



# The Pilot



Monthly Newsletter of the

## Lake Hartwell Boating Club

From the Bridge - Billy Owens

I hope this is finding everyone safe and healthy. The “Social Distancing” thing we all are doing has forced changes on how we are all now living our lives for the time being.

The same goes for our boat club. We are having to postpone a lot of the activities we had planned out for the year. When we do start having events it is going to be a little different than before. Like, starting back our Happy Hours, this will be a Virtual Happy Hour using Zoom. Hope a lot of you will participate, this should be interesting to say the least.

The Bridge is making phone calls to the all the members. Hopefully this can keep us connected a little better.

We are looking for new ways to be able to get together on the water, along with keeping our distances. So, our “Float, Bob and Sips” may be replaced with a “Sip and Cruise with some Distance”. At least for a short time.



The ramps are opened back up, so we can at least enjoy the Lake. So, let’s get the boats ready and get out on the water.

As always, we are looking for new ways to try and connect with everyone. Do you have any ideas? If you do please let us know.

# Calendar of Events

## *LHS&PS Calendar of Events*

### **May**

12 Executive Committee Meeting

### **June**

5-7 Cooper River Cruise to Charleston

12 Executive Committee Meeting

12-13 Poker Run

### **July**

14 Executive Committee Meeting



Nioka Rose	05/02
Pete Stevenson	05/06
Pam Guderian	05/13
Carter Stevenson	05/27
Emily Guderian	05/28
Ray Fedele	05/31

## **Our Bridge**

**Commander:** Billy Owens, AP  
president@lake-hartwell.org

**Executive Officer:** Pete Stevenson, AP  
vice-president@lake-hartwell.org

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

**Education Officer:** Bert Baxter, AP  
education@lake-hartwell.org

**Secretary:** Charles Guderian, S  
secretary@lake-hartwell.org

**Treasurer:** Craig McQueen, AP  
treasurer@lake-hartwell.org

**Assistant SEO:** Ray Fedele, SN

### **Members At Large:**

Chris Rose, SN

Don Woodard, N

Nathan Reynolds, AP

### **Nominating Committee**

Charles Guderian, S 1 Yr

Chris Rose, SN 2 Yrs

Lynn Solesbee, AP 3 Yrs

## **dis·trac·tion**

**(noun) a thing similar to this notice**

Members, we can learn something new or brush up on boating skills during these stay at home times. Go ahead, make your Commander proud by taking a class online.

<https://americasboatingclub.org/learn/online-boating-education/>

The new Boat Handling course is great for newbies and a good refresher for the rest of us. Topics covered include:

- Rules of the Road: A Practical Approach
- Confidence in Docking & Undocking: Slow-Speed Maneuvering
- Boating with Confidence: Handling Your Boat Underway
- Anchoring with Assurance: Don't Get Carried Away
- Emergencies on Board: How to Handle Common Problems
- Knots and Line Handling: The Knots You Need to Know

# The Cooper River trip-----Sometime this summer

Once the restrictions are lifted and boating is resumed, the Lake Hartwell Boating Club will take a cruise down the Cooper River. Just to wet your whistle the following narrative combines an outline of a typical itinerary and stories from several of these trips over the years. I dredge these anecdotes from memory so you should take it with a grain or two of salt.

The day will start at 6 am or so with the departure from home with tow, vessel and crew. The first rendezvous will be about 9 am at the rest stop on I26 about mile 62. Here the several participants will collect, coordinate and get ready. The next milestone will be down around Orangeburg where we will get off I26. After various small adventures on the road and filling up the truck with gas we will journey down route 6 or 301 to 6 to the Canal separating Lakes Marion and Moultrie. This portion of the trip is roughly 3 hours and we should be at the launch point about noon.

There are two route choices:

A. exit I26 at exit 136 and travel on route 6 through St Matthews, Elloree, Santee, Vance to Nelson Hill where you turn left on Route 45 to Canal Lakes Fish Camp just before the bridge over the canal.

B. the alternative is to exit I26 at exit 154 and go north on highway 301 to 6 and then Vance to Nelson Hill where you turn left on Route 45 to Canal Lakes Fish Camp just before the bridge over the canal.

Just before the bridge we will turn into the giant parking lot at Canal Lakes Fish Camp. Here we have some options: we can launch as fast as we can get the group into the water or we can eat lunch at the restaurant and then launch.

Once the flotilla is in the water and the trucks and trailers are safely parked we journey down the canal to the open water where we will follow the channel which is well marked by day-marks across the lake Moultrie to the Pinopolis dam and lock. It is good advice to stay in the channel as the lake is shallow and there are numerous stumps in the water outside the channel.

Locking through is an experience, first the lock has to be available and the lockmaster will let us know when to enter. Next, he will make sure everyone is wearing a life jacket, then direct the docking and then down we will go.

Once out of the lock we will travel down a canal heading east. Shortly after passing under the railroad trestle we will note to starboard a narrow channel, with depth of four feet and length about one half mile that ends in a little marina named Hidden Cove Marina. Should be no need to stop unless someone needs fuel.

## The Cooper River trip-----Sometime this summer

Right next door to the canal is a restaurant named Gilligans Seafood Restaurant which has had its ups and downs over the years. Sometimes good, sometimes not so good but it does have dock space in case we decide to stop.

Heading east again the waterway starts to expand, wider and more varied shoreline including the Old Santee Canal Park with docking, nature trails, lectures etc.

Continuing on we enter the really scenic part of the river with tree lined banks, flocks of water birds and beautiful scenery. We will pass a series of rice paddies not currently farmed on both sides. When the tide is high there are numerous false channels and attractive passages and one of the squadron members was sure he knew the channel and ventured off to starboard. The grounding only took minutes as we towed him off. He had entered an ancient rice paddy from the Carolina coastal agriculture history. We did our best to never let him forget.

This section ends just past the Mepkin Abbey when we pop out into a broad expanse of marsh and high reeds. If the tide is low you will not be able to see anything but reeds, if the tide is high you can see Charleston on the horizon. Navigation aids appear and lead the group in the channel. Years ago these markers were not there and we had to sort of feel our way.



Another time, heading up stream, I was following an experienced member up stream when I hit something that spun the propeller. I rigged a rope harness and changed the prop while my armed wife watched a good sized alligator that was dozing on the bank a few feet away. All ended well and we were on our way.

Back to the story, the nav aids will take us to a railroad trestle which is in the Strawberry Chapel neighborhood. If your vessel is too tall it can be challenging to pass under this bridge. If necessary we can call the railroad and they send someone to open the bridge. The railroad suggests we call one day in advance.

Some years ago, while cruising with the Charleston squadron, one of their members was terrified by the bridge. He was an experienced sailor and new to power boating. He had a 27 foot Sundancer with an arch and was sure he would hit the bridge. We finally got him through by having two cruisers, the same size as his, stop under the bridge and a person stood on the fore-deck to reach up toward the bridge (we could not reach it). He finally passed through.

## The Cooper River trip-----Sometime this summer

Once past the rail road we will enter a long winding channel that wends its way generally eastward but with plenty of north and south headings. Lots of large structures are on the horizon and occasionally we pass a wharf for some purpose or other but mostly we pass miles of reeds until we pop around a corner and find that we are approaching the Navy nuclear power submarine training base with two decommissioned boats moored along shore.

As soon as we clear the corner one or two Navy ribs will hail us instructing us to stay to port (away from the boats) and to stay on plane and clear the area asap. Somehow no one ever disputes the instructions, perhaps it is because the machine guns on the bow are manned.



At this point we enter a more built up zone with many nautical features both commercial and Naval. We pas under the I526 bridge and cruise past the Charleston Naval Complex which house several huge ships. The channel markers give good guidance sometimes taking us close to the piers sometimes out and away. Almost always there is dredging under way in this area so the captain needs a sharp eye to negotiate the dredge in the channel.

Just before the Charleston Bridge the channel splits around Drum Island. The main channel bears left toward the center of the bridge while a secondary channel stays close to the shore. Both are quite safe. Once, a few years back a giant rainstorm popped up and the group took the right hand (close to shore channel) and sheltered for a few minutes under the bow flare of a large freighter moored alongside. It was disconcerting to look up at an anchor that was larger than three of our vessels.

Once past the bridge the carrier Yorktown is on the north shore next to the Patriot Point Marina. Nice marina but famous for fast tidal current. On the southside is the Charleston waterfront with its Church spires and unique architecture. Following the Nav aids we round the corner to go upstream on the Ashley to the City Marina. This marina is huge with both giant vessels and jet skis.

At this point we will settle into the marina we have chosen. In the future we may journey up the Ashley or continue down the Intracoastal to Elliott's cut and the Stono River or cruise around Charleston Harbor, take a look at Fort Sumter, maybe visit Shem Creek or perhaps go North past Fort Moultrie to Sullivan's Island or Isle of Palms on the Intracoastal. For sure there will be more opportunities than we can exploit.

## Part 4: Testing for Corrosion Potential with a Reference Electrode

With a multimeter and a reference electrode, you can measure the potential difference between the boat's underwater conductive surfaces and the boat's ground (negative battery terminals). You can check the conductivity of every branch circuit and also the effectiveness of your bonding system. Conduct these tests after the boat has been in its slip for several hours to allow the cathode system and sacrificial anodes to polarize the water molecules in direct contact with the underwater surfaces.

### Necessary Equipment

You will need a multimeter connected to a reference electrode immersed about six inches behind the conductive surface. The reference electrode should have a cable length of about 25 ft to be able to reach the water from all of your metal components and be close enough to the meter to write down the voltage readings from the various circuits. You will also need a heavy-gauge copper wire ground electrode—10- or 12-gauge—with an alligator clip at one end and a jack plug on the other end to fit the black socket on your multimeter. A record book and a helper makes the testing and troubleshooting process much easier.

### What To Test

Make a simple drawing or write up a complete list of the metal underwater fittings. Include through-hulls, prop shafts, and anything that is part of the boat's electrical bonding circuit. Include the stern drives, trim tabs and any other metal part that is normally in the water. Mark the location of every sacrificial anode on your drawing.

### Branch Circuit Testing Procedure

Connect the reference electrode to the positive terminal of the multimeter. Drop the silver reference cell over the side and wait a few minutes for the seawater to soak into the porous housing. Connect the multimeter's negative jack to the boat's negative battery terminal using the copper wire ground electrode. Switch all DC breakers off. The DC voltage potential you measure should be around 0.7 to 0.8 VDC. Turn on each circuit breaker in turn, connecting the alligator clip to the circuit's ground. If potential in any circuit reads more than 1VDC, you have internal stray DC current flow in that branch. This circuit should be investigated and corrected to prevent DC stray current corrosion to the underwater conductive metals.

### Bonding System Testing Procedure

Connect the ground cable alligator clip to the metal fitting nearest to a sacrificial anode. Take a reading and begin to work your way from the anode, following the bonding circuit to the next fitting. Record each reading on your drawing. If your boat's metal through-hull fittings are not bonded, you will need to touch each fitting; even with a properly grounded system, you should do this to detect any breaks in the bonding system.

### Interpreting Your Readings

To help interpret the readings for various metal alloys, consult the generalized list of mV readings.

### Generally Accepted Potential Range for Various Metals

Bronze: -500 mV to -700mV

Steel: -750 mV to -850 mV

Aluminum: -800 mV to -1,050 mV

If you do not obtain the same reading for a fitting in the same bonding circuit, you have an interrupted ground, and that fitting is in peril. If you obtain a number that is less than the acceptable range for the metal—for example a bronze seacock gives you a reading of -400 mV—then the item being tested is eroding. The smaller the number, the more the erosion that has taken place.

# Protect Your Investment

This concludes our series on corrosion. If you as a result have obtained a working understanding of the boat electrical system and the process of corrosion, you will be able to detect this destructive process sooner, and correct problems before expensive damage can occur. This knowledge can also help you evaluate the condition of a boat before purchase. Corrosion is a condition that should be continuously monitored, since damage can be caused by shore power problems or by nearby boats. The implications involve not only maintenance, but also safety.

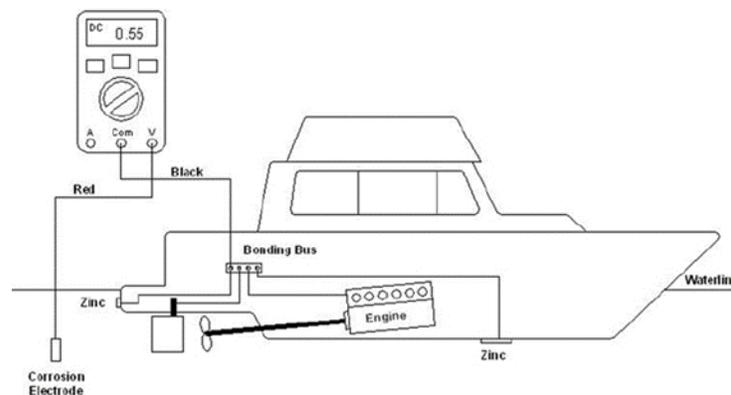
## Resources

[Marine Electrical Systems, AC/DC-Electrical Circuits, Grounding, Lighting, & Safety; United States Power Squadrons; 2008.](#)

<https://www.boatus.com/magazine/assets/pdf/putting-corrosion-to-the-test.pdf>



Reference electrode suitable for marine testing. Note the long lead and the banana plug for connection to a multimeter (+) jack. (courtesy of Reliability Direct, Inc.).



Reference electrode setup for measuring corrosion potential (courtesy of Reliability Direct, Inc.).

## May Cruise & Rendezvous Cancelled

Squadron Commanders, Executive Officers & Administrative Officers:

D26 D/Lt/C Carol Sherratt, D26 Secretary, has tabulated D26 Council's vote on whether or not to cancel the 2020 D26 Cruise & Rendezvous. Except for one "no response" and one "abstention", all Council members voted in favor of cancelling the C&R and delaying the Awards Presentation to the Fall Conference/COW. As a result, the 2020 D26 Cruise & Rendezvous is hereby cancelled.

Commanders, please make every effort to ensure your memberships are so advised.

Bob Boal, please remove the promotions and registrations form pertaining to this event from our website and replace it with:

"In view of the ongoing situation with the Coronavirus, D26's Council has made the prudent decision to cancel the 2020 D26 Cruise & Rendezvous and delay the Awards Presentations until the Fall Conference/COW". Or words to that effect.

Cdr Jim Wilkins, AP

ABC of SC & Coastal GA - D26

## A Look Back at Good Times Part 2

I was sitting on the boat, the 42 foot Catalina, in Greenport, which is near the end of the western fin of the Long Island fishtail and listening to the VHF traffic and I was prompted to reflect on the state of nautical education. The VHF traffic was busy and interesting: Op Sail was happening in New London, a few miles away, and much radio traffic involved that event. Every so often a distress message was heard followed by advice and the dispatch of the rescue party. From my observation most of the distress calls came from novice boaters, people who had not benefited from the boating education available from so many sources; the Power Squadron, the USCG Auxiliary, US Sail and others. How can that be? It requires significant effort to be unaware of boating education. An individual must take the decision that he does not need more information than he already has but why would he be so confident that he knows it all?

I think part of the reason is the state of the art of marine electronics. The vessel I am aboard has 2 chart plotters, radar, AIS, autopilot, and VHF. In addition, there are 3 computers aboard, both with navigation programs and information, and they are supported by smart phones with a third set of navigation tools. In our case we also have chartbooks and charts and guide books. How easy it would be for a new boater to decide the paper products were redundant and rely completely on the electronics. My eavesdropping on the VHF suggests this is so, many of the conversations included reference to electronic information that confused rather than guided. In my experience it is easy to fall into the trap that a chart plotter can set. Closing in on scale to navigate a tricky passage can blind the pilot to the larger arena resulting in encounters with the unexpected. A novice with a small screen device and without the support of a chart can find serious trouble in an instant.

This is the dilemma facing the Power Squadron. Both the new boater and those with long term experience are so easily misled by the incredible capabilities of electronics. Thinking that surely these incredible devices are sufficient it is easy to conclude that, in fact, they are better than the classroom. They are faster, more professional, teach more depth in seconds and are astonishing besides. The truth is they really are very good, almost better: except when they are not operating. Not operating? Bad connections, power failures, lightning strikes, novice errors and pick your poison, when your electronics fail your navigation and boat handling skills assume a new importance. But how to sell, how to deliver this apocalyptic message? How about taking the student to sea, demonstrating wonder after electronic wonder and mid lesson kill the electronics and ask the student to take the vessel back to the dock or ramp? If USPS is going to resume our historic stance as the preferred marine educator we will need just such a Draconian demonstration.

The next day, the 8th of July, we circumnavigated Shelter Island heading for Sag Harbor. This was an uneventful passage except for one small cut at the tip of North Haven Peninsula where a fast current, two ferries on opposing courses and a fleet of smaller vessels were squeezing through a 600 yard wide passage. Interesting, many captains seemed unaware of the hazards, passing uncommonly close and darting between the larger boats.



## A Look Back at Good Times Part 2

Soon we were inside the jetty at Sag Harbor which was filled with fantastic yachts, crowded anchorage, free services provided by the town like pump out and launches and a nice dinghy dock inside Long Wharf at the foot of the main street. The town had shady streets filled with shops and pleasant walks. We anchored outside the jetty along with dozens of sail boats, a few power boats and one Mega Yacht and we ate aboard for the fourth consecutive night.



The 9th saw the Peregrine departing Sag Harbor heading across Gardiners Bay toward Plum Gut. Before long we turned East toward Montauk. Montauk is the southern fin of the fishtail and the furthest east point of the island, next stop Portugal. The busy and well protected anchorage was in a salt pond which once was a fresh water lake. Entrepreneurs dug a channel creating a harbor, the channel splits with the right leg leading to marinas, fuel, and food while the left meanders past more docks and marinas ending in a large shallow pond with scattered anchorages. Luckily the tidal range is small, 2 foot or so, and picking a spot is fairly easy. Montauk had one curious feature, it seems to be a tradition to leave anchor lights unlit. The area we were in had several sail and one power vessels on the hook and we were the sole boat to light the lamp. The reason for this breach of good seamanship was not evident, we were near a channel and there was some traffic passing further into the pond. The LPG search was unsuccessful.

Escaping Montauk on the 10th we sailed to Block Island circumnavigating the island before entering New

## A Look Back at Good Times Part 2

Harbor. Like Montauk, the new harbor was a fresh water pond that had been opened to the sea providing a huge anchorage. Not only huge but close to full, there were hundreds on moorings and hundreds more on the hook. It was kind of like a boat show with brands and models on display, many very big, some quite small and some quite spectacular like a seagoing tug flying a Chinese flag. Going ashore was a long dinghy ride followed by a long walk. Eventually we hired a tour and Monica our guide was one of the original settlers from 1661. She knew everything including all the 900 permanent residents (the summer population approaches 50,000). There are lovely houses available for several million dollars, all set atop 300 foot bluffs, and surrounded by conservancy protected green swards. Monica revealed that 47% of the island is permanently undeveloped. Monica also reported that the first landing was at Cow Cove where the cows were lowered over the side and swam ashore. Notes in the log books report that pigs do not swim, they sink. The town of Old Harbor has shops and restaurants, B&B's and elegant hotels. How about \$500 per night with a view of Rhode Island? Dock fees and moorings are of the same caliber, pricy, and anchoring is a better option. Curiously, prescriptions are flown in daily from Providence but groceries, liquor and t-shirt shops are well stocked. Happily the local LPG service not only fills the tank at your house but is boat-friendly and fills 10 pound tanks if you leave them overnight.

A note about food. So far we have eaten ashore on 3 occasions over the 7 days. On the Fourth, the Cross's oldest son and his lovely wife Monica presented a fantastic salmon dinner in their home in Hoboken after which we walked to the boat. In Greenport we had pizza for lunch and on Block Island we had seafood Mexican style (fish tacos and clam burritos). However, the really good meals were on the boat.



The galley was a busy place; two cooks and a kibitzer watching every trick. The secret tender with its huge pantry is nowhere in sight.

No doubt the boat meals were enhanced by the atmosphere, the relaxation, the company and the occasional libation but they really were excellent in their own right. David is skilled on the grill and it appears from the variety of fresh ingredients that Libby has an invisible tender with a well stocked pantry that shadows our every move. Oh yes, I forgot, Aldo's bakery on Block Island has a boat that delivers Danish and Cinnamon buns to your boat at breakfast time. Pretty neat to see the boat winding through the anchorage while the pilot/chef sings out his song advertising his wares.

Leaving Block Island we sailed almost into the New London harbor. First a 20 mile stretch on one course and then a tack downwind until a mile off the channel. Best sail of the trip, wind at 9 knots, boat through the water at 5 knots, 5 foot following Atlantic swells at 10 second intervals and it was a very nice day.

## A Look Back at Good Times Part 2

Turning aside we anchored south of Green # 5 and prepared for the evening meal. Incredibly the larder was empty except for ravioli and black beans. Friday morning found us across the river from the sub museum. Lobster at Groton on Friday the 13th. Well, first we visited the Thames View Marina on the US Submarine base at Groton. Thames View is available for US Military Personnel, active and retired. We were in Groton



to visit the Submarine Force Museum and found much more. We found the Marina by telephoning the museum to ask if we could arrive by boat and a couple of calls later we were in touch with the marina. After we tied up in our slip, Sharon, the marina manager, drove us to the museum which was about two miles downriver. After we exhausted the Museum which was excellent with movies, a tour through the USS Nautilus, and many exhibits, Sharon picked us up and drove us to the Commissary, the Exchange and then the Liquor store. Peregrine was completely restocked, including the secret tender, and we were back aboard for a lobster dinner with sweet corn and fresh salad courtesy of the Commissary. Thank you US Navy.

Just before we entered the channel we passed an outbound attack sub, quite an impressive sight, and then we were traveling up the Thames under the Interstate 95 bridge and the railroad bridge until we were intercepted by the guard boat for the Submarine base.

Wait, that's not all, many of the long term residents of the marina stopped by to say hello and chat about boats and cruising and destinations. The result of one of those conversations was an offer, which we accepted, to drive us to the Mystic Seaport Museum in the morning. Saturday morning, 9 AM, "Skip" dropped us at the North entrance to the Museum where we wandered about for 4 or so hours. In order to properly view the exhibits,



boats and attractions we really needed two or three days. The museum is huge, spread over 10 acres or so, and very rich in things to see and do. Many exhibits feature docents eager to teach and explain and some sang "Sea Chantys" while loading cargo on an iron hulled square rigger. A spectacular place but visitors need days not hours. A \$30 cab ride and we were back at the main gate where once again Sharon gave us a ride to the Marina where a pot luck barbeque was in full swing with burgers, hot dogs, New England clam chowder, fresh fruit and a lemon pie. Fantastic.

By 2:30 we had cast off and headed down river, passing under the railroad bridge and searched for the New London city pier which is adjacent to the Amtrak station. The pier is near by the Long Island ferry docks and our landing was an another adventure with two ferries in motion, a large tourist sailing vessel tacking

July 19, 2012 4 to 14 July, Hoboken NJ to Block Island, RI, 10 days on a cruise

## A Look Back at Good Times Part 2

across the harbor and half a dozen small boats. Not to mention there was a 20 knot breeze blowing off the dock but we had no difficulty coming along side thanks to David's skill in handling the boat. Rosemary and Pete and our gear were ashore in 60 seconds, goodbyes and thank you's said and Peregrine was away headed out into the sound.



We

caught the 4:50 Amtrak and our sailing trip was finished but not our journey. We visited family in Wallingford Ct, White Plains, NY, collected our car and headed for Quantico, Va. where we will visit the Marine Corps Museum.

## Learn about DAN Boater Safety and Travel Benefits

America's Boating Club has partnered with DAN Boater to offer safety and travel benefits to our members. Your new benefits include an emergency hotline, a nonemergency medical information line, worldwide medical evacuation, medical repatriation, search and rescue expenses, and much more.

Visit [www.danboater.org/abc](http://www.danboater.org/abc) to get complete details on this valuable benefit program and print your DAN Boater benefits card.



Have your certificate number and PIN handy when logging in.

You can find details about all DAN Boater benefits, including coverage amounts, in the DAN Boater Benefits Handbook. If you have questions not answered in the handbook, call the DAN Boater Member Support Team at 919-490-2011.

Keep in mind that DAN Boater cannot answer questions related to your America's Boating

### 2020 Schedule of Vessel Safety Checks

The planning schedule for vessel safety checks is as follows. Please be aware that Big Water date, the Jocassee dates and the Poker Run date are tentative and will be confirmed when we hear from the Ranger and the people at Meals on Wheels in Anderson.

Shakedown cruise	April 18	Portman Marina
Big Water Marina	May 2	
Lake Jocassee	May 30	
Poker Run	June 12 - 13	
Lake Jocassee	June 27	

Pete Stevenson

# Lake Hartwell Boating Club's Plan of Action during COVID19

Commander – Billy

Electronic Meetings

Keeping membership informed, Pilot, FB page, mass emails, etc.

Treasurer – Craig McQueen

Administration – Nioka Rose

Meetings

Keep active dates for all meetings

Will try virtual Happy Hours utilizing Zoom.

Boating Activates

Keep planning water activities

Education – Bert Baxter

Suspend all in person classes.

Push any online classes, particularly the USPS modernized beginning advanced grades, maintenance related courses and marine electronics courses:

**Boat Handling Course** that replaces Seamanship, which covers the following topics together or as separate seminars:

Rules of the Road: A Practical Approach

Confidence in Docking and Undocking: Slow-Speed Maneuvering

Boating with Confidence: Handling Your Boat Under Way

Anchoring with Assurance: Don't Get Carried Away

Emergencies on Board: Preparation for Handling Common Problems

Knots and Line Handling: The Knots You Need to Know

**Engine Maintenance** (information on how engines work and basic maintenance procedures, as well as how to recognize problems)

**Marine Electrical Systems** (information on Alternating and Direct current, as well as boat electrical systems)

**Marine Communication Systems** (different types of radios and communication options)

**Electronic Navigation** (basic information on the various electronic devices available today that help navigate and select routes)

This assumes there are some needs among *our particular inland lakes membership* that they “might as well take advantage of, since for the short term, I can’t get my boat out on the water.”

Basic knowledge beyond the boating course, filling in “holes.”

Maintenance needs, without having to involve a dealer or a marina; installing new electronics from learning about them in the category immediately following.

Catching up on new electronics and using their full capabilities.

ExCom: Brainstorm some follow-up practical or on-the-water activities involving the knowledge contained in these courses to be held when the quarantines/restrictions are lifted.

Executive – Pete Stevenson

VSC suspended – we will look into purchasing non-medical PPD for our examiners in case they are needed after we can get back to conducting inspections.

Co-Op no action needed

Secretary – Charles Guderian

Publish Electronic Meeting Minutes

Members At Large

The Bridge will contact all our members by phone each month. We will roll the list as to talk to different members each month,



**Lake Hartwell Boating Club**  
**Executive Committee Meeting Minutes**  
**April 14, 2020**

**MD 360 Powdersville, SC**

Minutes of last meeting were approved

**Commander – Billy**

The Action Plan was voted in  
USACE meeting 4/15/20 was cancelled  
If anyone has interest in the D/26 Bridge let me know.

**Treasurer – Craig McQueen**

No Report

**Administration – Nioka Rose**

Meetings

New date for COW is 11/8/20  
Oyster Roast is postponed until this fall  
We will try Virtual Happy Hours using Zoom. The first is set up for 4/23/20

Boating Activates

Shakedown has been postponed  
Poker Run is still on per Meals on Wheels

**Education – Bert Baxter**

The ABC 5/16/20 has been postponed

**Executive – Pete Stevenson**

Co-Op

The Charleston Co-Op charting cruise postponed until July  
We are on the National Honor Roll

VSC

We are exploring the use of gloves and other non-medical PPD for our inspectors if needed when ever we can start back up

Secretary – Charles

Pilot assignments

From the - Bridge Billy  
Safety - Don  
Happy Hour – Nioka  
Teaser from Last Cooper River Cruise - Pete

**Members At Large**

We will be calling all members per the Action Plan that was adopted tonight

**Old Business**

D/26 COW

May 2020

[www.UpstateBoatingClub.org](http://www.UpstateBoatingClub.org)

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## Executive Committee Meeting Minutes

Planning is in a holding pattern right now. We are staying on touch with the hotels

### **New Business**

### **Next meeting**

Next meeting will be another virtual meeting on 5/12/20 at **6:45 pm**. Dial in will be sent out prior to the date

### **Adjourn**

# Ship's Store



## Port Authority Rapid Dry Polo.

Port Authority Rapid Dry Polo. Soft and breathable, this baby pique polo has our exclusive Rapid Dry moisture-wicking technology. This unique knit has a soft inner layer which wicks moisture away from your skin to the shirt's surface where it quickly disperses and evaporates. 5.6-ounce, 60/40 cotton/poly Double-needle stitching throughout 3-button placket Pearlized buttons Open hem sleeves Side vents

**Price \$26.00**

Colors: White; Classic Navy; Dark Green; Royal; Jet Black; Red; Charcoal; Seafoam; Stone; Riviera Blue; Boysenberry Pink;

Moroccan Blue; Dusty Purple

Sizes: XS; S; M; L; XL; 2XL; 3XL; 4XL; 5XL; 6XL



## Port Authority Outdoor Wide-Brim Hat.

Port Authority Outdoor Wide-Brim Hat. Trail-ready, this high-performance essential features No Fly Zone insect repellent technology, UPF 30+ sun protection, a concealable sun flap and a moisture wicking sweatband. The foam brim keeps it afloat in water. Fabric: 75/25 poly/nylon rip stop Structure:

Unstructured Features: Adjustable cord at crown, clip-on and adjustable drawcord

**Price \$20.00**

Colors: Coffee Cream; Olive Leaf; Stone

Sizes: S/M; L/XL



## Sport-Tek 1/4-Zip Sweatshirt.

Sport-Tek 1/4-Zip Sweatshirt. These durable, colorfast quarter-zips feature a better fit with minimal shrinkage, as well as 2x2 rib knit cuffs and waistband. 9-ounce, 65/35 ring spun combed cotton/poly fleece Twill-taped neck 2x2 rib knit cuffs and hem with spandex \*Please note: This product is transitioning from woven labels to tag-free labels. Your order may contain a combination of both labels

**Price \$31.00**

Colors: Athletic Heather; Black; Forest Green; Graphite Heather; Maroon; True Navy; True Red; True Royal; Vintage Heather; White

Sizes: XS; S; M; L; XL; 2XL; 3XL; 4X

## Ship's Store



### **Eddie Bauer - Long Sleeve Fishing Shirt.**

Eddie Bauer - Long Sleeve Fishing Shirt. Designed with the needs of fishermen in mind--but equally comfortable anywhere--this shirt has all the bells and whistles: a built-in rod holder, two large fly box pockets, utility loop and more. 3.5-ounce, 100% cotton poplin 100% polyester mesh upper back lining Built-in rod holder Two large fly box pockets with hook and loop closures Zippered chest pocket Utility loop and tool holder Cape back with mesh ...

**Price \$47.00**



### **Eddie Bauer - Short Sleeve Fishing Shirt.**

Eddie Bauer - Short Sleeve Fishing Shirt. Designed with the needs of fishermen in mind--but equally comfortable anywhere--this shirt has all the bells and whistles: a built-in rod holder, two large fly box pockets, utility loop and more. 3.5-ounce, 100% cotton poplin 100% polyester mesh upper back lining Built-in rod holder Two large fly box pockets with hook and loop closures Zippered chest pocket Utility loop and tool holder Cape back with mesh...

**Price \$41.00**

Colors: Blue Gill; Driftwood; Goldenrod Yellow; Seagrass Green; White  
Sizes: XS; S; M; L; XL; 2XL; 3XL; 4XL



### **Sport-Tek Ladies Sport-Wick Textured Colorblock 1/4-Zip Pullover**

Sport-Tek Ladies Sport-Wick Textured Colorblock 1/4-Zip Pullover. Contrast sleeve stripes and texture give this moisture-wicking pullover an unrivaled look. 100% polyester Gently contoured silhouette Cadet collar Tag-free label Taped neck Front and back princess seams Contrast Vislon zipper Angled chin guard for additional comfort Set-in sleeves Thumbholes to keep hands warm Open cuffs and hem Slight drop tail hem

Colors: Black/ Iron Grey; Iron Grey/ Black; Pink Raspberry/ Iron Grey; True Royal/ Black; White/ Iron Grey

Sizes: XS; S; M; L; XL; 3XL; 4XL; XXL

**Price \$33.00**

## Ship's Store



12" by 18" Burgee  
Price 26.00



4" Burgee Decal  
1.00



*For Boaters, By Boaters<sup>SM</sup>*



### **The Pilot**

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**Editor: Nioka Rose**

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