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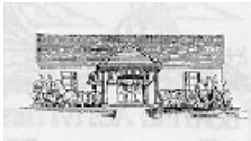
Lt/C William H. Lynes, AP
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Squadron Headquarters Bldg.
1376 Orange Grove Road

MEETINGS

Exec Committee - 1st Thursday 1930
Squadron Headquarters Bldg.

Membership
4 November 2000

Change of Watch - CAFB

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NEW BRIDGE TO BE INSTALLED
4 NOVEMBER @ CAFB

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CHARLESTON PARADE OF BOATS

Annual Holiday Season harbor parade of sail and power boats decorated to the nines.

See pages 5 and 10 for details

IT'S YOUR COUNTRY!!!

VOTE!!!

TUESDAY 7 NOVEMBER

SAFE BOATING THROUGH EDUCATION

From the Commander
Cdr Anthony C. Ward, AP



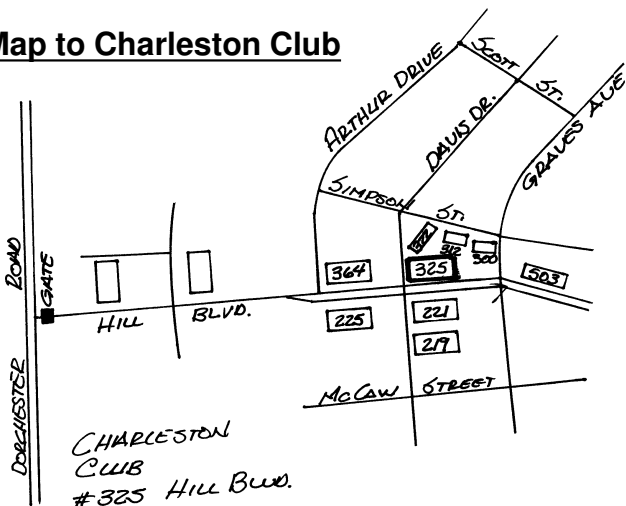
Well here we are, a year down the river from when I started as Commander. Like every commander before me, it seems the year has gone by too quickly. As I close my term in office, I know it is because of the very hard work of our members that I can say my year has been successful. I want to thank all the members who have helped me this past year. There are too many to mention by name in this report, but I hope to have a chance to personally thank each of you over the next few months.

My goal this past year was to let the community know whom the Charleston Power Squadron is and what we do. I believe we did accomplish this by attending functions with other organizations, by working the booths at the boat shows, by flying our flags on the water and by teaching the basic boating courses.

I am proud to have served as Commander and I hope I have led you toward our common goals at USPS. I intend to keep active in the squadron and am looking forward to participating in our Vessel Safety Check Program. This is just another way to let our community in on the great secret of the United States Power Squadrons

Again thank all of you for your friendship, camaraderie and support over the past year. I know you will support our new bridge officers with the same enthusiasm you have given me. See you on the water.

Map to Charleston Club



Executive Officer
Lt/C William H. Lynes, AP

I am humbled by the confidence the squadron membership has placed in me for the upcoming year. I'm confident the year ahead will be successful because past experience has proven that I will have an adequate amount of help and support.

My first big challenge as Executive Officer at the beginning of this year was the Charleston Boat Show and Sale in January. Thanks to P/Lt/C Martin Gipe, SN this event was taken care of quite expertly and with minimum stress on my part. Martin took the load off me again for the Charleston Harbor Boat Show in April. These boat shows require quite an effort to coordinate the set-up, manning and removal of our Safe Boating booth. And to all who volunteered their time to man the booth, I thank you all on behalf of the entire Charleston Power Squadron.

In May another challenge presented itself in the form of National Safe Boating Week. Here's where I relied upon P/C John Sikes, AP to carry me; and a fine job he did also! Here again the squadron was greatly supported by the membership in assembling and distributing the Safe Boating Packets.

Cooperative Charting is another big responsibility of the Executive Department. This year was especially challenging with the advent of the Adopt-A-Chart Program. Again, no problems, with Lt Vince Lombardo, S right there putting in the extra effort and time to make this program work. This is another effort where the squadron membership has shown its selfless support.

There are many others that helped me greatly this year to whom I am genuinely grateful, but the biggest **THANK YOU** of all goes to each and every member for making the squadron GO!





Educational Officer

Lt/C Stephen E. Rawe, N

1st/Lt Carol Pelow, AP and Lt Vince Lombardo, S conducted a successful Boat Smart course in Moncks Corner during the latter part of September. As a result of their efforts and an earlier course (see October's issue of The Palmetto Log) we have four new squadron members.

In addition to serving as an instructor in this recent course, P/C Mike Page, S is currently chairing a Seamanship course to accommodate our new members. R/C Ed Kridler, SN and Vince Lombardo also contributed generously of their time as instructors. John Patten, SN, Mike King, AP, Cdr Tony Ward, AP, John VanWay, Billy Lynes, Cindy Kridler, and Loretta Lombardo also provided assistance to Carol and Vince.

Our squadron is extremely fortunate in having outstanding instructors who give freely of their time for the fall and spring educational courses. This not only involves 1-2 hours each week of didactic instruction over several weeks during which time the courses are given but several hours of preparation prior to each session.

These instructors are also available for extra tutoring. I would like to take this opportunity to thank those members who have contributed their time in this endeavor during this past year. They are Mike King, John Patten, Dick Finn, Harry Gindhart, Steve Brueske, John VanWay, Ed Kridler, Peggy Bauer, Eugene Gilfillin, Fred Wichmann, Glenn Workman, and Harry Darby. Asst. SEO Carol Pelow, AP and D/Lt/C Marge Schulte, SN were extremely resourceful and industrious in leading our Public Boating and Boat Smart Courses.

Congratulations to Mike Hamme, JN who is our Student of the Year. Mike compiled the highest point total of any squadron member. He successfully completed the

advanced grade course of Junior Navigation and two elective courses—Cruise Planning and Sailing 101 and 102.

SPRING EDUCATIONAL COURSES

Monday	08 January 2001	7:00 pm (1900)
	Course	Instructor
	Junior Navigation	Ed Kridler, SN
	Advanced Piloting	Glenn Workman, SN
	Marine Electronics	Eugene Gilfillin, N
Tuesday	09 January 2001	7:00 pm (1900)
	Seamanship	John Patten, SN
	Sailing or Cruise Planning	Fred Wichmann, AP
	Navigation	Steve Rawe, SN

NOTICE OF SPECIAL MEETING

SQUADRON BY-LAWS TO BE AMENDED:

The CPS Rules Committee has recently reviewed the squadron's current by-laws and has presented to the Executive Committee the need to amend twenty four (24) items in order to be current with the USPS National By-laws. **A special membership meeting** to review and vote upon the recommended changes is scheduled for **Thursday, 7 December** following the Executive Committee meeting at CPS Headquarters. **All members are invited to attend** this meeting where a quorum of membership and a two-thirds vote for approval on any change is required. If you cannot attend this meeting or have any questions as to the proposed recommended changes, please contact any of the Executive Committee members or P/C Fred Wichmann, AP Chairman of the Rules Committee.

Administrative Officer

Lt/C J. Steven Yeomans, P

Ah, the culmination of another exciting year for YOUR Charleston Power Squadron! I stress the term “your” because the membership is the pivotal reason there is a squadron in the first place. I believe that this year has proven that fact, with membership involvement at both meetings and activities being good (of course it can *always* be better!), as well as the broadening of some of our activities (Boat Smart in Moncks Corner and the Adopt-a-Chart program being just two examples). Looking back, the squadron has cruised as far north as Georgetown and as far south as Beaufort. We raised a considerable sum of money at our “garage” sale, and moved forward with upgrading the lighting system at the headquarters building. We have gloried in our highly successful educational department, which through its effort continues to exemplify our commitment to safe boating through education. Yep, we’ve had a great year, and look forward to another under the command of Lt/C Billy Lynes, AP. The time to look back at what we’ve done and look forward to what there is still to do is at the squadron Change of Watch on 4 November. This, of course, takes the place of the monthly membership meeting, and is guaranteed to be a good time for all. Please make plans to attend!

The next squadron function will be the **oyster roast at Toad Hall on 11 November**. Although there will certainly be oysters in attendance, this is also a “pot luck” function, so please plan to bring a covered dish of finger-type food. The festivities should get underway at 1600, so mark your calendars NOW! This is always a great time, and a special “thanks” needs to be extended to P/C Fred Wichmann, AP and his wife Joyce for being such wonderful hosts each year for this function. The call tree will be in touch if you need directions, or please call me at home.

One last note: I would like to thank everyone who have helped me in various ways throughout this year. It is only through member involvement that anything substantial can be achieved, and I have to say that anytime I have asked

anyone for assistance the response has been an overwhelming “yes”. That is not to say that as a whole we can’t improve on the involvement level we now have. As Lt/C Lynes pointed out in his article last month, “...there are always committees needing more *membership involvement*.” If you’re not currently involved on a committee or other aspect of the squadron, please talk to a bridge officer! **We definitely need YOU!** Not only do you help the squadron, but the whole membership experience becomes much more real. With a new bridge starting this month, we need all the participation we can get our hands on! Try it. You’ll like it.



Mediterranean Sea Cruise

Mary and I had a one-week cruise along the west coast of Italy. The ship, “LePanant,” is a 290-foot, modern, 4 deck and 3 masted motor sailer. There were about 60 passengers and a crew of 30 onboard.

The cruise started in Valletta, Malta. This island was typical of most that we visited i.e. few trees, rocky landscapes, masonry buildings, Greek and Roman ruins, nice people and beautiful deep natural harbors. Malta (British) was heavily bombed during WWII by both the Italians and Germans (from Africa.) The only sign of the damage was the shell of an unexploded bomb that went through the dome of the Co-Cathedral of St. John. During the war, ships were off-loaded over night since the harbor was too narrow to evade attackers.

The next stop was Sicily (Agrigento and Taormina) for sightseeing and shopping. Taormina was a pretty town with narrow streets and lanes, old buildings and lots of flowers.

Next we went to Lipari and Stromboli, islands a little north of Sicily. At Lipari we had our first “tender moment.” The ship anchored outside the breakwater and the passengers were ferried ashore in Zodiac tenders for sightseeing. I found Stromboli interesting in that this small island has an active volcano. During the day all you see is smoke and an occasional boulder as it hits the water. We didn’t land on the island but had an evening cruise around it. After dark it looked like a belching (2-3 minute cycle) roman candle throwing hot rocks, fire and ash into the air.

Enough excitement for one day! We were off to Salerno, Italy, and a bus tour of the sights including the Amalfi coast. From here we visited the Pantine Islands and then Bonifacio, Corsica. These islands, including Sardinia, have high speed and regular passenger ferries as well as car ferries. Also, there were a lot of pleasure boats of all sizes. Our trip went from there to Nice, France and a week bus trip through the south of France.

More about the boat: We were under power (14 kts) most of the time. When the sails were raised, the halyards were wrapped to large electric powered winches. The angle on the boom could be set by electric motors at the base of the mast or at the flybridge. When at anchor, the boom could be moved abeam the mast and was rigged to lower the tenders over the side.

Most of the water was over 100 meters deep. Most of the islands had no beaches and had deep shorelines. The weather was very good, except for two nights. The first evening, the ship was rolling a lot due to beam seas. A couple of times we were nearly thrown from our queen size bed (*I had to mention that*) but didn’t get sick. On the second occasion, the ship was heading into the wind and waves and pitching badly. The ships doctor taped dozens of Dramamine tablets to the reception desk for a little “choice.” Being seasoned boaters, we didn’t take any and “Mal de Mer” struck. I will skip the details.

I forgot to mention that the ship was of French Registry, all French crew, great food and fantastic deserts. There is a lot more to write about this trip, but my fingers are tired!

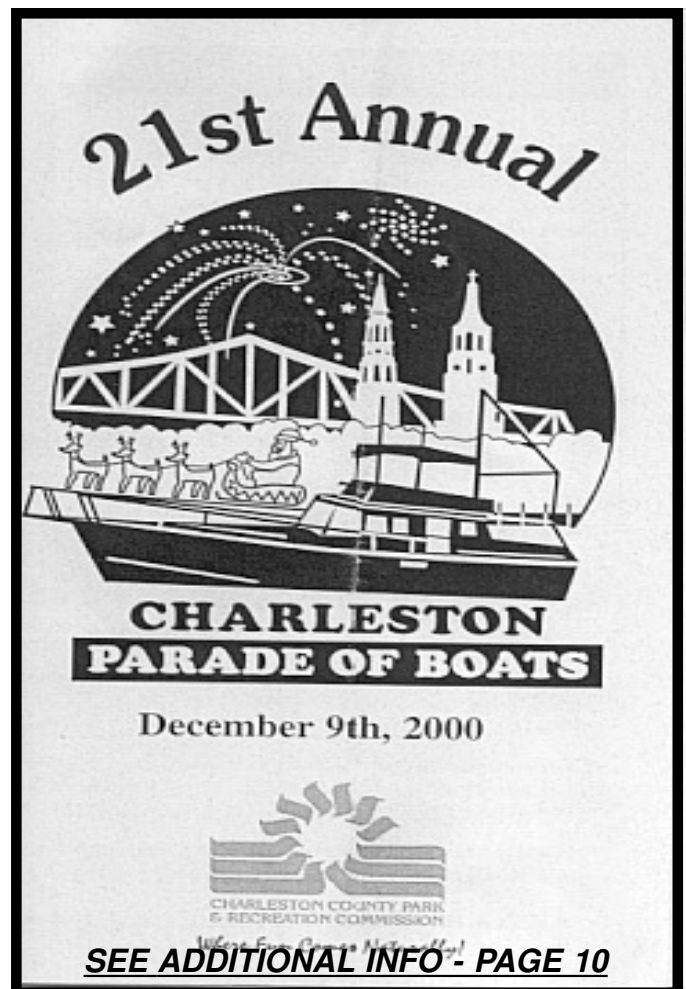
Fair Winds,
Glenn & Mary Workman

New Members!!!

Welcome to our newest members from the fall boating course.

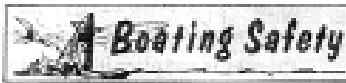
Gregory R. Sauler is an active member and his wife is Larky Sauler. They have an 18.5' power boat and live at 303 Kenilworth Road, Summerville, SC 29485. Home phone is 843-871-0171 and work is 843-720-5116.

Sarah Lynn Shiner is an active member with a 27' sailboat named Jib-sea. Sarah lives at 4984 Foxwood Drive, North Charleston, SC 29418. Her home number is 843-207-0508 and work is 843-569-0230.



Palmetto Photo Log

Palmetto Photo Log



SAFETY OFFICER

P/C John L. Sikes, AP

Practice Backing Back, Not Backing Up!

Most inexperienced boaters find that many of the skills they've learned driving an automobile don't always apply behind the wheel of their boat. Accustomed to the feel of the rear end of their Chevy following closely in the tracks of the front end when cornering, the boat, they soon learn, pivots from a point about a third of the way back. Pulling away from a pier becomes a frustrating experience when the stern repeatedly bangs into the dock as the captain turns the wheel seaward.

In due time, however, the newer boater gets used to the idea that he or she must allow a wider berth on turns, and the dents and nicks in the rub rail get less numerous. Boat handling skills in general improve with time, as the boater becomes more confident and gathers more experience. When it comes to maneuvering your boat in reverse, however, more practice and a whole new set of boating skills are required.

Operating astern is commonly referred to by the novice nautician as "backing up." Personally, I've always had trouble with "backing up," because to me it was always backing "back," not "up." So let's talk about going in reverse as "moving astern." It'll make us more popular at the Yacht Club, and it will give people who don't know you well the impression that you have lived your life on the sea.

If you are operating a boat with an outboard engine, you have the easiest job of all when it comes to backing back. You turn the wheel or push the tiller one way or the other, and the propeller moves from side to side, pulling the stern in the direction you want it to go. You do have to be a little careful about the speed at which you move astern, since you'll be pushing against the water with the flat surface of your transom. Too fast, and water will come over your transom and swamp your boat. With any vessel, you also

must watch the swing of your bow, which can make a rather wide, sweeping movement as you turn in reverse. You don't want it to hit something or someone.

An inboard/outboard, or I/O, handles in a manner similar to an outboard, but the outdrive unit is not visible to the helmsman, and therefore precise maneuvering is more a factor of observing boat reaction than of watching the changing position of the outboard. The transom usually is higher on an I/O powered vessel, and therefore there is less risk of swamping with the boat moving astern.

Skillful backing of a twin-engine inboard vessel is remarkably easy, once you have become accustomed to the tightness and feel of the controls. Put both rudders in a straight-ahead position, and leave them there. To back in a straight line, put both engines in reverse, with the same amount of throttle on each engine. To back slowly to port; increase the throttle on the starboard engine and decrease throttle on the port side, or to turn even more quickly, put the port side engine in neutral. With practice, you will be able to pivot the vessel on its stern. Just give yourself plenty of room to practice. If your boat is 30 feet long, you'll be swinging in a circle with a 30-foot radius.

Backing a single engine inboard vessel is a bit more challenging, and probably will require considerable practice to be good at it. The reason that a single engine inboard is more difficult to maneuver in reverse is because the single propeller is creating a paddle-wheel effect. Each time one of the propeller blades slaps the water, it tries to pull the stern of the boat in the direction the prop is turning. You can't "aim" the propeller in any direction you wish, like you can with an outboard or I/O because the prop on an inboard is fixed on a shaft, and steerage is accomplished by moving a rudder back and forth in the propeller's wash. Since the rudder is aft of the propeller, the water being moved by the prop in reverse passes across the rudder before being drawn into the prop, lessening the efficiency of the rudder.

So if you have a single-engine outboard, you're going to have to spend some time studying and practicing in order to become proficient at backing into tight spots, and may find that you'll be altering your plans at times to conduct

your maneuvers with the gearshift in forward.

If you want to practice sternward maneuvers, pick a calm day and a spot with little boat traffic, stop your boat, and toss something overboard that floats high in the water. Then practice backing back on the float. Soon, you'll have the feel of your controls and know how your boat reacts at various speeds, and wind and wave conditions in reverse.

A final point. Never back in shallow water where your prop could strike bottom or rocks, or when there may be someone in the water behind your boat. If in doubt, don't even bother to take the time and movement to shift to neutral if you think someone may be in the water near your stern. Shut the engine OFF!

Brushing up on your boat handling skills is important, and knowing how to maneuver in reverse is essential to those skills. Have fun and good luck!

From "Commander Bob's Boating Safety Notebook," one of the pioneer boating safety web sites on the Internet. Commander Bob is a strong advocate on all issues relating to recreational boating safety. We encourage our readers to visit his site at www.commanderbob.com.

NEWS FROM NATIONAL *R/C Edwin G. Kridler, N*

MERIT MARKS

I recently completed merit mark recommendations for the members of the Junior Navigation Committee. It took several hours to fill out information in the data base for the merit mark program. I was thinking that this was a chore to complete the required information for some 20 members. Then I thought about the effort that P/C Hilary Winters, SN, has to put forth to complete the merit mark recommendations for the Charleston Power Squadron; trying to get information from the bridge officers and committee chairmen, compile the information, and print out the final forms. Suddenly, my job seemed relatively easy. However, I've never heard Hil complain

about doing this task, aside from having to beg some people to get their information to him.

I thought about Hil's job a little more, and suddenly came to another conclusion. While Hil has a great deal of work to do in getting the information together, he has a relatively easy job. Less than half of the members of CPS will probably be recommended for a merit mark. What would happen if all of the members of CPS were to be recommended for a merit mark? How many hours would Hil have to work if this happened?

We are beginning a new watch year in our squadron. We have a new bridge, and each of the bridge officers has many positions to fill. There are a number of committees needing chairmen and members. There is a tremendous opportunity for accomplishing many things during this watch. The bridge is planning many activities. The most important ingredient in the squadron's achievements this year, however, is not the bridge and its planning. The most important ingredient is the participation of the membership. With an involved membership working with the bridge, the squadron will have a very successful year.

Please volunteer to help, or help if asked. If there is an area of the squadron in which you have a particular interest, let your bridge know. If we can get the entire squadron participating, think of the work Hil will have to do next year. Think of the fun we can all have by getting involved in the squadron's activities. Let's all make a resolution for the coming year. Make Hilary work. Maybe this would be a good theme for the year.

MARK YOUR CALENDARS

Saturday 16 December!!
CPS Holiday Party @ Dolphin Cove

