



The Pilot



Monthly Newsletter of the

Lake Hartwell Boating Club



From the Bridge - Pete Stevenson

Now here is a challenge. Confined to quarters, weather is miserable, uninformed about the vaccine distribution plans despite being one of the most eligible candidates in the upstate, faced with the daunting task of generating an up lifting article for a boating club newsletter. JEEPERS.

But be of good cheer. Christmas is Here. Well, only two days away. Families will gather, or they will call, and then it is on to the New Year. The first boating opportunity for the club will be February's Co-Op Charting survey on Lake Hartwell. While this is often thought of as an individual exercise, we hope to add a little social interaction to the mix this time around. Read through to the end of the article to find out about the social part. First, we need to sign up the inspectors. The areas to be inspected are Zones 1, 2, 3, and 4. They were described in the December issue and reprinted on page 12.



I plan to do Zone 2, that is, sections 2A and 2B, which I have done for years. But I need a crew. The crew will help launch and retrieve the boat, take notes and photographs, and help fill out the survey log. Typically this exercise takes about five or six hours when counting travel from home to the lake, launching, cruising, stopping for lunch and investigating whatever curious things are discovered.

Other known volunteers are Charles Guderian who plans to survey Zone 1B and Don Woodard who is familiar with Zone 1A. They, too, will welcome crew. Other likely volunteers are Billy Owens for 3A and Ray Fedele for 3B or perhaps the other way around. We need a couple of leaders for Zone 4A and B. How about you?



We will be watching the forecasts searching for a good day or two and will send out a blast when we find a promising opportunity. Meanwhile, get your boats ready and coordinate with one of the captains by email, phone or text.

Pete Stevenson	pete@marinesurveysinc.com	864 444 3297
Charles Guderian	ecgthree@aol.com	864 477 9479
Don Woodard	firstfruitsfarm@bellsouth.net	864 484 7263
Billy Owens	billy@palmettoinc.com	864 419 3069

Now as for socialization, not socialism, but a get together, perhaps we can cluster together for a bob and sip in mid afternoon, say 3 PM? 3 PM allows some time for stories and such and still allows time to get off the water before dark. We will pick a spot that everybody can reach like one of the coves off the bottom of the Tugaloo.

So sign up and get ready!

PS Last month's virtual scavenger hunt was a blast! Charles and Pam Guderian came in first place. Stay tuned for more information on this month's virtual game night, Thursday, January 21st.

Calendar of Events

LHS&PS **Calendar of Events**

January

12 Executive Committee Meeting
16 Bridge Training
21 Virtual Game Night

February

9 Executive Committee Meeting
Co op Charting at your leisure this month

March

9 Executive Committee Meeting
13 -14 Online District Awards Ceremony &
Training Day



Our Bridge

Commander: Pete Stevenson, AP
president@lake-hartwell.org

Executive Officer: Charles Guderian, S
vice-president@lake-hartwell.org

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

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

Secretary: Craig McQueen, P
secretary@lake-hartwell.org

Treasurer: Jim Bolding
treasurer@lake-hartwell.org

Assistant SEO: Ray Fedele, SN

Members At Large:

Chris Rose, SN
Don Woodard, N

Nominating Committee

Chris Rose, SN 1 Yr
Lynn Solesbee, AP 2 Yrs
Billy Owens, AP 3 Yrs

Tommy Hardin 01/01

Elizabeth Boswell 01/02

Kristie Boswell 01/05

Sarah Morris 01/18

David Cross 01/24

Billy Owens 01/24

Jackie Garbarino 01/27

Adam Kraft 01/31

Office Depot - Office Max Savings Program:

USPS members save up to 80% off over 93,000 products. Save on your printing, cleaning and furniture needs. Big savings on Ink cartridges.

Shop online or in stores. Enjoy FREE next day delivery on online orders over \$50!

Visit <http://www.officediscounts.org/usps.html> to shop online or print off a FREE Store Purchasing Card.

And what a haul it was...



We collected \$1220.00 for our Adopt a Family!!

Many thanks to all who gave so generously. The goodies were delivered on December 11th.



It Was an Adventure!

I just do not know how else to describe our Tennessee River trip.

Many, including the crew of Sidewaze went up early on Thursday to have an extra day to play. While on our way, we got a call from some of our members about road construction and heavy traffic ahead, on the interstate. Being only 20 or 30 miles out from our destination, our crew quickly decided to fire up the ole Waze App and find an alternate route. Who wants to spend valuable playtime sitting in traffic? So, we cut through a little town and everything was going well until we came up on a tunnel. Fortunately, I spotted a small sign that read "Tunnel Clearance 11 Feet". I had never measured the boat on the trailer, but figured this was a good time to do it. We pulled over and discovered that a tape measure was one of the few items we deemed unnecessary to pack. So, we spun around, found a hardware store, purchased a tape measure, and measured away. The tee top measured 11' 2", whew, close call! That would have been a big expensive mess!



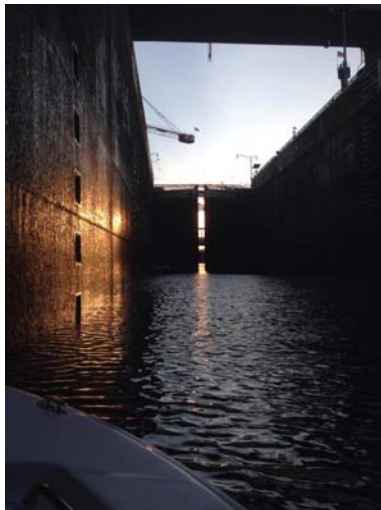
We eventually got to Hales Bar, checked in and launched the boats. Most of us had planned to eat at the Dam Grill at the Marina that night, only to find they were closed due to a family emergency. Some of us explored local restaurants while others ended up cooking provisions on the dock a little earlier than planned, but I do believe everyone got to eat.

The next morning, we were all up and itching to get on the water, some were itching more than others. I mean they were literally itching, to the point where I started seeing clothes, bags, and other things all being tossed out of a cabin onto the dock. One of the cabins had bed bugs!! Not exactly what you want to find when you wake up in the morning. The Marina moved them to another cabin and washed all their buggy clothes while we headed up to Chickamauga.

The trip up was fun for all, several folks have never locked-through before and they seemed to enjoy their first ride up.



Kristie and Drew Boswell



Chickamauga Dam



Martin and Elizabeth Boswell

We headed straight on up to Dockside Café for lunch and wasted no time making dinner reservations at a winery near Hales Bar, serving good wood fired pizza. So, no worries about food this evening!

Dockside's gas dock was closed and several boats needed to take on some fuel, so they left a little early with the plan for all of us to meet up at the lock for the ride back down together. It was then, as we were pulling out from Dockside that things starting getting a little screwy. I got a call on the VHF from another boater saying he thinks one of our boats went the wrong way. My first thought, "surely not?". My first thought was wrong. It did not take too long for the wrong-way boat to figure things out, they said it sort of



gave it away when they spotted the old nuclear plant. The Sidewaze and WTF decided to hang back and wait for them, while the other boats locked on down to the Nickajack and headed back to the Marina. It was about an hour later before we were able to lock through and by then the sun was going down. We still had a 45 mile or so run from the lock to Hales Bar so no goofing off or sightseeing on the way back, we had dinner reservations!



About 10 or 15 miles out, in the dark, I turned around to see only one set of nav lights... Not a good sign! So, we started calling them on the VHF and cell phones, no answer. Now, if you have ever been on the Nickajack below Chattanooga you know there is little to no cell coverage. We had no choice but to turn around and head back up river looking for the lost boat. I am pretty sure that in my 28 years in the Squadron we have never lost a boat. That day had been gorgeous and sunny, but that night it was cold, real cold and dark! Our crew was dressed in shorts and wrapped up in towels and whatever else they could find to keep warm. After an hour or so searching with no luck I decided to take the crew back to Hales Bar to change into some warmer clothes and head back out to search. When approaching the dock, a cell call went through and after some talking, we were able to discover their approximate location. It appeared they had gone into a cove full of green algae and had to shut their engine down for a while. After putting on long pants and coats, some of us boarded Big Flag, which thankfully had a windshield, and went back to get them. This time we were able to find them and led them back, safe and sound. Unfortunately, we had missed our pizza and wine dinner, oh well. This day was definitely a good story day! What is more interesting? Starting a story out with "Let me tell you about this pizza and wine place" or "Let me tell you about the night on the

Tennessee River”?

By Saturday morning our Clubs’ full complement of members and guests were there and raring to go. After cleaning up the Bloody Mary and Mimosa bar, we headed up to Chattanooga for the day. I am very happy to announce that nothing really went sideways on Saturday. Everyone had fun exploring the city and eating at the various restaurants around town. There was a craft fair near the waterfront and several folks enjoyed a little shopping. Upon returning to Hales Bar, we set up multiple TVs on the dock to watch the college football games and enjoyed plenty of food prepared by all. The Hales Bar Haunted House was going wide open again this year. Several of our group went through it and said it was good. Others sat on the dock and listened to that loud chainsaw for so long that there were many discussions on how we could take it away. There was lots of chatting, laughing, and singing going on too! A very fun evening!



Upon waking Sunday morning, the dock looked like a crock pot bomb went off! Food and stuff everywhere! Everyone jumped in and started cleaning and then loading up for our trip home. Outside of a dead battery on one boat, this day was fairly non eventful, or at least no one admitted to anything.

Now if you have never been on one of our trips, you really need to join us next time. I mean you cannot make this kind of stuff up. I guess you could, but no one is going to believe you. Between the close call at the low clearance tunnel, making a few alternate meal plans, bed bugs, and losing a boater not once but twice, why would you not want to join us? I know it is 2020 and all, but damn this was definitely an adventure!!

The names have been omitted to protect the innocent (and guilty).

Billy Owens



America's Boating Club of Beaufort & America's Boating Club Hilton Head

invite you to save the dates

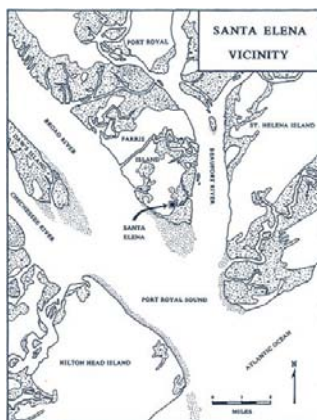


District 26 Cruise & Rendezvous

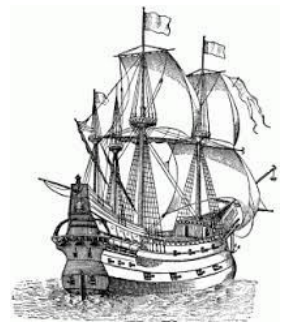
April 21-25, 2021

Finally, we have an opportunity to do what we are meant to do...be on the water. Let's take this opportunity to reconnect while enjoying a social distancing Cruise & Rendezvous.

Explore the Lowcountry like the Conquistadors of the 16th Century



Discover Santa Elena



More than 40 years before the English settled at Jamestown in Virginia, the Spanish established a town and fort on the shores of Port Royal Sound in Beaufort County, S.C. ... Santa Elena.

Cruise to mysterious islands through rivers, channels and creeks



District 26 Raft-Up



Discover the history and mystery of these crucial waterways. Take the opportunity to circumnavigate an island under the leadership of captains who understand the changing tides.

Raft-Up in the Beaufort River to enjoy the Marine Corps Air Station's Air Show featuring The BLUE ANGELS

What's The Condition Of Your Sterndrive Bellows?



IMAGE: Courtesy BoatUS.com

Sterndrives, also called inboard/outboards or outdrives, have been around for some 60 years and have attained a high degree of engineering refinement. Part of their attraction is their inexpensive power sources, namely four-stroke automotive engine blocks. They can provide outstanding performance and service life in fresh or salt water—if they are properly maintained. One of the critical maintenance areas is the bellows and gimbal bearing systems. Neglecting maintenance of these systems not only causes damage, but it also places your vessel at risk of water intrusion resulting in swamping or sinking.

Keeping Water From Entering The Hull

When you start and engage the driveline of a sterndrive, a lot goes on through the transom of your boat. Engine power reaches the sterndrive through the drive shaft. Engine exhaust flows through the transom through the drive and exits beneath the waterline at the prop.

Multiple functions begin inside the boat and end at the sterndrive. There are three necessary penetrations through your transom at or below the waterline: the shift cable, the drive shaft and the exhaust. The only part that keeps the water outside the hull is the sterndrive's bellows system. These are flexible, ribbed black rubber moldings that are clamped to the boat's transom and the sterndrive. According to BoatUS, failure of the bellows is the second most common cause of boat sinkings at the dock.

Bellows must be flexible to allow steering and tilting and maintain that flexibility without fracturing under seasonal temperature swings, moisture and dryness, UV ray absorption, vibration and mechanical abrasion. If the bellows fail, they can let enough water into the boat to sink it. Sterndrive bellows require inspection and maintenance on a regular basis.

Bellows Inspection

Thorough bellows inspection is only possible when the boat is out of the water — on a lift, a work stand at the marina, or while secured on its trailer. You will have to be sure there are no obstructions preventing steering or tilting through the drive's entire range in order to access all of the bellows. The exhaust bellows is the only one that can be changed while the sterndrive is attached. The other two bellows contain the drive shaft and shift cable, and they can only be changed by removing the sterndrive from the boat and disconnecting those systems. However, if one bellow is bad, you should change all three.

Our Club commander, Pete Stevenson, is a professional marine surveyor who has experience evaluating thousands of sterndrives over his career. Pete has some good advice about sterndrive bellows maintenance that all owners should heed.

“I have seen several instances of bellows failure with sinking or damage as a result.”

“I recommend checking the bellows at every haul out. The process is easy, raise the drive to trailer height, get up close and personal and put your fingers on the bellows. If they are soft and pliable to the touch and no cracks or cuts are visible you are pretty good to go. If they are hard and stiff you are on borrowed time. The bellows must be soft and pliable so they can articulate with the drive. Hard and stiff equals stress resulting in cracks.

“Leaving the boat in the water or on the hard with the drive up invites problems. Critters like muskrats and their cousins are attracted to salt in the rubber. The raised drive gives them access. In addition, leaving the drive up on the hard invites rain water to pool in the lower unit. This can have unpleasant consequences if there is a hard freeze.

“I think a planned change out of bellows and gimbal bearing every five years is a good idea.”



Drive shaft bellows neglect completely destroyed the gimbal bearing that used to be in the rusty housing.

Photo: Pete Stevenson.

Bearing Inspection And Maintenance

Beneath the drive shaft/u-joint bellows, you will see the gimbal housing assembly, which should be checked and serviced every season. The gimbal bearing in the housing supports the driveshaft from the drive as it passes through the gimbal housing assembly to the drive coupler. Water, lack of grease and wear can cause the bearing to fail.

With the drive removed:

Check for water in the u-joint bellows.

Grease the u-joints if zerk fittings are provided.

Check the gimbal bearing.

Check the shift cable pocket area and lever.

Check all the rubber components.

Check for play or looseness in the steering.

Check for play or looseness at the side hinge pins.

Check your engine alignment.

Learning The Hard Way

Do you have any experience with bellows or general sterndrive maintenance to share with Club members? Consider writing them up as a comment to this article as it appears on lake-hartwell.org.



Failed shift cable bellows. Note the broken bellhousing casting.

Photo: Pete Stevenson.



Driveshaft bellows failure has caused corrosion damage to this u-joint assembly, and certainly to the gimbal bearing that supports the driveshaft inside the housing where the bellows mounts. Photo: Pete Stevenson

Want To Learn More About Marine Propulsion Systems?

The new USPS Engine Maintenance course 2011 (available online at <http://store.shopusps.org/Catalog/Advanced-Boating-Courses/Engine-Maintenance.html>) has been put into one, ten-chapter course that stresses the diagnosis of modern systems, while also teaching the basics of engine layout and operation. Gasoline inboards, outboards, and diesel engines are taught in a way that reinforces the common aspects of how engines work. This new course is complete in one book with one exam.



Modern engines offer high reliability and good performance through the use of computerized systems for fuel delivery and engine timing. Most of these systems are “black boxes” that can no longer be serviced by weekend mechanics with ordinary tools. The EM course covers those repairs that do-it-yourselfers can still perform, teaches how to diagnose problems that might be beyond your ability to fix, and how to share information with your mechanic so the right repairs get performed. The new Engine Maintenance course also covers basic mechanical systems such as drive systems (propellers), steering systems, and engine controls. The last chapter discusses solutions you might use to diagnose and repair problems that could occur while afloat and away from a repair facility. Gasoline, diesel, and outboard engines are treated independently in this chapter.

References:

http://sterndrive-parts.com/merc/driveparts/GIMBAL%20HOUSING%20SQUARE_SQUARE%20UPPER%20SWIVEL%20SHAFT.html

<https://www.boatus.com/seaworthy/magazine/2014/july/the-care-and-feeding-of-sterndrives.asp>

Co op Charting

What the heck is co op charting.? First, the name is kind of funky. Co op is an acronym that stands for cooperative or cooperation. The parties involved are volunteers from Americas Boating Club (us) and the various agencies responsible for managing aids to navigation on our waterways. Aids to navigation are frequently referred to as ATONS. ATONS are markers, buoys, signs and other devices that provide information to boaters especially safety information

Agencies are the Corps of Engineers on Lakes Hartwell, Russell and Thurmond and the Tennessee River. Coastal authorities include the Coast Guard and NOAA (National Oceanic and Atmospheric Administration). The Coast Guard repairs or supervises repair of ATONS in navigable waters and discrepancies are reported to the Coast Guard. NOAA has many functions including the production and maintenance of charts.

Volunteers like us are encouraged to regularly inspect (survey) ATONS on our lakes, rivers, and coastal waters and to promptly report discrepancies. In serious safety hazard issues, repairs often take place in a matter of days. Other, less severe problems, may not be corrected for an extended period.

Whew, after all that boiler plate what about us? Well, members of the Lake Hartwell Boating Club inspect ATONS on Lake Hartwell twice a year: February and August. Lake Hartwell is divided into eight sectors: 1 A and B, 2 A and B, 3 A and B and 4 A and B. Zone 1 A and B is near the dam. Zone 2 A and B is in and around 26 Mile Creek and the Sail club. Zone 3 A and B is built around the Seneca River and Zone 4 A and B is based on the Tugaloo.

When the inspection calendar rolls around teams are formed to perform the inspections. Sometimes whole families are involved, occasionally a solo boater goes out and often other teams are formed. For sure our experienced inspectors are eager to take passengers along, what better way to collect an audience for sea stories? When the broadcast notification email comes out, let chairman Jef Lockman know your interest and you will be included. It's a great way to learn the lake.

Two more parts to the story.

We are not limited to Lake Hartwell. We can survey and report ATON problems on any waters so if a discrepancy is discovered while cruising on the Tennessee or in Savannah waters the system will accept and recognize your reports. Once the scourge of Covid is tamed we could organize a coastal cruise and include a multi vessel survey of a section of our cruise route.

Our esteemed parent, the United States Power Squadron (AKA as Americas Boating Club) has an established program to recognize the contributions of the volunteers in Co op charting and awards are presented annually. Historically, Lake Hartwell and our immediate parent District 26, have earned national recognition for many years. Imagine. After a pleasant afternoon on the water, your name is announced across the nation in recognition of your contribution to boating safety. Pretty cool.

How to submit a report is the subject for a future issue.

Pete Stevenson

Vessel Safety Check Plans for 2021

The Vessel Safety Check plan to defeat that miserable Covid virus is to conduct responsible, safe, socially distanced Vessel Safety Checks just as we have in the past.

The general planning schedule for vessel safety checks is presented below. Of course, it is a little premature to set out specific dates so you can look at the following as a warning order. As the club calendar firms up and we get a little closer, Chairman Rick Cunningham will publish specific dates and look for volunteers to assist in the inspections.

We will start with the Annual Shakedown cruise which is typically a one day in April event: inspections in the morning and a leisurely cruise in the afternoon. Hopefully, we can return to Hartwell Marina and the Antique Boat Show.

Please be aware that the Big Water date, the Jocassee dates and the Poker Run date will be set when we hear from the Ranger at Lake Jocassee, the Corps, the people at Meals on Wheels in Anderson and others.

Shakedown cruise	Portman Marina and Hartwell Marina
Safe Boating Week	Possibly Big Water Marina: May 22
Lake Jocassee	Typically early May and June
Poker Run	Late June most likely at Big Water
Other events and times	We are seeking opportunities like the Fourth of July

Please be aware that we are a little short handed in numbers of inspectors. For the moment we have four qualified VSC inspectors: Bert Baxter, Charles Guderian, myself (Pete Stevenson) and our leader Rick Cunningham. Any one or all of us would be pleased to assist any member who would like to become a Vessel Safety Check inspector.

Contact Rick at p_cunningham@bellsouth.net or myself.

Pete Stevenson

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 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 Club membership. For membership info, call 888-367-8777 for America's Boating Club Customer Service.



Lake Hartwell Boating Club

Executive Committee Meeting Minutes November 10, 2020

Call to Order

A quorum was established
Charles lead the invocation
Billy lead the Pledge of Allegiance
Minutes of November Ex Com meeting were approved

Ad-Hoc Committees No Report

Department Reports

Commander – Pete Stevenson No Report

Past Commander – Billy Owens No Report

Treasurer – Jim Bolding

Finance report was e-mailed to the bridge
Pete and Jim have signed the signature cards at the bank
Jim and Craig will follow up on the 990 form
Will move the next CD that matures to a higher yield account

Administration-Nioka Rose

Membership

New member name tags have been received
Ship store will be placing a restock order, suggestions welcomed.
Membership roster to be distributed for updating
Boating Activities
D/26 Cruise and Rendezvous will be April 21-25 in the Beaufort and Hilton Head area
The Boating Report for 2020 has been submitted to D/26

Meetings & Programs

The D/26 Spring Awards Conference will be hosted by the District.
We will have a virtual scavenger hunt 12/17/2020
We raised \$1,220.00 for our Christmas Family

Education – Bert Baxter

May have to push our next ABC course until further in the spring

Executive – Charles Guderian

Co-op Charting

Will be looking into making the next Co-Op Charting an organized Boating Activity in February and invite new members to join in.

VSC

National is sending out stickers to the Districts that are authorized to preform them.

Secretary – Craig McQueen

Sunshine Committee No report

Poinsett Pilot – Monthly Pilot articles due by the 20th

FTB Pete, Boating Activity Billy, Safety Don, Color Cruise Billy, Family Christmas Nioka, reprint the D/26 Cruise

Members at Large –Chris Rose, Don Woodard No report

Old Business No report

New Business No report

The next meeting - will be at 6:45 pm on Tuesday, January 12, 2021 by Free Conference Call. Nioka will send Pete the meeting link and information to be included with the agenda.

Adjourn at 7:40pm

Submitted by Craig McQueen

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 BoatersSM



The Pilot

Official monthly publication of the Lake Hartwell 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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