

VOLUME 53 AUGUST 2000 NUMBER 6

Cdr Anthony C. Ward, AP
881-8465

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

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

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

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

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



Squadron Headquarters Bldg.
1376 Orange Grove Road

MEETINGS

Exec Committee - 1st Thursday 1930
Squadron Headquarters Bldg.

Membership
10 August 2000
Squadron Headquarters Bldg - 1830

Mailing Address
P.O. Box 785
Isle of Palms, SC 29451-0785
Phone: (843) 886-3991 Fax: (843) 886-3702

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

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Cellular phone or VHF radio - which is better for recreational boaters? Safety Officer has an opinion followed by R/C Ed Kridler, N on same subject -- pages 8 & 9

The Palmetto Log - **The Editor introduces those behind the scene people who make the publication possible -- page 4**

SAFE BOATING THROUGH EDUCATION

From the Commander

Cdr Anthony C. Ward, AP



I am glad to see so many members working with the many different committees in our squadron. Before I was Commander I would look at one or two committees and think there is a lot going on in this or that committee but being Commander one sees a lot more than one or two (or fourteen) committees, so if you're looking for a way to find out everything that is going on in the squadron just become a bridge member and you'll see all the achievements of a group effort. To all members keep up the good work. You're making the Charleston Power Squadron stand out in our community.

I would like to welcome our new sponsor to The Palmetto Log, Palmetto Props. I have met some of their staff and they seem to be very knowledgeable in the prop industry. Palmetto Prop is located on highway 17 toward Ravenel. So stop in and say hi and tell them you saw their ad in The Palmetto Log.

I have a small message to share with you. We had a boater buy a 28 ft boat at our marina. This person had been on the water hardly at all. He was very excited to take the boat out on the water. So I offered to go out with him for an hour to point out some safety tips. The fellow accepted right away. As we left the marina I found myself going right through the basic boating class except we were on the water. The cruise was very successful. One thing I noticed was the fellow boater listened to everything we told him. He has made several cruises since with his family and friends and has returned safely each time. We aboard the KnotLess are very proud of his achievements. I hope other members get this opportunity to use the knowledge they have learned in the Charleston Power Squadron.

I am looking forward to the Cooperative Charting cruise. Anyone interested contact 1st Lt Vince Lombardo, P. This cruise will be in September. Time and date will be announced the log. Again thanks to all the members who help with all the meetings and classes and all the functions that keep the squadron running smoothly.

Executive Officer

Lt/C William H. Lynes, AP

In the past, well the recent past anyhow, an excellent squadron cruise was arranged by 1st Lt Barbara Buerger. This, of course, was the June Cruise to Caper's Island. Due to circumstances, after making arrangements with the South Carolina Department of Natural Resources, Barbara was unable to actually go on the cruise. She passed the duties of Cruise Captain to Lt Jane Bauer, who graciously accepted. The cruise was wonderful, except for the part about launching the Jet Boat at Wild Dunes in the midst of the Governor's Cup Billfish Tournament. Well, the actual launch wasn't so bad, it was all the one thousand vehicles trying to cram into a one hundred vehicle space that wasn't much fun. Anyhow, the approximately 1/2 nm trek to the front beach from the boat dock at Caper's Island brought my grandson, my wife, and myself up close and personal with a wide variety of native wildlife. We saw everything from those with wings that fly in the sky to those with no shoulders that crawl on the ground and everything in between. Four legged ones that looked like bandits and four legged ones that had long tails and long snouts filled with big teeth. We even saw a two legged one we identified as Scotty.

In the present, well just the other day, arrangements for next years D/26 Fall Conference and Change of Watch, hosted by Charleston Power Squadron, were made by P/C Boo Ward, JN. This is our grandest endeavor at the local level and by no means an easy function to plan for. I am in awe of Boo for the efficiency and expediency with which she and her committee handled this task. Especially the on location investigations and arrangements accomplished by her and Lt John VanWay, N. Of course there are many more details to be ironed out and much more work for committees to do to make this a successful and enjoyable event.

(continued page 8 - ExO)



SAFE BOATING THROUGH EDUCATION



Educational Officer

Lt/C Stephen E. Rawe, N

Charles F. Chapman was one of the founding members of USPS. In 1913 as the associate editor of Motor Boating Magazine, he generated national interest for the formation of power squadrons within several prominent yacht clubs. This publicity was instrumental in the formation of USPS. By 1946, he had served in every capacity including Chief Commander in our organization. It is for him that the prestigious Educational Award for Excellence is named. Lt Glenn Workman, N is our 2000 squadron nominee for this award. Since 1995 Glenn has taught Advanced Piloting, one of our most practical and popular educational courses. He is a chemical engineer and served as a corporate vice-president for DeSoto, Inc. before his retirement. He has given unselfishly of his time to the AP course and has even altered his vacation plans to accommodate the teaching of this course in the Spring Educational Courses. He has made himself available for extra sessions as well as tutoring squadron members throughout the entire year. It is with great honor and pleasure that Glenn Workman is our nominee for the Charles Chapman Award.

EDUCATIONAL COURSES -----FALL SESSION

Monday	11 September 2000	1900
Course		Instructor
Piloting (P)		John VanWay, N
Engine Maintenance (EM)		Richard Finn, AP
Junior Navigation (JN)		Ed Kridler, N
Tuesday	12 September 2000	1900
Course		Instructor
Weather (W)		Steve Brueske
Instructor Qualification (IQ)		Peggy Bauer, AP
Navigation (N)		Steve Rawe, N

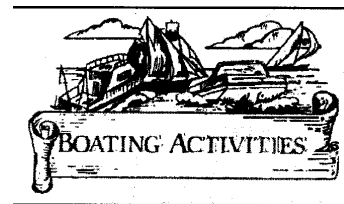
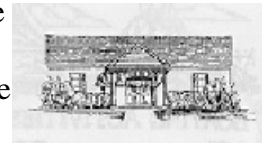
The initial organizing courses on 13 & 14 September will start at 1830 (6:60pm) at squadron headquarters. The start time for the remainder of the year will be 1900 (7:00pm).

Administrative Officer

Lt/C J. Steven Yeomans, P

Well, what is there to report this month? A ton of things! First of all, the cruise to Caper's Island (the 1st time the squadron has been back to this location in three years) was a hit! We had at least seven boats and 15 members attend the cruise to this beautiful spot. Thanks to Jane Bauer for organizing our return to Caper's. Hopefully this will continue to be a destination in the future! Also, the July cruise to Bohicket Marina was well attended! The final counts are not in yet, but I believe it was as well attended as Mariner's Cay was last year. The heat was, well, hot - but the company was great and the location splendid.

Next month's meeting will again be at the headquarters building. The food will be fish (we think), and the speaker will be from the South Carolina Coastal Council. His topic will be various clean-up efforts in and along the state's waterways (remember - Civic Service is one of our main pillars in the squadron). I'm sure every one will have a great time.



August Cruise to Old Santee State Park

The August cruise to Old Santee State Park near Monck's Corner is scheduled for 19-20 August. We will be grilling out, so plan to bring heavy hors d'oeuvres. The squadron bar will be in attendance. Further details will be shared via the telephone committee and on the squadron web site

<http://www.usps.org/localusps/cps>.

Please call me if you have any questions.

The Palmetto Log

the squadron newsletter

by
P/Lt/C Harry L. Darby, N

It is the medium in which all squadron activities are brought to the attention of members. Published monthly, the publication provides information on the squadron's educational programs as well as social activities. It stimulates interest in and recognizes leadership and participation in squadron affairs. So who are the people responsible for producing this important member binding activity?

Obviously, the Editor is central to the entire scheme, but it doesn't start there. By the 15th of each month, the deadline for submitting articles, all topics are collected and formatted to fit the publication. Each author has a unique style, i.e. *Fred Says!*, that is preserved in the article. Without articles there would be no publication. Once the articles are set in the correct order a draft issue is printed. Now comes one of the key participants - the proof reader - a good one we have. One doesn't find many errors. Thanks Nadine! Finally, a photo ready print is sent to the laser printer and the document is ready to be sent to the professional printer.

The target date to have the photo ready copy to the printer is the 22nd of the month. The timing is designed to permit sufficient time for printing and mailing so the publication arrives in the member's mailbox by the first of the month. AccuPrint in North Charleston is our quality printer of choice. This small professional firm owned and operated by Cliff and Shelly Richardson and assisted by Gina and Stacey produces this fine product. The owners and staff are a pleasant group to associate with. Thanks for a job well done.



Now the publication must be put in the hands of the U.S. Postal Service. The finished print is delivered to a mailroom called Hope Services Mailing Center, managed by Jennifer Fludd. This is where the three sheets are collated, sealed and labeled. The participants in this service are physically needy adults who are guided through these tasks by Renee, the floor manager, and Alfreda who assists the table. A wonderful and necessary service, these talented people perform a magnanimous task and are greatly appreciated. Thank you for a job well done. It's not quite over. This office also carries The Palmetto Log to the post office.



So don't thank the Editor. Thank all those involved in assisting the Editor.

From the Editor, Pro



This is my last issue as the Editor. John VanWay, N will become the Editor with the September issue. Please accept my sincerest thanks to all of you who have contributed to making this a premier publication. Without your timely submittal of articles and contribution of needed adventure stories it would never have happened. Please give John the same support you've rendered to me. Thank you all.



Fred Says!

A voyage on the EYE OF THE WIND by P/C Fred Wickmann, AP

Bermuda is a small group of coral islands built on an ancient volcanic upheaval millions of years old. First discovered by Spaniard Juan Bermudez in 1511, however it looked so forbidding he never landed but gave it his name and never returned. In 1593 an Englishman suffered shipwreck on the awesome reefs that rise 15000 feet from the bottom of the ocean. The captain, Henry Ray, with his crew managed, with the abundant supply of timber, to build another vessel and continue on to France from the Caribbean. In 1609 Admiral Sir George Somers wrecked on the fearsome reefs while on a rescue mission to the colony at Jamestown, Virginia. His flagship, SEA VENTURER, became separated from the eight other ships in a terrible storm and the Admiral spent some time on the remarkable island, recognizing its potential while building another vessel from the timber growing there. Admiral Somers returned in 1610 with his son, however died there, and his heart was buried in his garden at St. George. By 1630 three thousand persons had established the beginning of what is now sixty thousand on this twelve mile strip of land.

In June of the year 2000 more than fifty tall ships assembled in Hamilton's harbor at Bermuda coming from Cadiz, en route to Charleston, Newport, Boston and Lunenburg. The race began on the Queen's birthday, 12 June, with some twenty five ships headed for Charleston. The EYE OF THE WIND sailed earlier on the morning of the 11th catching the tail end of a fair wind, affording a brief opportunity to break out the square sails on this 135 foot steel hull built in 1911. P/C Fred Wickmann, AP and Lt Joyce had joined the crew of twenty eight souls in Bermuda and assumed sea-watches upon sailing, four on and eight off. Wise old Fred requesting the B-12 watch for himself and Joyce. The fourteen young sail-trainees split up the watches, with several on each watch, although all hands took part in all of the ship's work. Fred took the wheel as much as he could get away with, carefully avoiding deck brooms or mops. Wind died the first night out when a rare green flash was seen by most of the ship's company, interpreted as a good omen for the nine hundred mile voyage to Charleston. The 200 hp diesel moved the 150 ton vessel at about six knots, but the light breeze experienced for the most part, blew directly on the nose.

Some four hundred miles at sea, in the gulf stream, sargassum, and flying fish around a flat calm, the ship stopped, Lt Joyce, along with most of the young crew went swimming in a bottomless crystal clear sea. The skipper and old Fred stood watch for any stray whales or other denizens of the deep while the young folk frolicked. Finally after six days at sea Charleston sea buoys were sighted and a fair wind came up, providing competition with HMS ROSE, just arriving from Miami. The EYE OF THE WIND broke out her fore and aft sails, giving her some seven knots, and moved ahead of the ROSE. Not wanting to come in astern of the EYE, the ROSE cranked up her engines and moved ahead while the EYE continued to sail until she rounded the James Island Yacht Club and made into the Old Towne Channel. All members of the yacht club had been ordered to stand at attention and salute as the EYE OF THE WIND sailed by. The captain then took the vessel into a second inside floating pier at Patriot's Point, backed her stern in, and tied the ship in one of the greatest feats of seamanship ever seen in these parts.

Thus ended one of the most memorable voyages for Lt Joyce and old P/C Fred, although another voyage is currently planned for them to sail the Skagerrak and the Baltic on 11 July on a fifty three foot sloop with friends from Sweden.

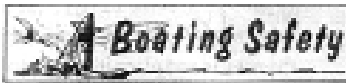


Palmetto Photo Log

July Membership Meeting

Palmetto Photo Log

Cruise to Bohicket Marina

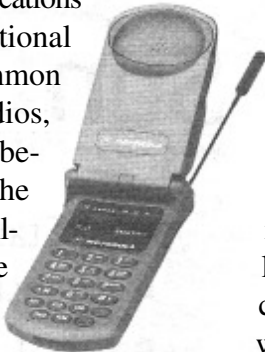


SAFETY OFFICER P/C John L. Sikes, AP

As a member of the U.S. Coast Guard Auxiliary, I've had many people ask me about the use of various kinds of communications by recreational boaters. Probably the most common reference has been to cellular telephones. This would refer, of course, to the new Nextel and other digital phone systems.

While I can't speak for the U.S. Coast Guard, I can offer my personal thoughts on the matter, which I feel is very close to those of the people in the red-striped boats. Those are as follows:

Radio communications are essential to boaters, recreational and commercial alike. The common factor used to be the old AM radios, with 2182 kHz and 2638 kHz being the common frequencies. The former is still the International hail-frequency and the latter for non-emergency communications. The problem with the low frequencies used was the long distance "skip" that was inherent. The frequencies have now been changed to SingleSideband (SSB) use.



The use of AM frequencies was supplemented by VHF-FM, which offers less expensive and easier-to-install equipment. A few years ago, the FCC did away with licensing requirements for most recreational boaters, so the barriers for many of us have been dropped.

With VHF-FM as a now-common denominator, recreational and commercial vessels may communicate for safety and security purposes. Range is limited, as we teach in our courses, primarily to line of sight, which allows frequencies to be reused in popular boating areas throughout the world.

Cellular and other telephones, while being convenient to use, are restricted in their range due to the "nature of the beast." Each cell usually offers no more than a few miles range. As I've told many boaters, the drawback to using cellular phones in a boating emergency is that only two people know you've got an emergency -- you and the person you're talking to. If this is the Coast Guard you may be at a disadvantage, because there could be another boater within a short distance who may be able to help you.

Should the offshore boater needing assistance require a Coast Guard helicopter or other assistance, VHF-FM may be homed in on, while cellular's operations uses more than 600 different frequencies. Not only that, the system will switch frequencies in mid-call, making it impossible to DF on a single phone.

So, what's my preference for emergency communications? VHF-FM is the hands-down favorite. Shouldn't it be yours?

Editors Note:

Now take a look at what R/C Ed Kridler, N says about a real life situation. page 9 ----->



(ExO from page 2)

In the future, well from now on, there are countless opportunities for everyone to get involved. This is the T.E.A.M.-TOGETHER EVERYONE ACCOMPLISHES MORE concept R/C Ed Kridler, N. talked about in last months *The Palmetto Log*. As outlined above in the *past* and *present*, the efforts of a few contribute greatly to the enjoyment of all of us. Let's use the T.E.A.M. concept to ACCOMPLISH MORE ENJOYMENT!

NEWS FROM NATIONAL

R/C Edwin G. Kridler, N

CELLULAR TELEPHONES

P/V/C Robert P. David, N, a past National Educational Officer, is the USPS representative to the National Boating Federation (NBF), and is currently president of the NBF. Serving with this organization, Bob has frequent contacts with the United States Coast Guard and has the opportunity to discuss many safety related issues with officers of the Coast Guard.

Bob made a presentation to the District Educational Officer's meeting at the June Governing Board, and I also had the opportunity of having lunch one day with Bob where we discussed his presentation. His presentation dealt with cellular telephones and their inadequacies as a primary method of boating communications.

He talked about a vessel in distress off-shore of Cape Cod. The only communication device aboard the vessel was a cellular telephone. This was used to contact the local sheriff's department, which relayed information to the Coast Guard. The vessel had no direct communications with the Coast Guard. The Coast Guard rescued the vessel; the rescue effort took several hours. The vessel's position was such that had the Coast Guard had communications, the rescue could have been accomplished within a half hour. Obviously, the vessel operator had no idea of his position when he was talking to the sheriff's department, and the Coast Guard had no VHF radio signal to home in on when trying to find the vessel.

That incident teaches two lessons. First, we should always have a pretty good idea of our position when we are on the water. Second, VHF radio should be our primary method of communications, especially in an emergency situation. This is something important not only for us to remember, but to pass on to our students in our public courses.



MEMBERSHIP

P/C "Boo" Ward, JN

Please welcome our newest members to the squadron and add his name to your directory.

Joseph C. McAlhany, Jr.
609 Ocean Blvd.
Isle of Palms, SC 24951
(843) 886-5234
Boat -- 22 ft. power

Welcome Aboard!

From the Editor, Pro Tem

P/Lt/C Harry L. Darby, N



CLASSIFIED ADS

Do you have an item you wish to sell or maybe you are looking for something special? Place an ad in The Palmetto Log classified!

1. USPS Members only
2. Marine or nautical items only (subject to a wide interpretation of the definition of marine/ nautical)
3. Requests for ads must be submitted to the editor NLT the 15th of the month
4. No automatic repeats. The Editor must be requested to repeat the ad (phone call is acceptable)
5. Space available basis only
6. Cost --- **FREE**

