



The Pilot



Monthly Newsletter of the Lake Hartwell Boating Club

Innovation, Education, Community

From the Bridge by P/C Billy Owens

World's Richest 1 Percent Own Twice as Much as Bottom 90 Percent

What it's Like to be a One-Percenter for a Week in the Bahamas

We headed out early Saturday morning with our good friends Brian and Michelle for the Charlotte Airport. I am telling you this because we were supposed to fly down on a private plane, but the upfit on the plane was not quite ready.

We landed in Eleuthera and met up with others that were traveling the week with us. We had a short cab ride to reach our water taxi, where Captain Andy met us. Fifteen minutes later we were at the marina in Harbor Island, boarding the "Un-Corked", an 85' Ocean Alexander.

Sidney, our Stewardess, was waiting for our arrival with our "cocktail of the day" in hand, she greeted us this way on all of our returning excursions. After removing our shoes, we were given a tour of the lavish yacht and met our Mate Chris and our Chef Cameron. If you ever have the opportunity to have your own chef for a week, jump on it! Our meals for the entire week were unique and so delicious!



After settling in, we grabbed a couple of golf carts and took a tour of the island. We had two golf carts at almost every marina we stopped at.

The next morning, Woody a local Pilot boarded and cruised us to Spanish Wells. The draft on Un-Corked is about four feet, the sounder offset was to the bottom of the wheels. For just about the whole trip the sounders were reading less than two feet and we were stirring up sand. After docking at Spanish Wells, we again grabbed some carts and drove around exploring the island, for some local bars and beaches.

The following day after breakfast we were on our way to Norman Cay in the Exumas. Breakfast by the way was eggs, bacon, fresh fruit, and always different freshly made baked goods, like muffins and pastries. Once docked at Norman's Cay, we took the tender, a 27' Sea Hunt, over to snorkel Pablo Escobar's plane. It was very cool getting to swim just a few feet over a crashed plane. After snorkeling, we headed to a secluded beach where we anchored the tender and went to shore to explore the area and relax in the sun. When the cooler started running low, Captain Andy and Chris went back to the marina to restock and even brought us back a pitcher of cocktails from Sidney! As you can see, we were well taken care of.

The next morning a few of us wanted to try and hook a few fish. We tried to get out to the fishing grounds, but the seas were just way too rough, 5 feet stacked and I am not kidding. I was sitting on the stern of a 27'

center console and green water was breaking over the bow and clearing over our heads. Captain Andy decided the best thing was to try this again another day...and we all agreed!

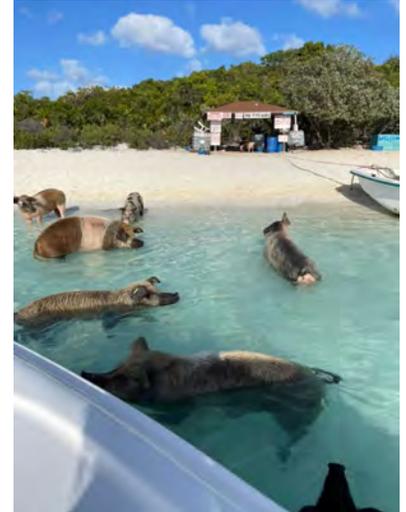
No fishing meant we could get a head start on our trip up the Staniel Cay. This was my favorite place that we visited. We anchored for the night on the leeward side of the island. That afternoon we took off in the tender for lunch at the Staniel Cay Yacht Club. This is a really cool beach bar, with a great restaurant. This was the only meal we ate that was not prepared by Chef Cameron. After lunch we took the tender over to Compass Cay to swim with the sharks. They were only nurse sharks, but I still kept an eye on them the whole time.



After our dip, we took a boat ride around some islands and back to Pig Beach.

Yep, they have a beach full of pigs! Cameron saved all of the leftovers and sent them with us and these pigs knew exactly what we had on board! They swim right up to the boat for their feast. To be honest, I felt a lot more comfortable swimming with the sharks, than feeding

these pigs, they can be a little aggressive at times.



The next morning, we pulled anchor and headed to Highborne Cay Marina. This was probably the nicest marina of all, they had their own private beach with cabanas. The crew loaded up a cooler and made us some “Magic Sandwiches” as we called them and we headed to a cabana for lunch. This is where it was confirmed I was living like a one-percenter. I picked up the cooler and headed down the dock and in a split-second Chris the mate came running after me saying “nooooo, nooooo, nooooo, that’s not how things are done around here” he then took the cooler off my shoulder. Like I said, we were well taken care of.

The next day we went to Nassau. We docked right in front of J. K. Rowling’s boat the Arriva. Captain Andy took us on a personal tour of the island. First, we had to stop to try the Worlds Famous “Sky Juice”, a blend of gin, coconut water, and milk. Then we were off to the other end of the island that was not as crowded. We hit a few beach and marina bars and got to meet some of his local friends.

We left dock real early the next morning for Harbor Island, because we needed to stop in Spanish Wells to refuel and pick up the Pilot, and Captain Andy and I had plans to fish before the rainy weather arrived. This was the only fueling spot open, due to it being Easter weekend, this stop was prearranged with the owner. Soon after docking it was discovered the fuel pump was not working. After a couple of hours, they were able to get it working and proceeded to pump in over 1,100 gallons of fuel!

If you think gas prices are high here in the US, they are even much higher in the Bahamas! The rain hit us just minutes after docking at Harbor Island, so no fishing for us. With nothing else to do (except sip on a cocktail), we grabbed a couple of golf carts and did a little more exploring and shopping before our trip home.

The next morning it was time to pack up and head back to the US. Captain Andy had arranged someone to come out to the boat to administer our Covid tests that were required before returning home (although no one asked to see any of the results).





The tender made several trips to Eleuthera to accommodate the different departing flights. Thankfully the private plane's upfit was complete and we did not have to fly commercial. Instead, Cameron made us and our pilots "Magic Sandwiches" for the flight and Brian's parents sent a couple of bottles of chilled wine to wash them down with. We landed in Fort Pierce to clear customs and take on fuel, then flew back to Anderson while trying to accept reality and adjust back to the real world.

It was nice to live like a one-percenter, even if it was just for a week.



Calendar of Events

LHS&PS *Calendar of Events*

June

14 Executive Committee Meeting

July

12 Executive Committee Meeting

August

9 Executive Committee Meeting



Sandy Meek 06/12

Ted Clement 06/17

Moore Lockman 06/21

Nolan Stevenson 06/28

Bill Bender 06/29

Our Bridge

Commander: Charles Guderian, S
president@lake-hartwell.org

Executive Officer: Billy Owens, AP
vice-president@lake-hartwell.org

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

Education Officer: Henry Schmitt
education@lake-hartwell.org

Secretary: Elizabeth Boswell
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

Lunch at the Boathouse Bar and Grill after the Shakedown Cruise



Don and Janice Woodard, Pam and Charles Guderian, Elizabeth and Martin Boswell and Bob and Deborah Caylor

The May Cruise and Rendezvous hosted by North Strand Boating Club was a blast!

The activities were plentiful and the hospitality was priceless. Many thanks for a wonderful weekend.



Rich and Bea Norris with their crew, the Roses, Carsaros and Dions



A friend in need is a friend indeed. Bea Norris sharing umbrella with Nioka Rose



Cruising on a sunny afternoon, Mary Corsaro, Debra Dion and Nioka Rose



Cruising up to Inlet View for Lunch aboard the Norris' beautiful cruiser



Commander's Reception at the Lightkeeper's Clubhouse .



Part of the delightful feast.



Attentive audience enjoying Anne Hughes tell the story of a light-keeper's life.



The Sunset cruise had to be canceled due to high winds but we were able to enjoy a nice ride the next day.

This will be a hard act to follow. Many thanks for all your hard work. Golden Corner Lakes and Lake Hartwell look forward to seeing all these fine folks next March at the Spring Conference and Change of Watch.



Emergencies On Board: Part 1

We all need to review time-honored recommendations for handling emergencies on the water. This first in a series of posts covers vessel-related emergencies. Later posts will cover medical emergencies, and emergency communications. Most boating accidents are caused by human error and are preventable (63% human error). Filing a Float Plan before leaving the dock is useful precaution. Using the USPS [America's Boating Club app](#) is a good tool for filing a float plan.

Avoiding Weather Trouble

If a storm approaches you should write down your position before a storm and monitor your position regularly. Maintain a radio watch during the storm for changes in the weather and for communication with other vessels. If the storm is local, try to run perpendicular to its path, if possible. Refresh your understanding of lightning (see our [previous coverage](#)).



Be sure to write down your position as rough weather approaches.

Coping With Engine Loss

Losing power can be serious if the seas are rough, or you are near shallow water, in a shipping lane, or in a commercial channel. Even the best-maintained boats might encounter a mechanical problem.

Drop anchor as soon as possible, outside of a channel. To prevent injury or damage in wind or current, use gloves and wrap the hawser around a winch or cleat to allow the anchor to stop the boat gradually, with the proper scope payed out. If the anchor catches

on the bottom while the boat is moving in a current, the result can be broken equipment, injuries from snapping lines, and even capsizing.

Loss Of Electric Power

The cause is usually poor batteries, a loose wire, a broken accessories belt, or alternator not functioning. If you cannot make repairs, call for assistance or towing.

Fouled Propeller

If you notice an apparent loss of engine power or temperature climbing, you might have a fouled propeller. Stop quickly and anchor to inspect. Always have a marine rigging knife connected to a lanyard available to cut the fouling loose.



Crab pots can bring you to a stop fast. Be sure to have a rigging knife

Loss Of Steering

Always check your steering linkages before leaving the dock for loose nuts and bolts. Carry spares. Plan for emergency steering aids (see our [previous coverage](#)).

Fire Aboard

Most boat fires are either grease fires in the galley or fuel fires in the engine compartment. As soon as a fire is detected, signal a MAYDAY. Get everyone in life jackets and grab your abandon ship kit. Get everyone out of the cabin. Decide whether or not you can fight the fire yourself; otherwise abandon.

On small boats, don't mount the fire extinguisher at the stern, where most fires break out. Mount it near the helm. Remember PASS: Pull the pin; Aim at the base of the fire; Squeeze the handles together; and Sweep the stream back and forth.

Learn

If you want to be better prepared to handle emergencies, take our [Boat Handling Course](#) or a component seminar called, [Emergencies on Board: Preparing for Handling Common Problems](#). Another good resource is the [USPS Cruising and Cruise Planning](#) course. Lake Hartwell Boating Club offers on-the-water training and certification programs that will allow you to practice the skills taught in this seminar. For more information, submit a contact form referencing Boat Handling.

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
May 10, 2022

Call to Order

A quorum was established
Charles Guderian lead the invocation
Billy Owens lead the Pledge of Allegiance
Minutes of last month's Ex Com meeting were approved

Ad-Hoc Committees No Report

Department Reports

Commander – Charles Guderian

We did 7 VSC at the Shakedown

We need to start collecting things for the silent auction for the D/26 COW

Executive Officer – Billy Owens

We have 1 new VSC inspector

Treasurer – Jim Bolding

We will not roll one of our CDs over in case we need cash for the D/26 COW

Administration - Nioka Rose

Nioka and Chris attended the D/26 Cruise, and said it was fun.

Boating Activities

A French Broad River boating activity will be one day this month

We have several plans for Memorial Day

Education – Henry Schmitt—No Report

Secretary – Elizabeth Boswell—No Report

Sunshine Committee No Report

Poinsett Pilot – Monthly Pilot articles due by the 20th

Members at Large – Chris Rose, Don Woodard

Old Business No report

New Business No report

The next meeting - will be June 14th, 2022 at 6:45 pm via Free Conference Call

Adjourned at 7:48 pm

Submitted by Elizabeth Boswell

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



The Pilot

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