. As stated in the Operations Manual, the Squadron Liaison Committee “furthers the goals of USPS by developing and maintaining good relationships with key individuals of public agencies and other organizations. . . The network effort will help publicize the educational program and enhances the image and work of the squadron.” To this end, the Liaison Committee develops relationships with community VIP’s such as the Mayor, Red Cross Director, Department of Natural Resource and local Coast Guard. Currently, I am acting head of this committee, but am seeking an individual who can give the time and energy that this committee deserves. In addition to a committee chair, we are looking for any members who currently have relationships with key individuals or organizations in the community, so we may begin working with these individual to promote the Squadron. Any and all recommendations are welcomed. If you are interested in chairing this committee, please contact me at your convenience.

Lastly, I would like to thank all of my committee heads for their continued work and support, and thank the membership for their active and continued involvement.

Joe

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Website: www.GreatLoop.org

Administrative Officer
Lt/C Bill Hayes, P



FEBRUARY DINNER MEETING

Everyone appeared to have good time; I know that Debra and I did. Again, many thanks to those who chipped in and made it happen.

Dinner Prep:

John and Beverly Meyenberg

Kitchen assistants:

Debra Hayes and Carol Ann Burgess

Mixologists:

Gary and Sandi Danio

Dining Room Set Up:

Dewey and Cathy Howell , Jim and Virginia Versteegen and Fred and Joyce Wichmann

Dining Room Clean up:

Everyone who helped at each table and especially the Smiths.



Chef Beverly and SEO John Myenberg

I hope that I have kept track of everyone who assisted in some way. For those of you who haven't figured it out, it is my habit to "invite" EVERYONE who RSVP's to the Monthly Dinner to help set up or clean up. So far the set up has worked out very well. Enough of you have responded so that it has not been a chore. It doesn't take long with enough help.



FEBRUARY BOATING ACTIVITIES

As we went to press the 20 February Cooper River Cruise was still scheduled. The Cape Romain Lighthouse cruise has been rescheduled for March (see separate article).

Bill

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Education Officer Lt/C John Meyenberg, AP



The ABC course has concluded with 24 students passing the exam. Three students joined the squadron and two are taking the Piloting course. Thanks to all the instructors (P/C David Walsh, Captain Helen Kovach, P/C Ernie Godshall, P/C John Sikes and P/Lt/C Steve Kromer) who helped make this course a success.

The Piloting course started 15 Feb with 7 students and Advance Piloting started 17 Feb with 3 students. The Cruise Planning course starts 3 March with 8 students. One student is taking Sail self study at home.

The next ABC course starts 6 April. We are looking for a full complement of students again.

Congratulations to Nelson Hicks who passed the Instructor Development Course and is now qualified to teach in the ABC course.

The Education Department would like more members to take advantage of the courses offered. Our dedicated instructors work hard to make the instruction fun and interesting. Come join a class and support your squadron.

Nautical Dafynitions

Aboard - 1) A piece of construction lumber.
2) What one becomes when one is uninterested.

Anchor Light - Small light used to discharge the battery before daylight.

Bitter End - 1) Finish of a race when you are last over the line.
2) Wrong end of a siphon hose.
3) Time to alert the bartender in the English Pub.

Buoy - 1) Opposite of girlie or flying gull.
2) Navigational aid. There are several types and colors of buoys of which the most numerous are:
-green can (seen as a fuzzy black spot on the horizon)
-red nun (seen as a fuzzy black spot on the horizon).
-green or red day beacon (seen as a fuzzy spot on the horizon).
-vertically striped black-and-white channel marker (seen as a fuzzy black spot on the horizon).

Displacement - 1) Accidental Loss.
2) Occurs when you dock your boat and can't find it later.

To be continued next issue.

John

Help Wanted

Charleston Sail and Power Squadron needs members to help with these activities in 2010.

Cdr Harl needs a Historian.

XO Joe needs a Liaison Officer with the Sea Scouts.

SEO John needs a Seminar Courses chair.

AO Bill needs one or more members for the Meetings and Programs committee.

Please contact the above Bridge Members if you are willing to fill one of these positions.

Are you interested in becoming a Vessel Examiner? No experience is required. If yes, contact Cdr Harl at 107Harl@sc.rr.com, and he will arrange for your training (about three hours in class room) and then five supervised Vessel Safety Checks (another four hours). You will get to board and look at different types of boats while doing Civic Service.

Secretary
Lt/C Pat Brown



Treasurer
Lt/C Rick Cone, P



Accolades

We give many thanks to P/C (and P/D/C) Ken Beeber for his efforts in preparation and instruction of the Operations Training Program (OTP) class. The program provided an orientation to the organizational structure and policies of USPS and to the programs and activities of the squadrons, districts and national organization. New members of the bridge walked away with a deeper understanding and appreciation of USPS. Way to go, Ken!

To date, fifty squadron members have responded to the survey concerning which version of the Palmetto Log you would like to receive. Ten members have requested to continue to receive their Palmetto Log via "hard copy". **Thanks to all of you.** Your quick response allows the committee to be prepared for the April mailing of the Log. If you have not yet responded, please take a moment and reply so that our records can be accurate. In April, copies of the Log will be mailed first class, as our bulk rate permit expires in March, except to those who have requested an electronic version. As you throw yourself into the Log, remember to also share it with family and friends via e-mail.

The CS&PS desperately needs your talent to serve as webmaster. Don't be demure, just step up and give it a try. On the job training will be provided by a squadron member to acclimate you to the position. Please contact Cdr Harl Porter or Lt/C Pat Brown if you have some training in maintaining a website and think that you would be able to serve the squadron. **Thanks for helping.**

Pat

February has seen little change in our financial status with our checking account balance reflecting a \$2099.35 balance as of 16 Feb 2010. Annual dues renewals effective June 1 will reflect a very small increase in the USPS National portion of our dues: Single membership: \$1.80, Family membership: \$2.70. We are still awaiting any changes for the District 26 portion of our dues, and there will be no increase in the Charleston Squadron portion of our dues. There is still time to sign up for our Cruise Planning Course that will meet on Wednesday nights beginning 3 March. We currently have 8 students signed up, and as we all know, the more students we have in a class the more experiences we have to share with one another, not to mention that we make a small profit on each student's registration that helps offset our monthly operating costs. Finally, as we near our April deadline to substantially reduce the number of mailed hard copy Palmetto Logs, if you have not yet signed up (and agreed to allow us to eliminate your mailed hard copy Palmetto Log and just send you the monthly electronic version), please let Cmdr Harl Porter, Pat Brown, or myself know. To date, we have seen a very positive response to the electronic Palmetto Log in lieu of a mailed hard copy paper Palmetto Log.

Rick



Look Ahead Calendar

- 04 Mar – Executive Meeting @ 1830 in Club House
5-7 Mar – D26 Spring Conference in Greenville, SC
11 Mar – Dinner Meeting @ 1800 at Easterby's
Family Grill, 2388 Ashley River Road
20 Mar – Rescheduled Cruise to Cape Romain

01 Apr - Executive Meeting @ 1830 in Club House
08 Apr – Dinner Meeting @ 1800 in Club House
17 Apr – Sail Cruise in Charleston Harbor



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11 March Dinner Meeting

The 11 March Dinner Meeting will be held at EASTERBY'S FAMILY GRILL, 2388 Ashley River Road (Hwy 61), Charleston. We will have our customary Social Hour at 1800 with the meeting and dinner at 1900. There will be a choice of four entrees with an assortment of non alcoholic beverages:

1. 20 Shrimp Platter (Fried or Grilled)
2. 2 Piece Flounder (Fried or Grilled)
3. Chicken Breast (Fried or Grilled)
4. Hamburger Steak

Each entrée comes with a salad and one side (Baked Potato, Green Beans, French Fries or Red Rice) or two sides (no salad). The Squadron will collect \$15.00 per dinner at the door. Please RSVP by Sunday 7 March to Bill Hayes at 843.261.8322 or billsflyfishing@me.com.

Beer, wine, mixed drinks and assorted desserts will be provided on individual checks.

Parking will be in the lot behind the restaurant identified by a large power boat on a trailer. Our room will be on the north side of the restaurant, and the private door can be accessed from the parking lot by the walkway next to the fence on the north side of the building.

Our March Speaker is a member of the Squadron and a Coastal Scientist with Shabica and Associates, Incorporated in Mt. Pleasant, SC (www.shabica.com). Stephan V. Cofer-Shabica, Ph.D. will discuss current coastal environmental issues.



Membership

Change in *the Palmetto Log*

You will see a change in *The Palmetto Log* with the April 2010 issue. It will be mailed to members using First Class Postage instead of the Bulk Rate Mail we have been using. The EXCOM voted to not renew our Bulk Rate permit when it expires next month, so we will have to switch to first class with the mailing of the April *Palmetto Log*.

Bulk Rate Mail requires a minimum of 200 pieces being presented to the Bulk Mail Station at one time. We have less than 200 members, and to reach the minimum we have been mailing copies to select marinas, boat dealers, and others. Bulk Mail worked fine when printing costs were low. Unfortunately, printing costs have increased and it is getting too expensive now to print extra copies for non-members just to meet the minimum bulk mailing requirement. A cost analysis shows that we will get a significant savings by limiting the number of copies printed to one copy per household, even if we have to use First Class postage.

Several members have said that they read the electronic version of the *Log* on line and don't need a paper copy. In the past, we haven't been able to take them off the mailing list unless we could find someone else to replace them in order to meet the minimum bulk mailing requirement.

Members who do not have e-mail will continue to receive a paper copy.

The electronic version of *The Palmetto Log* is available on our Charleston Power Squadron Website www.usps.org/localusps/cps/. You will get an e-mail each month with a link to the Website from the CPS Google Group when the newest *Log* is posted. Please send an e-mail to Wendy wals6563@bellsouth.net if you want to save your squadron some money and read the *Palmetto Log* on our Website.

Snail Mail or E-Mail?

When our bulk mail permit expires we will send out your printed copy of the Palmetto Log via First Class postage. It will look the same - color overprint on front and back page and black and white pictures.

To help us save money, we will mail only one copy to each house. To save even more money we would appreciate it if you would elect to receive your Palmetto Log electronically. The advantage of e-mail is faster delivery and color pictures.

If you would like to receive your Palmetto Log as an e-mail attachment please contact Secretary Pat at pabrown52@comcast.net.

If you do not want an electronic copy, do nothing. You will continue to receive your Palmetto Log as a printed copy via "Snail Mail".

For your information: at our dinner meeting 14 Jan 2010 we surveyed those in attendance regarding their preferences on how to receive the Palmetto Log. Over 90% requested e-mail delivery.



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20 March Cruise to McClellanville

This is the February cruise rescheduled to March.

The dates are Friday, 19 March and Saturday, 20 March. Saturday morning we will leave from the McClellanville marina area at approximately 0900 and travel by small boats to the Cape Romain lighthouse, spend an hour at the lighthouse and return to the marina for lunch at a restaurant a short walk from the marina. The reason we are leaving so early is to catch high tide (approx. 1100).

We need about 5 small boats for the trip from the marina to the lighthouse that will be led by P/C Fred Wichmann. Boots are recommended due to possible muddy conditions at the lighthouse.

It is approximately 35 statute miles (30 nm) to McClellanville from downtown Charleston. For those with planning hulls who want to depart early Saturday morning and run as a group, we will assemble for the trip Northwest of the South tip of Sullivans Island between Marker "127" (Fl 4s) and Marker "130" (Fl R 4s), Approx. Lat 32 46.1 N, Lon 79 52.1 W with a departure time NLT 0700 for an ETA of 0900. After Isle of Palms there are only a few No Wake Zones.

Boats leaving Friday can anchor overnight near Jeremy Creek or can make arraignments for dockage at Leland Marina in Jeremy Creek located at 541 Water Street, McClellanville, SC 29458 (843-877-3641), no email listed. Dock space is limited, so call early for overnight stay. You will turn to port at Green Marker 35 into Jeremy Creek. The city ramp and dock will be to starboard then Leland Marina to starboard. We will have people there to assist rafting up the boats.

Also, you can trailer your boat up to Buck Hall State Park which is about 30 miles from Charleston on Rt 17 North and launch from there. From Buck Hall, it is about a half an hour North (approx. 6 nm) to Leland Marina. There is also a Town Boat Ramp and dock on Jeremy Creek that requires a permit from the Town of McClellanville. Take Hwy 17 North to the intersection with Hwy 45 and turn right to McClellanville.

The dock and ladder at Leland Marine may prove challenging for some, so we are planning to pick up and drop off people at the Town Dock as necessary.

Please make reservations with Carl Klele at 843-697-1540, cklele@comcast.net or Joyce Wichmann, Cruise Captain at 843-795-9172, jhwjwm@comcast.net or joyce.wichmann@gmail.com.



New Ben Sawyer bridge opened on 19 Feb to normal marine traffic

Safety Alerts
by John Sikes, Safety Officer

The Truth About Cold Water
Part 2 OF 5

You Can't Breathe:

The first phase of cold water immersion is called the cold shock response: it is a stage of increased heart rate and blood pressure, uncontrolled gasping, and sometimes uncontrolled movement. Lasting anywhere from 30 seconds to a couple of minutes depending on a number of factors, the cold shock response can be deadly all by itself. In fact, of all the people who die in cold water, it is estimated that **20% die in the first two minutes**. They drown, they panic, they take on water in that first uncontrolled gasp. If they have heart problems, the cold shock may trigger a heart attack. Surviving this stage is about getting your breathing under control, realizing that the stage will pass, and staying calm.

You Can't Swim:

One of the primary reasons given by recreational boaters when asked why they don't wear a life jacket, is that they can swim. Listen up, Tarzan! I swam for a living for the better part of my adult life, and when the water is cold, none of us can swim for very long. The second stage of cold water immersion is swimming failure. Lacking adequate insulation your body will make its own. Long before your core temperature drops a degree, the veins in your extremities (those things you swim with) will constrict, you will lose your ability to control your hands, and the muscles in your arms and legs will just flat out quit working well enough to keep you above water. Without some form of flotation, and in not more than 30 minutes,

the best swimmer among us will drown – definitely – no way around it. Without ever experiencing a drop in core temperature (at all) over 50% of the people who die in cold water die from drowning perpetuated by swimming failure.

Stay tuned for more next month.

Published: 10 November 2009 by Mario Vittone,
<http://gcaptain.com>

Marine Navigation System Changes

Bad news - Traditional Loran-C receivers and new E-Loran receivers ceased working in United States waters last month. The U.S Coast Guard was ordered to “Pull the Plug” on their Loran system effective 8 February 2010 by the U.S fiscal year 2010 budget. Loran-C and E-Loran is still alive and working in other countries to include Canada, Europe and Japan.

Good news – GPS Satellite constellation is being improved from a minimum of 21 on orbit active satellites plus at least three spare satellites. The current constellation has several newer satellites flying tandem, side by side, with older satellites as a hedge against their eventual failure. The new 30 satellite constellation, which will take up to 24-months to fully implement, will increase the number of active satellites in view at one time. This change was driven to improve satellite visibility for military operations in Afghanistan and Iraq, where mountain terrain can hamper signal coverage for troops on the ground. Because there are no mountains on the water, the new Expanded GPS constellation will result in little improvement to GPS fixes for recreational boaters. GPS fix accuracy, when using the WAAS augmentation signal, of under two meters (just over six-feet) 95% of the time will continue for recreational boaters.

Vessel Safety Check

2010 Vessel Safety Check Decals have been received and given to our Vessel Examiners.

These Charleston Sail and Power Squadron members are currently qualified as Vessel Examiners:

Judy Fauss
Mike Fauss
Dick Howells
Harl Porter
David Walsh
Tony Ward
Stan Whitman

Please contact any of them to arrange for a FREE VSC of your boat.

For details on what is required to pass a vessel Safety Check visit – www.SafetySeal.net.

If interested in being trained as a Vessel Examiner, which will take about six-hours on a Saturday, contact Cdr Harl at 107Harl@sc.rr.com.



P/C David Walsh awarding a VSC Decal to Carl and Ann Klele

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Happy March Birthdays

| | |
|--------|---------------------|
| 01 Mar | David B. Marvel |
| 01 Mar | James Versteegen |
| 06 Mar | Clifford N. Byrnes |
| 06 Mar | Paul H. Cheverie |
| 06 Mar | Cynthia L. Kridler |
| 11 Mar | Munford S. Jeter |
| 11 Mar | Leland Landesberg |
| 14 Mar | William H. Campbell |
| 14 Mar | Rick Cone |
| 14 Mar | Carl Klele |
| 16 Mar | Kathie O'Hanian |
| 17 Mar | Judy K. Fauss |
| 19 Mar | Alice A. Harp |
| 24 Mar | Larry Dorminy |
| 27 Mar | Nona Bonheimer |
| 28 Mar | Samuel Steinberg |
| 29 Mar | Sandi A. Danio |

New Members

James (Jim) Versteegen

Celia Fontenot-Marlin

Charles Van Rysselberge



**CSPS Club House Taken
Saturday AM on 13 Feb**



**Taken Saturday AM on 13 Feb at
City Marina Mega Dock**

BMW Oracle (United States) wins the America's Cup

America's Cup is the oldest international competition dating back to 1851. This series was the best of three races between two-time defender Alinghi of Switzerland and BMW Oracle for the United States. BMW Oracle, the wing sail trimaran, won the first America's Cup race on 12 February by 15 minutes and 28 seconds despite almost a two-minute late start. The start was exciting. Oracle crossed the starting line early and had to turn back and restart. Alinghi drew a penalty at the start for obstructing Oracle's right of way and had to do a penalty turn at the end of the race.

BMW Oracle won the second race, on 14 February, by 5 minutes and 26 seconds. Again Alinghi was penalized at the start of the race for entering the starting box early and had to do a penalty turn at the end of the race. Larry Elisson was on board his boat for the second race.

BMW Oracle is owned by Larry Elisson, CEO and founder of Oracle software, and is 114-feet long with a ridged wing sail 223-feet tall and has a beam of 90-feet. Surface area of the ridged wing sail is 7,000 square feet and is over 100-feet longer than a Boeing 747 wing. Its genoa is equally impressive measuring 6,700 square feet. Oracle was able to point higher on the upwind leg, sail a deeper course downwind and at times achieved a boat speed of almost 30 knots.

Oracle's skipper is Russell Coult of New Zealand with a crew of six. Her home port is The Golden Gate Yacht Club in San Francisco. As skipper, Russell Coult has won the America's Cup four times. Twice for his country New Zealand, once for Switzerland (last race on a different Alinghi), and this time for the United States on BMW Oracle.

The win by BMW Oracle brings the America's Cup back to the United States for the first time since 1995 when Dennis Conner lost it to New Zealand.



United States trimaran wins America's Cup for the United States



BMW Oracle has a crew of seven

THE PALMETTO LOG
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Charleston Power Squadron

Steven Brostoff, Editor
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19 March 2010



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Upcoming Events

5-7 March 2010 - D26 Spring Conference - Greenville
11 March 2010 - Dinner Meeting, Headquarters
20 Mar – Rescheduled Cruise to Cape Romain
08 Apr – Dinner Meeting Headquarters
17 Apr – Sail Cruise in Charleston Harbor

BOATING IS FUN...WE'LL SHOW YOU HOW