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Cdr William H. Lynes, AP  
567-4435

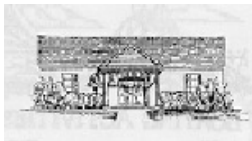
Lt/C J. Steven Yeomans, P  
869-7808

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

Lt/C Vince Lombardo, S  
572-9127

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**  
12 July 2001

**Squadron Headquarters Bldg.**

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Never heard of it ??  
CPS Received the Honor!!**

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**SAFE BOATING THROUGH  
EDUCATION**

## From the Commander

*Cdr William H. Lynes, AP*

This month I'm looking forward to a report of the extended cruise undertaken by the Workman and King families last month. I hope to learn that other squadron members were able to join in this event. The monthly cruise events are one of the best reasons to be a Charleston Power Squadron member. It's quite an effort before the year starts to plan these monthly events. Much thanks to 1st Lt. Lee Mims for undertaking this daunting task. Note to whomever takes on the task of cruise director next year; while everyone likes to know what's coming up, these schedules can and, as we have seen recently, do change. These cruises are an excellent way for inexperienced boaters to become familiar with boating in a safe and friendly environment. A chance to practice the principles we have learned in our classes. It's also an outstanding opportunity to get to know some real good people, your fellow squadron members. If you have an idea for an interesting cruise please don't hesitate to suggest it.

Immense thanks to Steve Rustin for a very impressive contribution to the Squadron Building Fund.

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## Executive Officer

*Lt/C J. Steven Yeomans, P*

To begin with, I would like to explain why I have missed the past two squadron Executive Committee meetings and membership meetings. I have, for the past two and a half months, been teaching a basic construction methods course at the Trident Tech facility located on John's Island. This course, unfortunately, is Tuesday and Thursday nights, with Saturday morning being a hands-on application of what has been covered in class. This program comes to an end the last week of June, and so I should be back to my normal activities thereafter.

I do have a few thoughts though, stemming from an incident a couple of weeks back that I would like to share.

I was sailing in the North Edisto River about a month ago and, as I was heeling approximately 15 degrees heading toward Bohickett Creek at 6 knots, I looked up and watched the squadron's Ensign flapping in the breeze. This started my mind wandering on the relevance of flying the Ensign, the burgee, or anything related to the squadron. For me, it is a point of pride that I belong to an organization that I believe in and I enjoy being active with.

When I am on the water, I adhere to the rules, and try to operate my tiny craft as if I know what I'm doing. Goofing up on the water with symbols of the squadron flying can be embarrassing, and sometimes unavoidable (Boner Award). The old joke, "What is the first thing you do if you run aground? Take down the burgee!" is funny and true (I have done this, ask my wife). So with all these thoughts running through my head, I was surprised to see a power boat running *fast* passing the public boat landing at the McKinley Washington Bridge on the Dawhoo River (marked a "no wake" zone) the afternoon of 27 May with the Charleston Power Squadron's burgee merrily perched on the bow. At the time I happened to be launching Gad About, my father's 23' MacGregor sailboat, and with no small effort kept it from slamming into the launching dock on account of the wake that was sent our way. Grrrrrrr.....

The cruise to Bohickett Marina is scheduled for 21-22 July, and was well attended last year. I have made preliminary arrangements with the marina to allow us to grill out as we did before. It is a beautiful trip from Charleston, and the facilities are excellent. Please call me (869-7808) if you are planning to attend this overnight cruise.



*(Governor's Cup Entrant???)*



## Educational Officer

*Lt/C Stephen E. Rawe, N*

Charleston Power Squadron is the recipient of the Wolf-Ewing Award by District 26. Our squadron had the highest percentage of members participating in squadron educational courses in our district for the year 2000. I believe that this is a tribute to our members' desire to further their boating education and to our excellent instructors who devote unselfishly of their time in preparing and instructing these courses.

Our thanks to Carol Pelow, AP, assistant SEO who along with D/Lt/C Marjorie Schulte, SN conducted a successful Boat Smart course at Duncan's Boat Harbor in May. All five participants completed this course, which was held on two successive Saturdays. PDC Charles Rhea, JN, Phil Clark, JN, Lt Vince Lombardo, S, Martin Gipe, SN, and PC Tony Ward, AP volunteered their time and efforts in conducting this valuable course.

### EDUCATIONAL COURSES-FALL SESSION 2001

Monday                      10 September 2001                      1900

Course                                      Instructor

Piloting (P)	Harry Gindhart, SN
Engine Maintenance (EM)	Richard Finn, AP
Junior Navigation (JN)	Ed Kridler, SN

Tuesday                      11 September 2000                      1900

Weather (W)	Steve Brueske
Instructor Qualification (IQ)	Peggy Bauer, AP
Seamanship (S)	Mike King, AP
Advanced Piloting (AP)	Ken Beeber, SN
Navigation (N)	Steve Rawe, SN

The initial organizing courses on 10 and 11 September will start at 1830 (6:30pm) at squadron headquarters. The start time for the remainder of the year will be 1900 (7:00pm).

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## Secretary

*Lt/C Charlotte F. Yeomans, P*

After a short furlough, I'm back at my "desk," so to speak. I'd like to thank everyone for their well wishes and prayers, as well as for the gift from the squadron – it is greatly appreciated!! Little Caitlyn is thriving and should be knee-deep in squadron stuff before too much longer!

I am sending out an "all-call" once again for assistance with the various goings-on of the Secretary's Department. The Call Tree could always use more people helping place phone calls; the Scrapbook for the squadron's history is still only in the planning stage due to the lack of items, stories, and pictures to put in it; the Directory seems to always need revising; The Palmetto Log and the squadron website always need more articles and photographs; and, there are always the "miscellaneous" tasks that crop up from time to time. Those who are already helping within the Department are **truly** a blessing to me as well as to the rest of the squadron! Wouldn't you also like to have the warm feeling of being known as a blessing? How about one hour per month? Too much? Let me know what you would like to do; don't worry – you can always give more than one hour, it's all up to you!!



## Meetings Chairperson

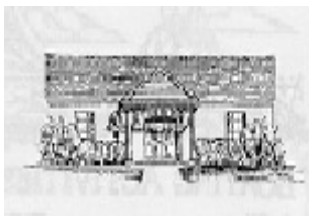
*Jane Orenstein*

**T**he June meeting featured a really good meal, which was enjoyed by 40 of us. If you missed it, we look forward to seeing you at the July meeting. Our Olympic sailor will have to live a very long time to outlive the teasing he's taking about not being able to find the clubhouse! He's promised to come back in August.

Mark your calendar for dinner July 12 at 1900. We're having a covered dish salad supper and invite you to participate as follows: If your last name starts with A - F, please bring dessert (not necessarily a salad!); G - L how about a vegetable salad (green, bean, tomato, or whatever); M - R, we'd love a protein salad (fish, meat, cheese, tofu or other); S - Z please contribute a starch salad (pasta, potato, rice). Please try to remember to bring a serving utensil for your dish. In addition, plan to spend \$3 per person for expenses. If you don't bring a dish, we hope you'll understand if we charge you \$7 per person. Dinner will be followed by a speaker from Charlestowne Landing who will discuss the history of the area from the water standpoint.

Our sincere appreciation to all those who signed up to help set up and clean up at future meetings. At the risk of leaving someone out if we try to list our June helpers, we'll thank those who know who they are. Many hands do indeed make light work!

There is a need for increased facilities at the clubhouse for serving meals, and we're working toward that. A new coffee pot may show up next month along with a couple of new folding tables. Please give us any suggestions you have for meals, programs, and/or facilities.



## SAFETY OFFICER

*P/C John L. Sikes, AP*

### **Let's Not Be Fuelish**

**H**ow many explosions did you have on your boat the last time you took her out of the slip? None? Well, if you were using an internal combustion engine, you had thousands of explosions within a few feet of you and your passengers. And if those explosions involved a volatile fuel like gasoline, you can be grateful that each of those explosions occurred in a controlled atmosphere like the inside of your engine's cylinders.

Each year, people on or near boats suffer painful and debilitating burns or even death from fuel vapor ignition in an uncontrolled environment. Vapors from leaking fuel lines, corroded fuel tanks or poor ventilation skulk in the low areas of your boat, and create one of the most feared hazards of all. It's a molecular chain reaction, and it's sudden, chaotic.....and devastating.

With proper safety procedures and precautions, uncontrolled explosions on board your boat are nearly always preventable. Just remember these equipment and fueling tips:

### **Equipment**

Have your fuel lines inspected regularly. Look for loose fittings or cracks in the lines, and if you see a problem, fix it. If you use portable fuel tanks, check them for corrosion or pitting. Make sure the vents work properly, and that there is a vapor-tight, leak-proof cap on the tank. If your tanks are permanently mounted, have them inspected annually. Be certain that they are vented to the outside of the hull, and that fill pipes are outboard so that spills will not end up in closed compartments.

### **Before You Fuel**

If you have a boatload of people, and they're not all

needed for the fueling process, suggest they leave the boat and go browse around the Marina gift shop. The fewer people around the gas pump when you're fueling the better. If any do insist on staying aboard, remind them not to smoke. Shut off all your engines, electric motors and galley stoves, and close all compartments, ports, windows and hatches. The idea is to keep the vapors out of those areas when you start fueling. Make sure a fire extinguisher is readily available.

If you're refueling portable tanks, take them out of the boat and fill them ashore. If you spill gasoline on the tanks, wipe them off before bringing them back on board.

### **During the Fueling Process**

Try not to spill fuel on, in or around the boat. In fact, don't spill fuel anywhere. Hold the fill nozzle against the metal side of the fuel filler pipe. The filler pipe is grounded to the bonding system of the boat, and making contact between the nozzle and the pipe at all times will help prevent sparks from static electricity.

### **After You've Finished Fueling Around**

Tightly replace the fuel filler caps. Clean up any spills that you weren't supposed to have in the first place, and properly dispose of the rags you use to clean up the mess. Now you're ready to open up all the hatches, ports and compartments that you closed up prior to starting the fueling process. Before you turn on your ventilation blower in the bilge, do one final check for fumes by using your Jim-Dandy, Super-Stupendous, Vapor Detection Gadget. . . . .your nose. If you smell gasoline vapors, you're not ready to flip any switches. Find where the fumes are coming from and resolve it.

Finally, get your family back on the boat and out of the marina gift shop while you can still afford to pay for the fuel you just bought.

If you follow these procedures, and make sure your fuel tank and lines are in good condition, you stand a good chance of avoiding an explosion hazard on your boat

before, during and after the fueling process. Aside from fueling, however, there is one other piece of advice about the use of gasoline I'd like to impart.

Don't clean engine parts with gasoline. I personally inspected a boat with a strong smell of gasoline in the engine compartment, only to find out that the backfire flame arrestor had just taken a bath that morning in gasoline. The owner was quite proud that he was showing me an oil and grease-free arrester. I strongly suggested that he clean it off again, this time with hot, soapy water, and let it dry thoroughly before he turned over that engine.

When it comes to gasoline, it's always best to keep the explosions inside the engine. So don't be fuel-hardy — take the few extra minutes to do it right. It could make the difference between a disaster and another fun day on the water.

From Commander Bob's Boating Safety Notebook  
[www.commanderbob.com](http://www.commanderbob.com)



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**Void space - Need members articles!~!**

## NOTICE TO MEMBERSHIP

### Notice to membership on amendments to squadron bylaws:

After review of the Charleston Power Squadron Bylaws, the Executive Committee is proposing adoption of 29 amendments to our current bylaws. These proposed amendments are enclosed in this issue of The Palmetto Log for your review. These proposed amendments to CPS's Bylaws are needed to comply with USPS National Bylaws.

During the squadron membership meeting on **8 August 01**, members will be asked to vote upon these amendments to the bylaws. All members should review these changes and be prepared for discussion and vote during the 8 August meeting. Should there be any immediate questions or comments on these amendments, please contact any Executive Committee member or Chairmen of Rules, P/C Dave O'Hanian, SN.

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### CPS BYLAWS SUMMARY OF AMENDMENTS REV. 1.0

1. section 1.3: added Human Rights Laws section
2. para. 2.2.1: added trade mark to USPS
3. para. 2.2.5: changed "these documents" to "these bylaws and policies"
4. section 3.1: changed "by invitation" to "by application"  
changed "Election" to "Admission"  
changed "shall be socially acceptable" to "shall be expected"
5. para. 3.2: deleted "associated members" in first sentence  
added "Associate membership in the squadron may be offered in accordance with the provisions of Section 3.6"
6. para. 3.3: changed "elected" to "admitted"
7. para. 3.5: changed "elected" to "admitted"
8. para. 3.8: deleted "Invitation to membership may be extended only in writing to individuals who must accept such invitation, in writing, within 30 days of the mailing of the invitations or forfeit the privilege. Successive invitations to membership may be extended only upon a two-thirds vote of the Executive Committee members present and voting at a duly constituted meeting of said committee"
9. para. 3.9: changed "The nomination of a candidate for active, family, or associated membership" to "An application for membership"  
changed "Election" to "Admission"
10. para. 3.10: changed "invitation" to "application"  
changed "invitation or non-invitation" to "approval or disapproval"
11. section 4.1: changed "invitation extended by a two-thirds vote" to "approval of an application by a majority vote"
12. para. 5.1.1: added "and all appointed officers and committee chairmen"
13. para. 5.1.4: added "as defined by USPS Bylaws Section 4.3"
14. para. 5.8.2: added "one of whom shall be appointed annually by the commander for a term of three years"
15. para. 5.9.1: changed "proposals" to applications"  
changed "proposed" to "applying"
16. para. 6.1.6: changed "membership on USPS committees and for national and district offices" to "members to serve as national and district officers, and to serve on national and district committees"

17. para. 6.5.3: changed “invitations” to “applications”

18. para. 6.5.6: changed “elected” to “admitted”

19. para 6.5.10: added para. “Be an ex officio member of all committees in the Secretary’s Department”

20. para. 6.6.8: changed “a member” to “assigned”

21. para. 6.6.11: added para. “Be an ex officio member of all committees in Treasurer’s Department”

22. para. 6.7.2: changed “Issue invitations” to “Approve applications”

23. para. 6.8.2: added “for term of one year after his/her term expires on the Nomination Committee”

24. section 7.3: changed “invitation to membership” to “acceptance of the individual into membership”

25. section 7.4: changed “invitee” to “applicant”

26. section 7.6: deleted “Women’s Certificate holders”

27. section 8.1: added “and reinstatements”

28. section 12.2: changed “No officer or member” to “No member”

29. section 12.4: deleted “which would otherwise be unavailable”

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For your information, the following quotation from the squadron’s Bylaws states the procedure being followed to effect these proposed changes.

### **CPS Bylaws - Section 17.1**

These bylaws may be amended, subject to the approval of the USPS Committee on Rules, by a two-thirds vote of the active members present and voting at any regular or special squadron meeting, provided that a quorum is present at the time the vote is taken AND (1) the proposed amendments are stated in full in the notice of the meeting at which action is to be taken OR (2) an announcement of the proposed amendments was given to each member and multiple copies of the old and the proposed bylaws are made available to the members at two or more consecutive general membership meetings at least 20 days apart (the last such meeting may be the meeting at which the vote is taken).





### **Report on Shelter Cove:**

**F**irst of all thank you to all who attended this cruise and, for all those who did not make it, I hope that next year you will be able to attend this cruise. For those of us who went we were met with a beautiful, relaxing, and friendly marina. A great time can be had for anyone who visits Shelter Cove. This marina offers shopping, adventure on the rental kayaks, great sports like tennis and golf, great restaurants and, most importantly, the view. As everyone knows the destination is only half of a cruise, the trip is the second half. Also the scenery was spectacular. The view for this cruise was of oak trees overlooking the water, the grand marshes with many creeks enticing you to take an adventure, and the abundant wildlife just showing off for your pleasure.

A quick summary of our trip: the first day we grouped together and had a great dinner at Scott's Seafood restaurant. The second day was met with tennis, swimming pool, dinner, and a great kayak sunset cruise. The third day was met with breakfast and then the cruise home.

As always, no matter where you go on a cruise, the one thing that makes it special are the friends you spend it with. Thanks to Mike King for recommending Shelter Cove.

Lee Mims



## **A "Boners" Response**

**E**d, I just finished reading your article in last month's The Palmetto Log. It reminds me of the year I received this somewhat dubious award. We had a cruise to Georgetown that year, and I did not have an ICW chart for the area above McClellanville. I'd thought that I could follow the markers and get on up to Georgetown without any trouble.

There's a point at which the ICW runs into the Santee delta along with a few rather wide traces leading into the grass in several directions. Needless to say, I lost sight of any markers. Rather than fumble around looking, I called P/C George Lee on the radio and asked what heading to take from marker number whatever. That was the action that decided the award's recipient for that year.

There are a number of great stories such as this, and I'm sure each recipient of the Boner Award would be more than happy to relate his or her circumstances leading up to presentation of the award for that year – some more than once!

P/C John Sikes, AP

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## **Fred Says!**

### **JUNE CRUISE OF MOBJACK**

**D**eparture scheduled for 8am (eight bells) on Tuesday, 5 June, headed South, down Intra-coastal Waterway,

Planned rendezvous at Saint Augustine with Debbie Turkewitz who will pick up crew, Rob Turkewitz and son Darrel, aged nine years. Estimated T/O/A Friday, 8 June. Towing Avon inflatable down with small outboard motor stored on board MOBJACK in forepeak.

Voyage resumed on Saturday, 9th June with Joyce and



Fred, next planned rendezvous at Palm Beach, with Richard and Terry from WICHMANN CORPORATION OFFICE. Meeting place to be agreed as the Spencer's Boatyard in West Palm Beach, on Monday, June 10th, departing before 2200, same evening.

Cross Gulf Stream to Bahamas on Tuesday, June 11th, before noon arriving at West End, Grand Bahama. Probably on to anchor for the night if day is not too far gone, will clear Customs at Green Turtle later, when we get there. And will see no people until we arrive there.

Decision time, whether to clear Customs at West End or sail on to Mangrove Cay and anchor for the night. In any case underway next morning, after some evening swimming around the boat, towing the Avon inflatable after removing it from on cabin-top where it resided during crossing.

Next projected anchorage to be Allens-Pensacola, on the Southern to enable running into the Hurricane Hole with the Avon, an interesting adventure, finding the old dock just about all gone. Former missile tracking station here now long abandoned.

Next day on to Green Turtle, clearing Customs, visiting with Martha at Sid's Store in New Plymouth, and seeking out other Charleston visitors, Vince and Mary Adams, Ken and Ann King, Emmet and Mecca Johnson, and still some others like Gil and Delores Hammerlund with their children on the 36 foot steel ketch Gil built in his Lawton Bluff back yard, just finished this year.

Days follow days in these islands and the natives are very friendly, having known so many of them for thirty years or more, always pleasant renewing these old friendships. Next Port-of-call will be Man-O-War Cay whose population is all white, while Green Turtle's two hundred population is about evenly divided, with half black, who all belong to the Liberal Party while all the whites belong to the Conservative Party. Man O War is primarily noted for its great boat-building history, but there are also many other pleasant attractions on this small island.

MARSH-HARBOR lies just across the Abaco Sound

and is our next stop, with many well stocked stores and several very pleasant restaurants. It is here also that we can hire an automobile, remembering driving on the left side, and maybe going down South to look at our land, given to us by Major Bobby Metts of Moncks Corner and Gippy Plantation. Someday perhaps we may build a get-away house here, but we haven't decided when. Perhaps our grandchildren will take advantage of this little outpost.

Again, now depending on time, we would like to sail further SOUTH, and try to get into Pete Johnson's LITTLE HARBOUR, which has 3.5 feet across the entrance at low tide. But with our five foot draft, and the two and half foot tide in the islands we usually manage to scrape into the deep water inside, Joyce loves this place so much, and the faithful chef, Aubrey Clark, a white Bahamian, is so hospitable, only allowing patrons in who do not wear shoes.

From here plans will be laid to set the open ocean course back home to Charleston, coming in Stono Inlet just North of Kiawah Island, between four and five hundred miles of sailing, hopefully with a Fair Wind, hopefully arriving back in the Fair City by the Sea on or about 1 July 2001.

