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881-8465

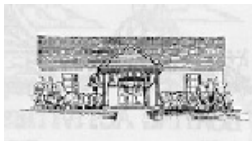
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Squadron Headquarters Bldg.
1376 Orange Grove Road

MEETINGS

Exec Committee - 1st Thursday 1930
Squadron Headquarters Bldg.

Membership
6 July 2000

Squadron Headquarters Bldg - 1830

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INSIDE

The July cruise to Mariner's Cay is scheduled for 22 - 23 July. Page 3 for details.

July Membership Meeting continues at Headquarters. Menu and program TBA. See page 3 and squadron web site for more info.

From a stormy cruise from Beaufort to a tranquil outing to Georgetown. Two great stories. Pages 4 and 5.

Safety talks about free online float plan service to save boaters' lives. Page 8.

SAFE BOATING THROUGH EDUCATION

From the Commander *Cdr Anthony C. Ward, AP*



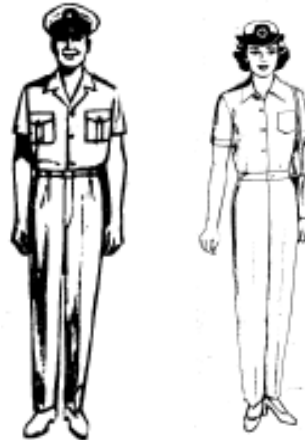
I was very glad to see so many members at the cruise to Beaufort. The Knotless had a good cruise. Of course we had to use some of the knowledge we have learned in classes and from other members to have a safe cruise. I'm sure P/C Boo Ward, JN will have an article on the rest of the subject!

What another great dinner meeting at our own Headquarters! The food from Mr. B's was great as always, especially for some of us who know him. The speaker, Officer John Humpherys with NOAA, had some very good news for the power squadron. Thanks to everyone who helped Lt/C Steve Yeomans, P with the meeting. I would like to welcome Buddy Kersch as a new member. If you see Buddy, please say hello to him.

If you are a new member and want to learn more about co-op charting and the Adopt-A-Chart program please contact 1st/Lt Vince Lombardo, P. This is a very exciting program and a great way to learn more about the Charleston Harbor. Anyone interested in doing the Vessel Safety Checks please contact P/C Scotty Jeter, AP as he is the squadron's chairman for this program. There are many new members joining the squadron and some of you may not be aware of all the activities going on. If you have a question please contact me or one of the bridge officers.

The charter dinner for Thurmond Lake Sail & Power Squadron will be held 8 July. The uniform has not yet been determined. I heard that some of the other squadrons were in Charleston for the Tall Ship's arrival. I saw some of the members from the other squadrons. They all like to come to Charleston because we have so much to offer in the maritime community. R/C Ed Kridler, N and I were invited to the commissioning of the new Coast Guard Cutter "The Yellow Fin" at the Coast Guard Station in Charleston. My name was called out as the Commander of the Charleston Power Squadron. It made me feel proud of the squadron to be recognized with other safe boating

organizations. Our presence was good PR for the squadron and it was interesting to see the watch being set on the new ship. We are lucky to have a large Coast Guard Station here in Charleston. The uniform for the next dinner meeting will be uniform D. Keep up the good work.



Uniform D

Executive Officer *Lt/C William H. Lynes, AP*

That sure was a great June Membership Meeting at headquarters arranged by Lt/C Steve Yeomans, P. The meal was great and the program was excellent. Our guest speaker from NOAA covered the subjects of Adopt-A-Chart so very well that all of the questions I had in mind were answered during the presentation.

These membership meetings are one of the best features of our squadron and I'm sure they play a big part in membership retention. These meetings are the best place to get acquainted with your fellow members. I read in The Ensign of a squadron that signed up 55 new members from one *Boat Smart*® class. If our squadron increased by that many members all at once, could we handle it? You bet! Our gang has what it takes to make it happen.





Educational Officer

Lt/C Stephen E. Rawe, N

Mike King, AP has done an outstanding job in his mentorship of the latest Seamanship class. Congratulations to Bob Dorsey, David Coleman, Jay Hartwell, Steve Kromer, P, Mike Lampkins, Brian Paige, Allison Ryan, Nick Russo, P, and Matt Vaughn in successfully completing this course. P/C Fred Wichmann, AP likewise had excellent results with the Cruise Planning course. Gene Gilfillin, N and Juanita Steuer, P were the beneficiaries of his efforts. John Patten, N has self-studied Sailing and has completed Module 101. Nick and Steve in successfully completing their latest course now qualify for AP grade. They had successfully completed this course prior to their having taken Seamanship. However, according to our national educational policy, squadron members are now permitted to take advanced grades courses out of normal sequence. Although they may pass these courses, they still have to complete the normal prerequisite courses--Seamanship and Piloting--to receive the AP designation. John and Gene are close to achieving full certification. John has Sailing Module 102 to complete while Gene needs Instructor Qualification. Mike Hamme, AP recently completed his JN sight folder with almost perfect results.

The tentative schedule for the Fall Educational Courses is as follows:

Monday	11 September 2000	1900
Course	Instructor	
Piloting (P)	John VanWay, N	
Engine Maintenance (EM)	Dick, 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 will start at 1830 (6:30pm) at squadron headquarters.

Administrative Officer

Lt/C J. Steven Yeomans, P

The cruise to Beaufort was, as most already know, a great success! The turnout was wonderful, with approximately 35 people and 15 boats spread over two marinas (Downtown marina just couldn't handle us all!) Mark Rutter, who organized the cruise, made a wonderful choice for dinner arrangements at The Bank, and (for the most part) the weather was fine all weekend long. Speaking as one who had never been to Beaufort before this trip, I am convinced that I will be going back for a bit more cruising and exploring!

The squadron cruise for July will be to Mariner's Cay Marina on the Folly River. The squadron used this as a destination last July, and it was the best attended cruise of the year. The reasons are simple:

- 1) It's close, but not TOO close,
- 2) It's accessible by car,
- 3) It has clean facilities,
- 4) It's FUN!



As everyone knows, I only pick the best people to be cruise directors for the squadron. The cruise master for July is Lt/C Charlotte Yeomans, P (869-7808), and the dates are Saturday & Sunday (22-23 July). It is imperative that anyone who plans to bring their boat makes sure that they are on the list for dockage, as there are only a limited number of slips available. The call tree will be making the rounds to see who is coming, as they will also need a head count for the dinner on Saturday night. Again, this was one of the best cruises last year, and I believe everyone had a great time! Please make arrangements to attend!

The feedback I have received from the membership as a whole regarding the June meeting at the headquarters building has been very positive, with many people remarking on the good food catered by Mr. B's Barbecue of John's Island. Next month's meeting will also be at the headquarters building, with the guest speaker to be announced. As always, if anyone has any thoughts, suggestions, or questions (no, I don't know why the sky is blue), please call!

My First Squall at Sea

By P/C Boo Ward, JN

Tony and I both noticed the clouds building to the west just after we passed under the Lady's Island bridge and we talked about the possibility of running into rain on the trip home. Tony asked if I would be all right if we hit a bit of weather, and I told him I had complete faith in his and Knot Less's abilities. Besides we have taken most of the classes USPS has to offer, and with 10 years boating experience I felt we could handle a storm fairly well.

We just passed marker 211 when Surf Side 6 radioed us with a distress call. For those of you who did not make the cruise, Surf Side 6 is a new 22' Sting Ray, open deck boat, which belongs to Teri and Jack O'Neal from the Surf Side area. Jack and Teri left before we did on Sunday morning and were ahead of us when their engine wouldn't keep running. I told them to throw out the anchor and we would be along shortly to help anyway we could. We found them 20 minutes later at marker 203 in the middle of the channel. We took them in tow off our starboard side and moved both of us out of the channel, then dropped our anchor for Tony to have a quick look see. I am afraid Tony's knowledge of new engines is limited and with Surf Side 6 still being under warranty we decided to tow them back towards Beaufort.

Since they have towing insurance we decided to take them to an acceptable dock to wait for a towboat back to Beaufort. We were only into our back track about 15 minutes when it was apparent we were going to be hit by foul weather. If you have not had the pleasure of meeting Jack and Teri yet they are very new to boating and need a little guidance. You know, just like Tony and I when we first joined the squadron. I told Teri to get her boat ready for a storm and did likewise with Knot Less. I was helping Surf Side 6 snap her canvas in place when it started raining. There is no way to out run a storm when you are towing a boat so Tony made the decision to ride it out at the mouth of the sound. I just went forward to drop the anchor when we were hit with a squall from hell. You have never seen a fat woman hit the deck so fast in your life. I truly believe a smaller person may have been blown overboard at that time. With Tony at the helm and me forward we managed to set the anchor but I only had time to let out a 5:1 scope which meant Tony had to stay at the lower steering station in case we broke anchor.

While all this was going on the Sarah Katlin, a very large tug boat, was coming up behind us and seeing we had a boat in tow decided to stay on station and in constant radio contact in case we needed help. At one point the wind was so bad it picked up our dinghy and lifted it over the forward light then slammed it down on the other side of the boat. The captain of the Sarah Katlin told us they clocked that gust at 58 mph. Believe me when I tell you I would have been a lot happier if I hadn't heard that bit of news come over the radio. There were times when we couldn't see our burgee let alone the bow of our boat. The captain of the Sarah Katlin kept us informed of the storms progress with his radar. The squall lasted only 20 minutes. Thank goodness it went as fast as it came. The entire time Teri and Jack sat peacefully in their boat not realizing the danger we were in. Sometimes ignorance can be bliss. We left Surf Side 6 in good hands with the owners of a private dock and proceeded home. (Note: We have seen the Sarah Katlin since Memorial weekend. She apparently runs between Jacksonville and Norfolk on a regular basis. Be sure to say "Hi" to her crew when you see her).

As the captain of the Knot Less, Tony was completely responsible for all four of our lives, and I truly believe if we had not taken as many of the USPS classes as we have, all four of us could have been in very serious trouble.

That is not to say Tony and I didn't make mistakes. First of all we didn't make Jack and Teri get on Knot Less from the very beginning. Our 31' boat with it's hard top is a lot safer than their 22' deck boat with only canvas between you and the weather. Secondly, I should have put on my PFD before I went forward to set the anchor. At the time all I could think about was getting the anchor down as fast as I could. We all learn from our mistakes so when the second of three storms hit in the South Edisto River around 1700 we were better prepared. This time I made darn sure I put my PFD on when I went forward to free the windshield wiper motor. We were navigating by compass bearings because we could not see the next marker. We must have been doing fairly well because there were two boats following us through the area. The only scary thing about that storm was the fact we were the only boat with our navigation lights on. By the time the third storm hit us we had the drill down pat and it was a piece of cake.

Our Cruise to Georgetown, SC

Jack and Teri's Memorial Day 2000 tale continued to include break-ins, parking tickets, a lost stove, no room at the docks, and two very special people with hearts of gold that live on the ICW near Beaufort. We are hoping they will write an article to be published in The Palmetto Log later this summer. In the meantime, Tony wants to give them Cdr Beth Major's (Long Bay) phone number and a little one on one crash course in boat safety. After all you can't always make it from Surf Side to Beaufort by a cell phone, VHF radio, and by following the boat in front of you. They might not be going your way.



RUMMAGE SALE REPORT

The yard sale on 6 May was a huge success!!! We cleared \$672.30 which puts us well on the way to making up the deficit in our budget. Thanks to all who donated the items, those who donated many hours of time and to all who made purchases. Some of us were not able to get our stuff to donate together so let's plan to do it again next year about the same time. Start **NOW** saving good items for next year's yard sale!!! Appliances, linens, electronics and marine items were the big sellers. Many people were interested in furniture especially chests of drawers. If you have these items to dispose of, please save for next spring's sale.

Corrin Marinco, JN

We left Ripley Light on Friday at 1130 on a rising tide. We found a few shallow spots in the ICW, south of McClellanville, but during most of the trip we had plenty of water. The area north of McClellanville is mostly undeveloped and quite pleasant for cruising.

We reached Winyah Bay at about 1500 and had a quick trip to the Sampit River. As we turned into the river, we hit something and ended up with a bent prop. We radioed the marina and asked them to phone a diver to put on a spare prop.

The diver, Tom Hunt (843-946-2681), lives in Myrtle Beach but was on a job nearby. He arrived about an hour after we docked and had the spare prop on in short order. If you ever need help in this area, the service and price are right!

Saturday and Sunday, we did some sightseeing, shopping and some boat maintenance. We had dinner at the "Rice Paddy" restaurant one evening. There is a new restaurant on Front Street, "Sid and Luther's." We didn't have a chance to try them but they specialize in heavy beef, meat and fish dinners. Maybe next time...

We left for home at 0600, Monday, on a falling tide. The idea was to get back at least an hour before the low tide in Charleston. The trip back was very pleasant with no PWCs and few fishermen.

The Charleston Harbor was quiet and we arrived at our slip at 1000. After giving the boat a quick wash, we packed up and headed home. The first stop was at "Skip's" to have our prop straightened.

If you are interested in cruising to Georgetown, give me a call since there is much more to tell about this area.

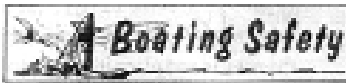
Fair Cruising,
Glenn & Mary Workman



Palmetto Photo Log

Palmetto Photo Log

Tall Ship!



SAFETY OFFICER

P/C John L. Sikes, AP

Free Online Service To Save Boaters' Lives

Every year the Coast Guard conducts approximately 40,000 search and rescue operations. Last year about 800 boaters lost their lives – the majority of them were lost prior to notification of rescue agencies. More importantly, approximately 4,000 lives were saved last year during Coast Guard search and rescue operations. The Coast Guard has long recommended that boaters leave a float plan with friends or family, so that they can notify search and rescue organizations if boaters become overdue.

FloatPlanPlus(TM), a free Web-based service for boaters now combines the best features of traditional float plans with new features such as automatic notification of a designated contact if the boater is overdue.

“For years, general aviation pilots have proven the importance of filing flight plans with the FAA. Everyone agrees that filing a float plan is a good idea. But until now, there has been no central clearinghouse for boaters who want to help ensure their own safety. So we created one,” explains FloatPlanPlus creator John Halter. “FloatPlanPlus is the first free, national service that makes it easy for boaters to take this important safety step.”

The Coast Guard provides a sample float plan form, but boaters cannot file the plan directly with them. Now boaters can file their cruising plans online in seconds, secure in the knowledge that their boating profile and itinerary will be available (on a 24-7 basis) to the appropriate search and rescue organization(s) in case of an emergency.

This free service is extremely simple. Boaters first register their boating profile (contact information, type of boat, safety equipment, identifying information for searchers, etc.) on the secure Web site, <http://www.zarcor.com/fpp/home.htm>. The profile is filed only once. Then, each time they go boating, a simple itinerary is submitted via the site.

FloatPlanPlus will then automatically e-mail the boater's itinerary and profile to three people designated by the boater, along with an emergency 800 number. After 24 hours, if the boater's float plan has not been canceled or scheduled, an automatic notice is e-mailed to the boater's contacts, asking them to confirm or deny the boater's return. If the boater cannot be located, friends or family are advised to contact the Coast Guard or other rescue agencies via the provided contact telephone numbers.

Boater John Halter, president of ZARCOR, Inc., a Dallas-based manufacturer of boating accessories and equipment, developed FloatPlanPlus. Information about the company and its products and services is available online at <http://www.zarcor.com>.

FloatPlanPlus(TM) is a trademark of ZARCOR, Inc.

Note: During the trial period of FloatPlanPlus, information provided by a float plan filed on the Web site helped the U.S. Coast Guard to locate and rescue a father and his young son who were stranded on Lake Michigan.

ZARCOR founder John Halter, the Michigan family who were rescued, and other FloatPlanPlus users are available for media inquiries upon request. Please call Cliff Pearson at 800/878-1128 ext. 14 for details.

Contact: Holland McAlister PR Cliff Pearson, 800/878-1128 ext. 14 cliff@hmp.com or ZARCOR, Inc. John Halter, 972/380-4422 halter@zarcor.com.

NEWS FROM NATIONAL

R/C Edwin G. Kridler, N

SPRING GOVERNING BOARD

The Spring 2000 meeting of the USPS Governing Board was held in Grand Rapids, MI. The activities held in conjunction with the meeting began on 7 June while the meeting itself was held on 10 June.

In the days prior to the meeting, the various departments and committees of USPS held meetings and workshops,

some of which were open to the general membership, others of which were open to only committee members or smaller groups. The closed meetings are limited in attendance so the attendees can concentrate on tasks at hand with minimal distractions. Much of the behind-the-scenes work of USPS takes place in these meetings. Although much of this work requires ratification by the Governing Board, countless hours of work are performed prior to any issue being brought before the Governing Board.

The meeting of the Governing Board itself is in essence a meeting of the entire USPS membership. Members of the Governing Board are elected representatives of the membership. Members include the national bridge, rear commanders, district commanders and educational officers, squadron commanders, members of national general committees, past chief commanders, past vice commanders who have served two full elected terms in office, individuals who have earned at least 50 merit marks, and general members elected as individuals. General members are the single largest group of Governing Board members.

There were several issues and announcements discussed in the meeting. The announcement that was “nearest and dearest” to my heart was the announcement that JN99 is now in stock and being shipped. Stock of the old course, JN89/92, has been depleted.

The Computer Systems Committee and the Graphics Arts Committee, both in the Secretary’s Department have been combined. A new Information Technology Committee is the result of this combination. In the Educational Department, the Teaching Aids Committee has been renamed. This committee has not really worked with teaching aids for some time, but rather has been working with the production of graphics for department publications. This committee is now the Educational Graphics Committee.

In the past, applications for charters for new squadrons had to be made by at least 25 active members. A revision to the *USPS Bylaws* was approved allowing the Operating Committee to approve an application from fewer members when conditions warrant, and send its approval to the Governing Board for ratification.

A clarification on squadron names was approved. Each squadron name must include geographical significance. This has been and continues to be a requirement. A change in a

squadron’s geographical name must be approved by its district council, the Committee on Rules, and the Governing Board. Any other changes to a squadron’s name require only the approval of the Committee on Rules.

USPS is a non-profit corporation under Section 501 (c) (3) of the Internal Revenue Code. Although all squadrons are included under the umbrella of USPS, some squadrons have applied directly to IRS and have been granted 501 (c) (3) status, thus creating confusion. The Bylaws were amended to prohibit any squadron, district, or auxiliary to make an individual application to IRS for this status.

The Governing Board voted to delegate the approval of squadron and district burgees and flags to the National Administrative Officer who in turn assigned such approval to the Flag and Etiquette Committee.

Two district resolutions were presented to the Governing Board. The first was from District 18, changing the spoken designation for the holder of an Educational Achievement Award from “Full Certificate” to Senior Navigator”. This was approved. In writing, the use of “N” will be retained. It is anticipated the written designation will be changed to “SN” at the fall meeting.

The second resolution was from District 23 and was broken into two parts for voting. The first part was to require examinations for Advanced Grades Courses to be taken in order, in effect nullifying EDN 76. In addition, the resolution required all AG modules in the Vision 2000 program to be taken in order. This part of the resolution was defeated.

The second part requires all educational policies of USPS to be approved by the Governing Board. This is a restatement of existing requirements of the Bylaws, and was approved.

The Governing Board also gave approval to the development of an on-line boating course. This course will be developed jointly with the Coast Guard Auxiliary. While it is expected that this course will be patterned after *Boat Smart*[®], the details of the course have not yet been defined.

