



The Pilot



Monthly Newsletter of the Lake Hartwell Boating Club

Innovation, Education, Community

From the Bridge - Pete Stevenson



A great disadvantage to boating club members is the boredom that settles in at midwinter. The absence of boat activity allows the intrusion of the rest of the world.

For instance: it is impossible to ignore the incompetence of the roll out of the vaccine. For weeks at DHEC in South Carolina the web site has presented page after page of self important rubbish and little practical information. Next, now that vaccines are here, messages are sent out about priority and availability. These messages were sent in advance of reality leading to wasted time and frustration. Why, I ask, cannot the health community of DHEC, hospitals, doctors, et al compile a list of persons in their arena that are eligible and then proceed in an orderly distribution? Why on earth are we surrounded by competing distribution points that instantly are overwhelmed by requests for appointments to receive vaccinations that the distributors supply is already depleted? Not to mention those persons, low on the priority list, that have slipped through the net and carried off a vaccine that more deserving should have received. Incompetence, it annoys me.

Turning my boredom rant to the election mess; which ever side of the fence you are on you have to admire the planning and effort put forth by the Democrats and the ineptness of the Republicans. But be aware of the old adage "What goes around, comes around".

Today my third peeve is "Social Media" the surprise intrusion into your personal life by gigantic monopolies which should be broken into manageable bits with severe limitations.

All right this is a boating newsletter so turning to boating there is a lot on the horizon. February brings co op charting on Lake Hartwell. Want to learn some of the secrets of the lake? Join one of the crews that are forming to perform area inspections. Contact Jef Lockman, Billy Owens, Charles Guderian or me. jeflockman@gmail.com, billy@palmettoinc.com, ecgthree@aol.com, pete@marinesurveysinc.com

April brings two boating events. The first is the "Shakedown" cruise. This is an opportunity to get your boat ready for the summer, receive a VSC (vessel safety check) inspection, and a sticker if you pass. The specific date will be set as we get closer to April so that we can monitor the weather and pick a Saturday morning with good weather. That means you have 44 days (from the date of this writing: January 15) to get ready to launch as early as April Fools Day. Note: as of this writing, the date is set for April 17th.

Next, on April 21-25, the District Cruise and Rendezvous will see the Beaufort and Hilton Head squadrons collaborate to give guided tours of the waterways in their area. This fantastic opportunity will be culminated with a Blue Angels flight demonstration. After your vessel is tuned up by the "Shakedown" you will be ready to explore the nooks and crannies of the Carolina coast. If trailering to the coast is not your cup of tea, plan on bumming a ride with the locals. While specific details of each day are still in the planning stage you can make hotel reservations now and start coordinating your travel plans to the coast. Of course, you can monitor the websites for the District, Beaufort and Hilton Head squadrons to stay abreast of forming itineraries.

WWW.usps.org/d26/squadrons.htm

Calendar of Events

LHS&PS **Calendar of Events**

February

9 Executive Committee Meeting
Co op Charting at your leisure this month
15 - 26 America's Boating Club Virtual Meeting

March

9 Executive Committee Meeting
12 -13 Online District Awards Ceremony &
Training Day

April

13 Executive Committee Meeting
17 Shakedown Cruise
21-25 District 26 Cruise & Rendezvous

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



SantaBanta.com

Marie Rose Kraft	02/08
Bill Taylor	02/12
Don Hohman	02/15
Don Woodard	02/21
Jacoba Dejong	02/23

AMERICA'S BOATING CLUB
For Boaters, By Boaters®



Virtual Annual Meeting
February 15-26, 2021

[Click here for more information](#)



**The Ship Store is ordering
Boat Club merchandise for
the upcoming year**

If there is anything you are
wanting, please let Julie know
ASAP by e-mailing or texting her.

julie@jlconstructioncompany.com or 864-419-3069

Things you see as a marine surveyor. A story.

Principal character: Retired Navy Veteran on 100 % disability. Annual income \$60,000. Other characters: residents on the same dock, active in rescue and guidance. A surveyor. A marina manager.



Boat #1 Sank in slip on or about Christmas Day.. Not insured, cost estimate to raise, dispose of, repair dock \$50,000. The boat sank after a strong storm with significant waves filled the bilges and the bilge pumps failed to evacuate. The veteran was discovered in a diabetic coma aboard the sinking vessel by nearby dock residents.

Boat # 2 Older Carlcraft houseboat in nearby slip. The veteran is living in and renting the Carlcraft along with his two dogs. The owner has offered to sell the vessel to the veteran at \$18,000 and he commissioned an "in water" prepurchase survey (no haul out, no trial run). The objective of the survey was to receive a "fit for intended use - a residence on the lake" report. The owner was not on site. No ships papers (registration/documentation) are on board. The marina manager reports this vessel is insured.

Decking, cleats and bow roof present numerous FRP patches. Two roof top air conditioners present broken covers and are not functional. Both bilges, bow and machinery space, present water, perhaps 8 to 12 inches with oily film and debris. Neither space was entered. A wooden starboard stringer with a starboard engine's outboard engine mount has advanced dry rot and pieces are falling off. Batteries are unsecured and uncovered, both in the engine space and in the lower portions of the forward cabin. 12 volt system is not operable. At the time of the inspection there was no 12 volt power. The alternating current system is not functional, more than half of the outlets are unpowered. Those outlets with power throw the breaker at the shore power pedestal if more than one or two appliances are powered up. Obviously only a few appliances can be operated at a time. Inconvenient when electric power is the single energy source. There are two electrically operated heads on the vessel. The aft unit is functional. The forward unit is inoperable and is fouled.

No additional inspection activity was necessary nor was it possible without power. The vessels value as it sits is zero. Ball park estimates of repair to make the vessel inhabitable exceed the asking price of the vessel. The survey was terminated.

Submitted by Pete Stevenson

The Lake Hartwell Boating Club has decided to form an environmental committee.

Clean up



the world

I am sure, dear reader, that your first reaction is “Oh Boy”. But do not be alarmed. We, the officers, see this as a double opportunity. First, we can help make the lake a better place for ourselves and our families and second, we can make the club more recognizable to the boating and lake communities.

Our initial organization has four people on the committee; Don Woodard as chairman. Charles Guderian, who, as Vice president of the club, is the key staff member that communicates, organizes and manages the several resources of the club that reach out to the public arena. Billy Owens is the impresario, the guy who keeps the information and ideas flowing. Finally, there is me, as the President of the club I am responsible to keep everything in line, on line and operational.

It seems obvious that one, if not the major, efforts will be lake clean up. There are several well established organizations with activities and interest in lake clean up like the Corps of Engineers, DNR, SC DHEC, and their Georgia equivalent, the lake association and the marinas. The plan is to contact and coordinate with these people with the intent of supporting their efforts and to add to the clean up programs where we can.

It is early days so there is little detail to offer at this time. Look for information, plans and details in your email as well as future editions of the Pilot.

Have a great boating year.

Pete Stevenson

Save the Date

April 17, 2021

That is the date for the Hartwell Antique Boat Show,
and we will once again coordinate it with our Shakedown Cruise.

There's plenty of time to make sure everything is working on your vessel,
so plan to attend and get your 2021 VSC.



The Shakedown is always an exciting day (for most),
you never know who is going to get their tow vehicle stuck in a ditch
or run out of fuel 100 feet after passing a gas dock.

Fun times as always!

Submitted by Billy Owens

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

invite you to save the dates

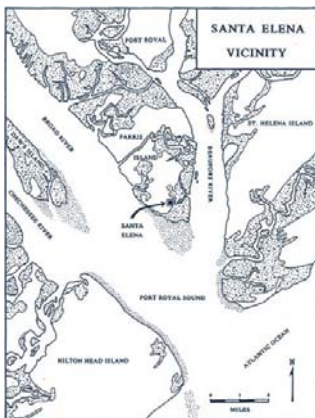


District 26 Cruise & Rendezvous

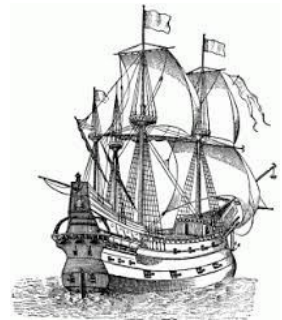
April 21-25, 2021

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

The Underappreciated Safety Risks Of Bowrider Boat Designs



Bowriders, or boat types with open bows, are quite popular and marketable, especially to young families. The category includes modified runabouts, deck boats and ski/tow/wakeboard boats, among others. The reasons for their popularity are attractive:

- Room in the bow for extra passengers.
- Easy for boat builders to design and manufacture from existing closed bow types.
- The marketability of luxurious and comfortable lounge-type seating

The appeal of separating kids from adults. However, the dangers that come with irresponsible or inexperienced operators are significant, especially with today's high speed bow riders:

- Easy for passengers to fall overboard and be struck by the hull or the propeller.
- Forward visibility for the pilot is obstructed by occupants in the bow, heightening the risk of collisions or grounding.
- Added weight forward affects tracking, especially in waves or crossing wakes.
- Reduced freeboard forward when occupied, increases the danger of “stuffing” the bow and swamping.
- Danger of ejection and injury during collisions or sudden grounding.
- Danger of broaching in a following sea with passengers in the bow.
- Lack of PFD use and minimal, low-profile rails increases the risk of ejection and drowning.



Risk even at low speed

This type of bowrider ski boat was involved in a fatal accident when overloaded in the bow at a speed of only 10 mph when crossing its own wake.

The danger is amplified when rental bowriders are placed in the hands of inexperienced operators with large parties. Consider the conditions of a tragic death that occurred in 2014 at Lake Burton in Georgia. A 7-year-old boy lost his life while a passenger in a rented 20 ft., inboard-powered bowrider tow boat. He was one of a party of six; four of whom were children who were seated in the bow. The boat crossed its own wake at less than 10 mph. The bow stuffed under the wake, immediately swamping the boat. The boy was washed overboard; the pilot shifted the boat into reverse in an attempt to save the boat. The ejected boy became entangled and lodged in the propeller, rudder and driveshaft, where he died from drowning and massive blood loss.

Safety first

It is a common sight to see bowriders overloaded with too many occupants seated in the bow. The tragic incident shows that it does not require extreme conditions for death to result.

How can bowrider accidents be avoided? Here are some recommendations to share with skippers when the opportunity presents itself?

- Take a boating safety course.
- Read the capacity plate and never exceed weight and passenger limitations.
- Realize the legal responsibilities applying to anyone who operates a boat.
- Clear the bow area when navigating a following sea.
- Clear the bow area when operating at cruising speed or above to prevent obstructed vision.
- Require PFD use especially for bow passengers above no wake speed.
- Never overload the bow of the boat with passengers, even at what seems to be low speed.
- In the event of ejection, immediately shift to neutral and account for all passengers before maneuvering.
- Purchase a tonneau cover for the bowrider area to use when the weather gets dirty.

Resource:

<https://www.safetyresearch.net/blog/articles/litigation-pushes-ski-boat-manufacturers-safer-designs>



A good addition to a bowrider is a tonneau that can be quickly snapped in place when the weather deteriorates, converting a bowrider into a safer runabout configuration

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 April 17
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 January 12, 2021

Call to Order

A quorum was established

Charles Guderian lead the invocation

Billy Owens lead the Pledge of Allegiance

Minutes of the December 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

Jim is looking for a higher yield CD

Administration-Nioka Rose

Membership

D/26 will not be billing members on renewal due to low expenses

Meetings & Programs

January 21 will be the next virtual game night.

Our COW is tentatively set for Nov 7

Boating activities

D/26 Cruise and Rendezvous will be April 21-25 in the Beaufort and Hilton Head area

The Shakedown will be April 17th

Education – Bert Baxter - No Report

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

2021 VSC stickers are in.

Secretary – Craig McQueen

Sunshine Committee The birthday card program continues with e-cards sent to the membership.

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, February 9, 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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