

The Pilot

Monthly newsletter of the Upstate Boating Club



Come for the Boating Education...Stay for the FriendsSM

Volume 58 Issue 9

From the Bridge -

Next Year by Jim Carroll

I know that it is the height of the boating season, but it is also time to start thinking about next year. When this is published it will be only five weeks until the Annual Meeting on 6 October. There is more information about the meeting details in another article in this issue. My purpose is to inform you of the slate of officers that is hereby presented by the Nominating Committee for your consideration.

Commander – Billy Owens
Executive Officer – Pete Stevenson
Administrative Officer – Nioka Rose
Education Officer – Chris Rose
Secretary – Charles Guderian
Treasurer – Lynn Solesbee
Member at Large – Al Engelmann
Member at Large – Don Woodard
Member at Large – Nate Reynolds

I urge all members to attend the Annual Meeting. It is the only meeting required by law for a non-profit corporation to have each year in order to elect new officers. Please help us fulfill this responsibility.

Calendar of Events

LHS&PS Calendar of Events

September

8 ABC Class at Cabela's
11 Executive Committee Meeting

October

6 Upstate Boating Club's Annual Meeting
9 Executive Committee Meeting
11 Anchoring Seminar at Cabela's
19 - 21 D/26 Fall Conference at Hickory Knob

November

8 Trailing Seminar at Cabela's
13 Executive Committee Meeting
18 Change of Watch Brunch

Our Bridge

President: Jim Carroll, AP
president@lake-hartwell.org

Vice President: Pete Stevenson, AP
vice-president@lake-hartwell.org

Administrative Officer: Nioka Rose, S
admin@lake-hartwell.org

Education Officer: Chris Rose, SN
education@lake-hartwell.org

Secretary: Billy Owens, AP
secretary@lake-hartwell.org

Treasurer: Lynn Solesbee, AP
treasurer@lake-hartwell.org

Assistant SEO: Vacant

Members At Large:

Al Engelmann, SN

Ted Sauvain, JN

David Cross, SN

Nathan Reynolds

Nominating Committee

Al Engelmann, SN (1 Yr)

Jim Carroll, AP (2 Yrs)

Charles Guderian, S (3 Yrs)



Annual Meeting October 6

As per the USPS Operations Manual a "Squadron's Annual Meeting" is a meeting at which squadron officers are elected.

This year's Upstate Boating Club meeting will be held on October 6th at our house in Anderson.

The formal part of this meeting is usually concluded in ten minutes or so. The plan for the rest of the evening will be spent hanging around the fire pit, just socializing and having some fun.

We will have the fire going around 6:30, just bring a heavy hors d'oeuvres or dessert to share and whatever you will be drinking that evening.

Do not worry football fans, we will have the games playing on the TV!!

Come by boat (S-40, back in the cove) or by land, 909 Snug Harbor, Anderson SC.

Hope to see you all then!!

Billy Owens

D/26 Fall Conference October 19 - 21

[Registration Form](#)

SHIPWRECK

It all started when somebody said, “Lets go on a cruise” and before you knew it the four of us were on a boat on the Danube. If you follow the news at all you know Europe has had very little rain and the rivers, the big rivers, are drying up.

So, when a tow (several barges in a unit) went aground between Vienna and Nuremberg and then jackknifed to stop all navigation it was a disaster. Only a small disaster for us, we had to travel by bus from the Croatian border to Budapest, a matter of a few hours. But people who were traveling east were severely affected. One group spent one day on the water and the rest of their trip on buses. Horrible.



Flying from GSP to Atlanta, then Amsterdam landing in Bucharest, Romania was incident free, just the normal inconvenience of long distance travel. We spent the first night in Bucharest at the Sheraton, nice hotel, and we wandered about sightseeing. The next day the folks from Viking picked us up and presented the “tourist” Bucharest to us finishing the tour by a short ride to the river where we boarded the vessel Aegir, a Norse god of the sea. Soon we were underway up river (west) headed to Bulgaria. Our trip would take us through Bulgaria to Serbia, then onto Croatia and finally Hungary.

Our first shipboard meal was excellent as were each succeeding meal to the point we became jaded, nitpicking at the slightest detail to see if we could find fault, any fault. I regret to report we failed, except I did not like the yogurt. In the night we passed a lock or two but most slept right through, a nonevent really, and the next day we were in Bulgaria. We did have one locking event of note: just before we entered a gorge named the Iron Gate we traversed a double lock at mid-morning and nearly everyone was on deck to observe. Pretty impressive, we elevated 80 feet or more in two lifts and once again the passage was seamless.



We had little awareness of the upstream problems until we were transiting from Serbia to Croatia when the crew made us aware there were potential problems ahead, but no action was required at the time. During that passage at night I found myself on the upper deck, the sole passenger there, when I noticed that the door to the wheel house was open. We had been treated to a very brief introduction to the bridge during the day,

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which imparted almost no information of merit. But now I was alone. I climbed the ladder and stood on a small platform outside the hatch. A large burly crew member moved to intercept me blocking my way. After a few minutes he moved away, and I stepped into the wheelhouse. The helmsman, seated comfortably in the center of the space, informed me that he spoke no English and spoke only German and Russian. I replied that I understood that he spoke only German and Russian and that he had explained that to me in perfect English. Not another word was spoken (to me) in the hour I remained on the bridge.



It was fascinating. The entire helm was digital, and control was by a joystick. Two prominent read outs presented compass heading and depth. Depth varied from more than 20 meters to less than 4. Three large screens presented radar, chart (GPS) and AIS. The helmsman focused on the radar which showed the banks of the river and other features. And he navigated almost exclusively by the radar. It was amazing to watch him change headings by one degree to accommodate the apparent channel and adjust by one degree at a time in reaction to the depth meter. There was not an excess of water and I think we grounded for a moment.

The helmsman wanted to be in the middle, the depth gauge kept urging him to the starboard side. It was a contest and at one moment while in the middle there was that faint shudder as the props engaged some material other than water. Any boater knows the feeling, just a teeny sort of a stall when creeping along at slow speed.

Quickly the heading changed, deeper water was found, and all was well. Pretty cool. I gave up and headed for the cabin.



There were several themes that dominated our interaction with the native population: crew, guides, and the like. First signs of Christian faith were everywhere, sometimes Orthodox, sometimes Catholic but always dominated by followers of Christianity. Second was a certain prominent presence of Judaism, mostly in the historical narrative plus the occasional Synagogue. Third was a significant suppression of reference to Islam. The only commentary on Islam was about churches which had evolved from church to mosque to church over periods as long as 1000 years. The Ottomans drive toward Europe never reached Vienna and later was repelled back to modern day Turkey.

Finally, and dominant on bus and boat were lectures on the oppression of Satan's spawn meaning Communism. Each guide had personal stories, each country a slightly different point of view, but all viewed the Soviet/Yugoslavia era as an abomination and were not hesitant to make their feelings known. Topping it all off was a one-and-a-half-hour lecture by the cruise director on the boat. There was little room to mistake their point of view.

Returning to the tour, we saw splendid churches, fantastic castles and fortresses amid lush vegetation on rolling hills. I personally saw 18 trillion sunflowers waiting for harvest as well as corn and many other

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crops. We even met up with Hungarian cowboys. These guys could have walked with John Wayne, bareback daredevils that were damn good riders...

I have added a few photos culled from the 700 I took. Hard to cull. I have assembled several power point slide shows to bore you with. Just ask.

Pete Stevenson



D/26 September Boating Activities

Day	Date(s)	Activity	Host Squad-	Contact	Email/Phone#
Sat.- Mon.	1st-3rd	Port City Marina, Wilmington, NC	North Strand		
Sat.- Tues.	1st-4th	Southport / Bald Head Island Cruise	Lake Murray	RJ Becht	rbecht6518@aol.com / 803-730-0930
Mon.- Tues.	3rd-4th	Lake Keowee Cruise	Lake Hartwell	Charles Guderian	ecgthree@aol.com
Sat.	8th	South Wassaw Beach (Picnic)	Tybee Light	Hal Evans	hevans-mail@comcast.net / 703-629-2436
Sat.	8th	Dam Swim for Drew	Lake Murray	RJ Becht	rbecht6518@aol.com / 803-730-0930
Thurs.	13th	Tybee Island (Possible Overnite)	Beaufort	TBD	
Thurs.	13th	Cruise to Tybee Island	Hilton Head		
Sat.	15h	Cooper River Cruise	Lake Murray	RJ Becht	rbecht6518@aol.com / 803-730-0930
Sat.	22nd	Squadron Poker Run & Cookout	Dreher Shoals	Braxton Sorg	braxton-sorg@gmail.com
Sat.	22nd	Kayaking, Bonfire Restaurant	Long Bay	Rhonda Hard- ee	hardee@sccoast.net / 843-902-8653

Education

Cabela's on Woodruff Road in Greenville Schedule of Upcoming Classes and Seminars

Seminar Cost is \$25.00 per person.

Register at www.UpstateBoatingCourse.org or phone us at 864 567-1394 for more information.

Saturday, Sept. 8 America's Boating Course

Come for the Boating Education...Stay for the FriendsSM

The Upstate Boating Club, part of the United States Power Squadron, will be presenting the Americas Boating Course from 9:30 until 5:30, covering these topics:

Boat Handling	Docking
Aids to Navigation	State & Federal Regulations
Anchoring	Trailing Tips
Rules of the Road	Emergencies
PWC Safety	Knots and Splices

This course is designed to provide basic safety instructions on the operation of boats for Skippers, Spouses, and Family Members

Taught by Experienced Boaters of the Lake Hartwell Sail & Power Squadron and approved by the National Association of State Boating Law Administrators and recognized by many major insurance carriers as well as the United States Coast Guard.

Cost is \$30.00 for the first family member and \$10.00 for each additional family member sharing the same book. Register at www.UpstateBoatingCourse.org or phone us at 864 567-1394 for more information.

Thursday, October 11 , No-Drag Anchoring

Anchors and ground tackle represent a significant investment for boat owners. This seminar covers selection of anchor, rode and components; anchor selection for sea conditions and bottom characteristics; deployment and recovery of anchors.

Thursday, November 8, Learn Skillful Boat Handling

Prevent "dock rash," grounding damage, bent props, strain on your engine, wasted fuel and similar money-wasting adventures. Improve your boat handling skills by learning docking and anchoring techniques, close quarter maneuvering, the use of drive trim, trim tabs and steering in reverse.

Thursday, December 13, Upgrade Your Communications with VHF & SSB Radio

Is your on-the-water communication limited to a cell phone? If so, it's time you considered an upgrade to VHF & SSB radio for both safety and confidence. VHF Radio is the mainstay of coastal communications and is essential for emergency communications. DSC (Digital Selective Calling) simplifies and improves rescue.



Upstate Boating Club

Executive Committee Meeting Minutes August 7, 2018

MD 360 Powdersville, SC

I. **Call to Order 18:30 by Jim Carroll**

- A. A quorum was established
- B. Invocation –Jim Carroll
- C. Pledge of Allegiance – Jim Carroll
- D. Minutes of July meeting were approved

II **AD-Hoc Committees**

No report

III. **Department Reports**

A. Commander – **Jim Carroll**

- 1. Jim Carroll participated in a conference call with D/26

B. Past Commander – **Charles Guderian**

No report

C. Treasurer – **Lynn Solesbee**

- 1. The treasurer's report was distributed.

D. Administration – **Nioka Rose & Charles Guderian (boating activities)**

- 1. COW is November 16 at City Range
- 2. Annual meeting is October 6 at the Owens
- 3. Jocassee cruise is August 29
- 4. We are looking into a Labor Day raft out

E. Education – **Chris Rose**

- 1. ABC is set up for September 8
- 2. The Seamanship course has been updated, but not released yet.

F. Executive – **Pete Stevenson**

- 1. Co-Op charting is set for this month, the Public will be invited
- 2. Pete, Jim and the Roses are planning to attend the D/26 Fall Conference

Executive Committee Meeting Minutes

An August Co-Op charting is being set up

G. Secretary – **Billy Owens**

1. September 2018 Poinsett Pilot article assignments– (Articles are due by July 20)
 - From the Bridge - Jim
 - Education- Chris
 - Slate of Officers – Nominating Committee
 - Annual Meeting – Billy
 - Fall Conference Link - Nioka
 - Boating article – Pete
2. The logo on the Pilot has been changed to the Burgee.

H. Members at Large _ no report

IV. **Old Business** – none

V. **New Business** – none

VI. The next ExCom meeting is at MD 360 Powdersville Tuesday September 11 @ 18:30

VII. Adjourn 19:30

Submitted by Billy Owens



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Poinsett Pilot

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Upstate Boating Club,

Editor: Nioka Rose

Proofreaders: Pete & Rosemary Stevenson

Distribution: Don Woodard

Items are due on the 20th of the month preceding publication. Articles should be emailed to:

editor@lake-hartwell.org.

The editor reserves the right to edit submissions in a style that best serves the needs of LHS&PS, District 26, and United States Power Squadrons©

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