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875-0510

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Squadron Headquarters Bldg.
1376 Orange Grove Road

MEETINGS

Executive Committee - 1st Thursday @ 1930

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14 October @ Headquarters**

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Friday, 5 November**

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6 November 0900 including lunch**

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**Annual Oyster Roast at Buzzards Roost Marina
23 October at 1630 to 1900**

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**Cooperative Charting Seminar
Tuesday 12 October**

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**SAFE BOATING THROUGH
EDUCATION**

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



My great thanks to Nelson for remaining patient with me so the trip to Jacksonville for the National Governing Board could be included within this report to y'all!

Although attendance was smaller than usual, the overall meeting was still a success...The Squadron and District Officers with the Governing Board Members' Meeting introduced a new meeting format with Round Table discussions concerning Membership and Membership Retention. This was the first meeting I had ever attended in which everyone (well over 100 people) fully participated with no one sneaking out before or after the halfway point. Hopefully, we will see the information results prior to the end of the year.

I had the wonderful opportunity to meet and chat with P/D/C Susan Darcy who was manning the Membership Table as I walked by – she drew me in with her dancing to “Under the Sea” while explaining the many benefits of USPS. Once she had me there, she shared much of her wit and wisdom concerning USPS in general. Bottling and distributing her infectious enthusiasm would go a great way in infusing the membership for both attaining and retaining our people!

Another one of the highlights of the meeting's daily events was getting to know “SeaVester” who is the mascot for the Kids Program; he is a feisty, VERY friendly bird who winds his way through crowds on his VSC-passed PWC. This eight-year old was very knowledgeable about his watercraft and safety devices and willing to talk with members about anything at all.

There is a tremendous push right now for support of the “Power of One” campaign. Actually, I hear that Charleston was praised the day of the round table discussions for using it even before it was the “in” thing when Boo and Tony Ward worked so hard throughout the years to bring Steve and me on board with the Squadron. Good work y'all!

The Change of Watch Ceremony is scheduled for Friday, 5 November 2004, at the Point Grill in the Omar Shrine Temple in Mount Pleasant. Bob Stefani has done a terrific job coordinating the menu there for us. The meal will consist of Dinner Salad followed by Boneless Chicken Breast Almondine, Roasted New Potatoes, and Fresh Steamed Vegetables (including rolls, butter, and iced tea, also) with Chocolate Mousse Cake for dessert. Cocktails will begin at 1830, followed by dinner at 1915 with the Ceremony afterward. The cost per person for the Change of Watch will be \$21.00.

Please keep in mind the following dates: 7 October(Thurs) is ExCom at 1930 at Headquarters; 8-10 October(Fri – Sun) is D/26 Fall Conference and Change of Watch Ceremony in Savannah GA sponsored by the Tybee Light squadron; 14 October(Thurs) is Annual Business Membership Meeting at Headquarters at 1830 (come ready to vote!); 23 October(Sat) is the Cruise out to Buzzard's Roost Marina for our Oyster Roast {**Please note the change of venues for this event**}. Please look in the Log for further details on all Squadron-related events.

For all participating parties who have yet to submit your Merit Mark reports, please do so immediately. I would like to be able to turn them in early to National to avoid any delays. Please include in detail the time spent and jobs done by each person you recommend. Also, please include their correct certificate number. Also remember – family members are eligible for Merit Marks, too!

Just to give all who have (and are meaning to) sign up for it, the CPR/First Aid Course looks to be getting scheduled for after the weekend of the Change of Watch Ceremony – some time mid-November. Please look for more details in the upcoming Log. There are still spaces available for those who are meaning to sign up, so please let me know...

Cat



Executive Officer
Lt/C Edwin G. Kridler, SN



Well, we made it through summer and fall has fell. Thank goodness, we have also FINALLY gotten through the most active portion of the hurricane season. Now that the weather is comfortable for boating, how about doing some cooperative charting while you're on the water. This doesn't require a great deal of time or effort. You don't need to spend a whole day doing nothing else. All you have to do is keep your eyes open. Does something look different than is shown on your chart (you do have charts, don't you)? If you see a range, is its bearing the same as on your chart? Is an aid to navigation missing? Has your marina added or discontinued some services? These are the types of things that can be included in a coop charting report rather quickly. Do you want to learn a little more about cooperative charting? Please attend the cooperative charting seminar on 12 October. 1st Lt David Walsh, AP and Lt/C Steve Kromer, AP have put this seminar together. It will teach you all you have to know about cooperative charting in one easy lesson. Please see David's article elsewhere in this issue of *The Palmetto Log*.

The Fall Governing Board Meeting was held in September in Jacksonville (although after this article was written). One of the highlights will be a "Train the Trainers" session on the new Advanced Piloting course. More about that, and the rest of the activities, will be in the next issue.

We all have the opportunity of learning more about our organization and its activities at the national level. The 2005 USPS Annual Meeting will be held on 5-9 January at the Rosen Centre in Orlando. Orlando is only a short drive from Charleston, and the room rates at the Rosen are within reason. It would be nice to see a good turnout of CPS members, especially bridge officers, at the Annual Meeting. There will be a number of activities and sessions taking place with something that should be interesting for everyone attending.

Ed

Administrative Officer
Lt/C Janice Kromer, P



Our **October Members Meeting** will be held at Squadron headquarters on Thursday, 14 October 2004, with cocktails starting at 1830. The dinner will be a potluck, and there is no charge for participating in the meal. However, donations towards the cost of providing the paper goods, etc., are always appreciated. This is our Annual Meeting, and we will be electing our Bridge for the coming year. So please try and join us on the 14th for this important event. If you plan to attend, please let Janice Kromer know by 12 October 2004. You can phone me at 768-1861, or email to jkromer@tariffs.com.

By the time you next read *The Palmetto Log* in November, we will have a new Bridge, and I will no longer be your Administrative Officer. I loved working with you all this year, and if elected, I am looking forward to serving as the Executive Officer next year. David Walsh has been nominated to be the Administrative Officer. I urge you all to enter a "yeah" vote for Dave. He did an absolutely awesome job as Cruise Committee Chairperson this year, and I know he'll put the same effort into the administrative duties of the Squadron.

I would also like to thank the other members of the Administrative Department Committees. Ed Kridler was instrumental in signing up new members, Leah Henley and Diane Williams did a great job in calling the new members and telling them about the Squadron. Many thanks, too, to our Port Captains who made themselves available to any visiting squadron members who had questions on our ports and harbors. The Port Captains this year were: Dick Finn, Bob Gulbrandsen, Nelson Hicks, Mike King, Steve Kromer, Gary Lampkins, Elizabeth Mims, Fred Wichmann, Glenn Workman, Steve & Charlotte Yeomans. Thank you, everyone, for a great year!

Janice

Secretary

Lt/C Robert A. Gulbrandsen, S



Hello fellow Members! Please mark this date on your calendar: 14 October 2004 at 1830. It's the Annual Squadron Business Meeting. The Meeting will be held at the Squadron Headquarters building for the election of officers.

It is my pleasure to present your nominees for office of the 2004-2005 Squadron Year. They are as follows.

Squadron Commander
Executive Officer
Educational Officer
Administrative Officer
Secretary
Treasurer
Assistant Secretary
Assistant Treasurer

Lt/C Edwin Kridler, SN
Lt/C Janice Kromer, P
Lt/C Stephen Kromer, AP
1st/Lt David Walsh, P
Lt/C Robert Gulbrandsen, P
Lt/C Corrin Marinko, JN
Lt Nelson Hicks, JN
Charles Altschul, P

Members of Executive Committee

Lt Kirk Williams, SN
Jack Scobee, JN
Lt Eugene Gilfillin, SN
James Davis, AP

Members of the Rules Committee

1 Yr P/C Steven Yeomans, P
2 Yr P/C James Page, P
3 Yr P/D/C Robert Gissell, SN

Members of the Audit Committee

1 Yr P/C David O'Hanian, P
2 Yr Kenneth Ingram, JN
3 Yr Robert Lovinger, AP

Members of the Housing Committee

1 Yr P/C Steven Yeomans, P
2 Yr Lt/C Robert Gulbrandsen, P
3 Yr John Patten, SN

In accordance with Squadron Bylaws, Article XI, Nominations, Elections and Voting, the Squadron Nominating Committee placed in nomination the above members. If elected they will serve until Change of Watch in fall 2005.

Bob



Educational Officer
Lt/C Stephen C. Kromer, AP



I just recently returned from a five-week trip through Georgian Bay, the North Channel and Lake Michigan, so I really feel like I am out of touch.

By the time you read this, the fall classes will be underway. There is still time for you sign up for a class if you don't mind playing catch up. If you want to start a class please call me at 768-4740 or email me at skromer@tariffs.com.

This is my annual plea for help. We have a number of functions that still need to be filled in the Education Department. We need to fill three functions:

1. Every year both District 26 and National have a teaching aid exposition. Each Squadron submits a teaching aid for both the District Change of Watch meeting and the National Change of Watch. For the past several years we have scrambled at the last minute to put something together before the district meeting. It sure would be nice to have someone take over this task for next year. It does not involve a lot of work. Mostly you need to find out what aids the instructors used for the classes this year, select one for submission, package it for the meetings, and give it to someone going to the meeting. If someone can take this on I sure would appreciate it.
2. We desperately need someone to handle the preparation and submission for Instructor of the Year. This is a program we have not done well with in recent years. As a matter of fact, we have not sent in Instructor of the Year nominations for the past 2 years. The job will require 40-60 hours of work over a one-year period. It is spread out over 3-6 months so it

should not be a big burden. Please, please someone help us with this task.

3. We always can use help with planning advanced grades and elective courses, conducting public boating courses and lots of other things. So if you can provide even a little bit of time please let me know.

Steve

Bohicket Cruise
12 thru 14 November 2004

Our November cruise event will be held at Bohicket Marina on Johns Island. The dates are Friday, 12 November through Sunday, 14 November. The marina's phone number is 768-1280 – don't forget to make your reservations! If you can't make the entire weekend, please drive down and participate in either Friday or Saturday's events. We will start the weekend off with a potluck, BYOB, dinner aboard the No Sense on Friday night. No Sense is on the F dock, and she's the big old red and white trawler. If weather doesn't cooperate, the dinner will be moved to 337 Beach Club Villa on Seabrook. We'll ask anyone who is driving to help ferry the boaters back and forth from the marina.

Saturday will be a relaxing day of hanging out on the docks, visiting each other's boats and browsing the many interesting shops at the marina. On Saturday night, we will all gather for dinner at the Privateer Restaurant. Depending on your entrée choice, the Privateer can be pricey, so start saving your pennies now!

Details on times, etc. will be in next month's Palmetto Log. Since I need to prepare for the potluck dinner and make reservations at the restaurant, it is imperative that you let me know your plans for attending either of the events. Please call or email Janice Kromer by 10 November at the very latest. My contact information is 768-1861 or jkromer@tariffs.com

Janice Kromer



Safety Officer
Lt Kirk Williams, JN

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, which 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 are 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 which 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. Fire extinguishers approved for marine use are designated by a letter and a roman numeral. 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.

Due to limited space, this article has only provided an overview of preventing fires on your boat. I strongly encourage that you call the US Coast Guard Customer Information Line at 1 (800) 368-5647 to find out where and when a USCG Auxiliary Boating Skills and Seamanship Course will be offered in your area.

*By: Chief Warrant Officer Jim Krzenski
Commanding Officer, U.S. Coast Guard Station
Fort Pierce, FL*



ANNUAL OYSTER ROAST

**WHEN: SATURDAY, 23 OCTOBER
1630 TO 1900**

**WHERE: BUZZARD'S ROOST MARINA
PICNIC PAVILLION**

**PRICE: \$12 PER PERSON WITH OYSTERS
(ALL YOU CAN EAT)**

**\$ 6 PER PERSON WITHOUT
OYSTERS**

CASH BAR

**MENU: OYSTERS, HOTDOGS, BURGERS,
CHILI, ICE TEA, POTLUCK SNACKS, SIDES AND
DESSERTS**

**RSVP: Janice Kromer at jkromer@tariffs.com or call
her at 768-1861.**

**David Walsh at walsh6563@bellsouth.net or
call him at 556-3258.**

The annual Oyster Roast is a much-anticipated Squadron event. This year's oyster roast will be held at Buzzard's Roost Marina. We will be providing the oysters, chili, hot dogs, and burgers. If you would like to bring your own favorite recipe as a potluck item, please do so. We need snacks, side dishes and desserts.

Please let either Dave Walsh or Janice Kromer know if you plan to attend by 20 October at the latest. We will need to know whether or not you will be eating oysters. If you sign up for them, you will be expected to pay the \$12 whether you change your mind or not! If you haven't signed up by the 20th, the at-the-door price will be \$14 with oysters or \$7 for just the burgers and hot dogs.

This event will be held in Buzzard's Roost's outside shelter so dress warm, as it may get cool at sunset. And don't forget your oyster knife!

**COME OUT AND ENJOY THE FUN!!!
BRING A FRIEND OR NEIGHBOR.**

Cooperative Charting Seminar

WHEN: TUESDAY 12 OCTOBER 2004 AT 1830
WHERE: SQUADRON HEADQUARTERS
WHO: CHARTING VOLUNTEERS AND BOAT CAPTAINS
WHAT: COOPERATIVE CHARTING SEMINAR AND COOKOUT

The Charleston Power Squadron will hold a Cooperative Charting Seminar and cookout at Headquarters Tuesday evening on 12 October. At this seminar, we will review cooperative charting procedures and train participants in the use of CCWEB, a new data entry system. NOAA has assigned our Squadron responsibility for verifying all of Nautical Chart 11518 and a portion of Nautical Chart 11524. This is a big responsibility covering much of the important navigable waters in our area.

Cooperative charting involves making on-the-water observations of navigation aids and reporting necessary chart corrections. Immediate problems such as buoys off station, failed lighted buoys, damaged navigation markers and verification of range lines with GPS will be covered.

Dave Walsh and Steve Kromer will present this seminar. Dave and Steve have been trained on NOAA's new electronic data entry system, CCWEB. They have also been boating and polishing their charting skills.

The seminar will be fun as well as informative. Please plan to attend, even if you don't have a boat. We need at least six boat captains and six crews who can take responsibility checking for portions of our assigned charts. These assignments will involve a commitment of one day of boating to check aids to navigation and fill in new simplified report forms. All materials, charts and forms, will be provided

The seminar starts at 1830 with a brief introduction and slide show. At 1930 we plan to break for grilled burgers and "fixins" provided by the Squadron. Before we adjourn we plan to make chart assignments and hand out data forms. Our first Cooperative Charting Cruise is scheduled for the Saturday after this Seminar on 16 October 2004. Cruise details for this event will be covered at the seminar.

RSVP: Dave Walsh at 556-3258 or wals6563@bellsouth.net

Headquarters Clean-Up

On Saturday, 6 November 2004 there will be the Annual Squadron Headquarters Clean-Up. It will begin at 0900 and continue throughout the day. Coffee and then lunch will be provided for those in attendance for a length of time during the day.

Please bring your labor plus any and all tools and equipment you have on hand to help with the needed repairs and up-keep of our building (both inside and outside). This is an equal opportunity event so friends and family members are invited, as well!

Please contact P/C Steve Yeomans at 843-875-0510 or at stevejy@aol.com for further information and for an accurate headcount for lunch. Thank You!!

Cdr Charlotte F. Yeomans, P

ATTENTION, PLEASE:

Charleston Power Squadron
Change of Watch Ceremony

Friday, 5 November 2004

The Point Grill at the Omar Shrine Temple
in Mount Pleasant

The meal will consist of Dinner Salad followed by Boneless Chicken Breast Almondine, Roasted New Potatoes, and Fresh Steamed Vegetables (including rolls, butter, and iced tea) with Chocolate Mousse Cake for dessert.

Cocktails will begin at 1830,
followed by dinner at 1915
with the ceremony afterward.

The cost per person will be \$21.00.

Please contact Cdr Charlotte Yeomans
with your reservations no later than
Friday, October 29, 2004.

Dataw Island Marina Cruise and Picnic August 28, 2004 Well Attended

The Squadron's Dataw Island cruise and potluck picnic on Saturday August 28 was a big success. The weather was excellent and we had an excellent time picnicking with our good friends from both the Charleston and Beaufort Squadrons. Two Squadron boats made the trip to Dataw Island, Workman's "Ol' Paint" and Jim Davis' "Sea Gem." About 40 people attended in all. A fine array of potluck food items rounded off an excellent eating event. Here's Terry Merinko cooking burgers, hot dogs and bratwurst on the grill.



Right to left - Joan King, Mary Workman, Janice Kromer, Glenn Workman and Terry Merinko (at the Grill)

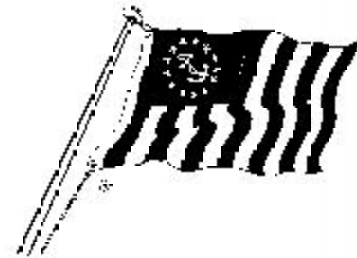
In addition to boating and eating, we met the Beaufort Rescue Squadron who told of their rescue service and showed us some of their rescue equipment. This volunteer team provides rescue services that supplement Coast Guard and local Beaufort EMS rescue services. They cover the waters from Port Royal Sound to the South Edisto River. Their large boat is a fast outboard rig fitted with first aid, rescue and scuba gear. Six Rescue Squadron members attended our picnic. They brought their Command Center van, a rescue boat and a jet ski. With this equipment, they can often respond faster than the Coast Guard or other local rescue services.



Beaufort Rescue Squadron's van that serves as a communications Command Center during rescue missions.

Special thanks goes to Cruise Captain, Glenn Workman who organized the event, Fred Zinser of the Beaufort Power Squadron for arranging use of the Dataw Island Gazebo and Wendy Walsh for bringing supplies, burgers and hot dogs to the picnic.

David Walsh



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Thanks Power Squadron for your work and dedication in Boating Education and Public Safety. **Barney M. Metts**

Cruising Georgian Bay And The North Channel In Ontario, Canada

Steve Kromer

As I mentioned in my other article, I was gone part of July and all of August helping crew a boat doing the Great Loop. Talk about an adventure. Georgian Bay and the North Channel are actually the upper reaches of Lake Huron. Beautiful country. Very nice people. Great little towns. Lots of rocks and tight channels.

I met the boat in Penetanguishene, ON (better known as Penetang to the Canadians) where she was undergoing some repairs. We ended up spending the first night sleeping on board on the hard. Once back in the water we provisioned the boat and left to follow the small boat channel through Georgian Bay. The small boat channel is really scenic and in parts very exciting. Think about running the ICW but with rocks all over the place. Get out of the channel and bad things happen in a hurry. Problem is I think small boat means rowboat. There are several places in the channel where you make 90 degree plus turns – sometimes two or three in a row. Several of the marked passages hardly seemed wider than the 14' beam of the boat. More than once we had to back and fill in order to make the turn. Remember - miss one of these and the next step is getting your props fixed. Or worse!

Of course, there is apparently no such thing as electronic charts for Canada. The charts the Captain had were five years old and marked "Not For Navigation" but we used them anyway. Actually they worked out OK. We only had one major problem. In a place called Hang Dog Channel we went around a marker in some fairly deep water and headed for a set of markers that appeared to match what was on the chart (or map as the Captain called them). When we got up to the markers the numbers did not match what was on the chart. The Captain turned around and went back to the last marker so we could reassess the situation. So while I'm trying to figure out what we need to do by reading the charts and comparing them to what we are seeing, the Captain continues to poke the nose of the boat in and along the rocks. He eventually finds another marker that is part of the channel we are looking for but at that point we are on the wrong side of the marker and heading in the wrong direction. But hey, no holes in the boat so everything worked out OK.

In another case, the markers had been moved to reroute the channel around a big rock. Since the charts we had did not have the reroute on it we were winging it for that set of markers. At least in this case the Captain had found out somewhere the markers had changed and made a note on the chart.

I also found out all Canadians have broken throttles. There is no such thing as No Wake. The best explanation I heard for this is that they only have six-week boating season and they need to make the most of it. Seriously, Georgian Bay has thousands upon thousands of small islands, a lot of which have summer cottages on them. The only access is by boat or plane. One day while cruising along we saw an ultra-light aircraft that was unique. Every other ultra-light I have seen has a tricycle landing gear with seats above the gear. This one had a Zodiac type inflatable suspended under the canopy. Score one for ingenuity. After that all the single engine float planes we saw coming and going were kind of ordinary.

Two of the prettiest places we cruised were Collins Inlet and Bale Fine. Collins inlet is basically a canyon that you run through for about 10 miles approaching the town of Killarney, ON. Fairly high rock walls and mountains on both sides with lots of trees and what would be waterfalls if there had been any rain. Bale Fine is described as a fiord. I've never been in a fiord before so I have to take the guidebook's statement at face value. Very pretty place. If you run all the way to the closed end of the fiord there is a waterfall and anchorage. We did not anchor there because the weather forecast was for fog the following morning and it seemed better to stay closer to the entrance. Of course the next morning there was no fog. Oh well.

In looking back on it now, if I ever get the chance to do this trip again, slower would be better. We only spent about 10 days in this gorgeous area. A month or six weeks would be more like it.

Continued with Lake Michigan next month.

Executive Committee Meeting - Thursday 2 September 2004

Cdr. Charlotte Yeomans called the meeting to order at 1835 at the Headquarters building. Those in attendance were: Lt/C Bob Gulbrandsen, Cdr Charlotte Yeomans, Lt/C Ed Kridler, Lt/C Janice Kromer, P/Lt/C Cindy Kridler, Lt John VanWay, Lt Wendy Walsh, Lt David Walsh, P/C Billy Lynes, Lt Nelson Hicks, Lt/C Steve Kromer, Robert Lovinger, Natalie Bluestein, Scott Bluestein. A quorum was established. The minutes for the month of August were accepted.

Executive: Per Lt/C Ed Kridler: On 21 August the squadron participated in the Cooper River Marina's "National Marina Day Festival" from 1000 to 1600 hours. There is a need to qualify more VSC members in our squadron. Lt Dave Walsh as Cooperative Charting representative suggested a Cooperative Charting outing to be planned for 16 October. A captains meeting will take place before the outing, on 12 October dealing with chart number 11518.

Educational: Per Lt/C Steve Kromer: Details are published in the Palmetto log for upcoming classes and events.

Administrative: Per Lt/C Janice Kromer: The September meeting will be at the West Ashley Crab Shack restaurant and the speaker will be from the Customs Department Port of Charleston. On 14 October will be our annual membership meeting with details to be announced.

Secretary: Per Lt/C Bob Gulbrandsen: The squadron has sent out an arrangement to member Martin Gipe due to his illness.

Treasurer: Per Lt/C Corrin Marinko: More money continues to come into the squadron. The electrical bill for the headquarters building has gone up significantly. The bill from national headquarters has yet to come in but is expected soon.

Commander: Per Cdr. Charlotte Yeomans: The change of watch meeting will be at the Mt. Pleasant Shrine facility on 5 November.

District Report: No report at this time.

National Report Per Cmdr. Cat Yeomans: National convention will be held in Jacksonville Florida next month.

There being no **Old** or **New Business**, the meeting adjourned at 1950 pm.

National Marina Day Festival

Due to hurricane Charley the National Marina Day Festival was postponed until the Saturday 21 August. This didn't dampen the spirits of squadron members that manned our Boating Safety Booth or supplied Vessel Safety Checks. Your squadron members turned out to meet the challenge and do some recruiting at the Cooper River Marina. Despite the vampire mosquito population, our team talked to folks at the festival about boating safety and the opportunities of membership as well as providing free vessel safety checks. The staff of the Cooper River Marina provided a wonderful pig roast and all the fixin's to all the members that attended. Our thanks to Manager Matt Driscoll and his staff for allowing us to showcase our squadron and for the great meal at the close of the festival.

Bob Gulbrandsen



The Palmetto Log
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Charleston, SC 29401

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MEET THE DEADLINE for NOVEMBER
10 October 2004

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

Upcoming Events For October and November

- 7 October - ExCom Meeting - Headquarters - 1930
- 12 October, Tuesday, Cooperative Charting Seminar, Headquarters 1830
- 14 October - Annual Meeting & Election - Headquarters - 1830
- 16 October Cooperative Charting Cruising Exercise
- 23 October - Annual Oyster Roast, Buzzards Roost Marina
- 5 November - Charleston Change of Watch - Point Grill
- 6 November - Annual Headquarters Clean-Up
- 12 - 14 November - Bohicket Cruise

SAFE BOATING THROUGH EDUCATION