



The Pilot

Monthly Newsletter of

Lake Hartwell Sail and Power Squadron

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



Volume 57 Issue 8

From the Bridge - Cdr. Charles Guderian

After some recent outings on rough or rapidly moving water, I have been thinking about those comfortable and convenient inflatable life jackets. It seems that there are at least two types namely those that require the wearer to activate inflation and those that detect the water and self inflate.

If you were suddenly ejected from your boat would you have the presence of mind to activate the inflator? How about if you had hit your head while being ejected from your boat and were unconscious? It is easy to give ourselves a false sense of security for the sake of convenience.

For your sake I hope that you will consider either wearing a "good old fashioned" life jacket that supports you in the water whether you activate it or not or an inflatable jacket that automatically inflates.

I've seen recent articles that document the preventive maintenance required to assure that the automatic vests maintain their functionality.

We all need to think about these issues and be more conscientious about wearing a life jacket that will actually save our lives.



Calendar of Events

LHS&PS *Calendar of Events*

August

- 4 - 6 Jocassee Cruise
- 8 Executive Committee Meeting
- 10 Trailing Your Boat Seminar - Cabela's
- 19 - 20 Wine & Cheese at the Dunstons
- 21 Solar Eclipse with Golden Corners

September

- 3 - Labor Day Raftout at the Ray's
- 12 Executive Committee Meeting
- 16 ABC Class at Cabela's
- 23 OTW Training

October

- 6 - 8 D/26 Fall Conference & Change of Watch
- 10 Executive Committee Meeting
- 12 Anchoring Seminar - Cabela's
- 13 Annual Meeting

Our Bridge

Commander: Charles Guderian, S
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Executive Officer: Ted Sauvain, JN
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Administrative Officer: Nioka Rose, S
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Secretary: Rosemary Stevenson, AP
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Treasurer: Pete Stevenson, AP/BOC
treasurer@lake-hartwell.org

Assistant SEO: Vacant

Members At Large:

Lynn Solesbee, AP

Al Engelmann, SN

Russ Dunston

David Cross, SN

Nominating Committee

Pete Stevenson, AP/BOC (1 Yrs)

Al Engelmann, SN (2 Yrs)

Jim Carroll, AP (3Yrs)

Nautical Quiz Locker

1. Name the 1979 yacht race in which 23 yachts sank or were abandoned during a storm in the South Irish Sea.
2. True or false: Pleasure craft do NOT have to be registered when sailing in Australian waters..
3. The sending and receiving device of a depth finder is called a _____.
4. The levels of water between dams on a river are referred to as _____.
5. What hymn did the band on the Titanic play as the ship was going down?
6. Name the band leader who won speed boating's gold cup, president's cup and national sweeps three times..
7. Name the four "Colored Seas".
8. Under the Uniform State Waterway Marking System, a white buoy with a red top means a boat must pass south or west of the buoy. True or false.
9. What does the nautical term "no room to swing a cat" mean? A small or confined space; the bar is too crowded; having to share a bed with another sailor; too many offers on deck.
10. A two-masted fore and aft rigged vessel with a mizzen or jigger mast stepped aft of a taller main mast, but forward of the rudder is: a ketch; a sloop; a catamaran.

(answers elsewhere in this issue)

FYI some tidbits about the boating industry gleaned from Boating Industry magazine.

The 2017 Palm Beach boat show (March 23) saw excellent growth: 6% more boats in the water, 80-100 foot category up 17%. Total show value on display \$1.2 billion.

The proposed budget for 2017-2018 includes reductions of \$1.5 billion for the Department of the Interior and \$1 billion cut for the Army Corps of Engineers.

The big three growth areas for boating are: 1. out board power across a variety of hulls, 2. pontoons for versatile family use and 3. ski/wake boats.

New, late model boats have fewer ethanol damage events as manufacturers adapt to the fuel with upgraded components. Older vessels remain vulnerable.

Wine & Cheese

A gala celebration will happen August 19 at the famous Dunston dock, where magical and mystical events will occur such as young adults and old codgers jumping in the lake. These people used to be children and their parents.

There may be jet skis, ski boats, kayaks, vessel safety checks, co op charting and who knows what entertainment may ensue? For sure there will be libations, exotic noshes, and no doubt some grilling followed by SOCIALIZING in the finest manner.

So put it in gear and get there. By water, their dock will be the 3rd dock on the Anderson Side of the Seneca River North of the I85 Bridge. It will be the dock with too many flags, boats and people.

By land, exit 14 and follow your GPS until you get to 300 Royal Oaks Dr., Anderson, SC 29625, on the right.

See y'all there

Labor Day Raft Out

Even though Dan Ray is no longer with us, we will still celebrate Labor Day at his place on Lake Hartwell the day before, on 3 September, Pete Stevenson is cooking the Low Country Boil. You are asked to bring an appetizer, side dish or dessert. You will also want to BYOB .

The charge is \$15 for adults and \$5 for kids under 12. We plan to eat at 1600 hrs, but the fun starts whenever you get there. The big tent will be available in case it rains. There will also be a porta-potty.

If you are coming by boat down the Savannah River, turn to port after buoy 20, south of the island. Follow the Sadlers Creek markers until you reach SAC4 and you will see the State Park ramp to starboard. Go due east from the ramp until you see the Squadron ensign on the point to port. The Ray's dock is the one just before you reach an aluminum two level dock.

If you are driving, take Exit 14 off of I-85 heading south on Rt 187. Follow Rt 187 over the double bridges and turn right (south) just past the Bi-Lo grocery. Continue south on Rt 187 and look for The Villager convenience store and Roberts Presbyterian Church. Turn right 1.7 miles past the church onto Cedarwood Lane and take it to the end. Turn left onto Lakeland Drive and find 244 on the right. Call 395-1128 when you get lost.

Jim Carroll



GCL Solar Eclipse Raft Up

21 August

1000 - 1500

High Falls Park Picnic Shelter

Lake Keowee

671 High Falls Road, Seneca SC

Come by boat or car.

Can you be a captain or do you need a ride?

Bring your own lunch & beverage

GCL has 50 pairs of eclipse glasses

1000 Boats and cars arrive at High Falls Park picnic shelter

1000 Socialize

1130 Lunch

1230 Clean-up

1300 Eclipse begins, watch from the park and/or raft ups

1431 - 1437 Total Eclipse

1500 Depart picnic shelter (another group arrives at 1600)

1545 Eclipse ends

**RSVP to Jon Becker by 17 Aug
beckerjon0@gmail.com**



A Ripping Tale of the Green River

Yesterday, that's Wednesday July 19, a small but intrepid group of adventurers ascended the formidable eastern slopes of the North Carolina mountains bound for adventure on the cooling waters of a mountain stream. Departing the hills of South Carolina, the bold heroes traveled to the quaint mountain village of Saluda where the group gathered at a lovely old building housing the Purple Onion restaurant.

Our leader, Nioka Rose and her traveling companion Chris had discovered the Purple Onion on an earlier excursion and it well deserved its reputation. The mushroom soup was a treat. Following lunch we traveled by automobile to Wilderness Cove Landing. Wilderness Cove and its several competitors lie on the Saluda River at the bottom of a 1000 foot drop requiring innumerable hairpin turns in the drive down the mountain. They never end. The locals say there is no viable alternative route, just close your eyes and hang on while your daredevil driver negotiates the way.

Once down, the group gathered together to stow our gear, pick up our tubes, pay the \$10.00 fee and gather at the rivers edge. The weather was nice, air temperature about 81 and the water was a little cooler but quite comfortable. That is important because, in case you did not know, you will get wet tubing because your butt is in the water. And perhaps more than that will be immersed.

Off we went, some folks seemed to negotiate the river, dead fall trees, rapids, other tubers (there were hundreds), etc. and sailed blithely down the river. I on the other hand was blessed with a device that it was impossible to steer and which was very much slower than the rest. In addition my tube liked to perch on top of rocks and nothing would do but to get off, float around and then reboard.

During one of these exercises I lost my hat, a special hat from sea kayaking in New Zealand, but a kind stranger caught it and held on to a tree till I came by and returned it to me. Pretty nice. Eventually one of my groundings resulted in total destruction of my inflated craft. The hole was triangular with two legs of 2 inches each. Needless to say it was useless. I tried to hold on thinking the Wilderness Cove folks would like it back but it was full of 200 gallons of water (at 8 lbs each that is 1600 lbs) so maybe not so many but there was no way to keep possession.

Of course, with no float I was now stranded in the middle of the river and in the middle of a rapid. What to do? Get rescued by Superman of course. My friend Charles Guderian and another floater, Jeanette Deale, were resting just below the rapid and saw the situation develop. Charles waded upstream and I maneuvered toward the shore and I was able to catch one of the handles of his tube as I floated by. Soon the three were standing on the bank forming a new plan. Jeanette took Charles's tube which was smaller than some others, I took Jeanette's tube which had been too big for her (she could not reach the water to paddle) and Charles tried to body surf behind the tubes. Did not work, the river decided to bang his hips and legs into rocks and no relief was in sight so he climbed out of the river and up the bank to the road. He then walked down to the pick up/take out spot arriving at the same time as Jeanette and I arrived by tube. As old Willie said "all's well that ends well" and we caught the bus back to Wilderness Cove, got some dry clothes and went home. I would go on another float but would insist on a steerable craft like the rubber ducky and I would wear a paddler type PFD as did Don and Janice Woodard. Photos to follow.

Pete Stevenson



Green River Tubing



Left to right: Janice Woodard, Rosemary Stevenson, Jeanette Deale, Pete Stevenson, Nioka Rose, Chris Rose, Don Woodard



Chesapeake Bay Cruise - Crab Cakes and Lighthouses

Another one off the Bucket List.... 1124 trailering miles, 234 miles on the water and 177 gallons of gas, maybe more.

In the years before retirement, Chris and I would often talk wishfully about cruising around the Chesapeake Bay, checking out little towns and searching for the perfect crab cake. In case you don't know, I'm from Baltimore and love a good crab cake. Well, last fall we started planning our trip. The first task was deciding where to launch and leave the truck and trailer. A number of years ago, our squadron launched at Sandy Point State Park, Maryland near the Chesapeake Bay Bridge, just north of Annapolis and south of Baltimore. It has 22 boat ramps and plenty of parking, making it a good place to begin the adventure.

When filing our float plan with the marina office, we were told that we could only park there for seven days! I had called months before and been assured two weeks would not be a problem. Ah... what to do? After explaining how far we had traveled, the nice young girl said, *"Oh ok, I'm sure my boss will understand."* More on that later.

It was now early afternoon and scorching hot. We finished loading the boat and launched at last Easy breezy, except the engine wouldn't start! After several anxious minutes we realized that when attaching the dead man lanyard, the switch had been turned off. Yeah and off we go.

While planning the trip we found a handy app called Plan2Nav. It's the equivalent of Navionics but for Android users and works well with Active Captain. Searching anchorages and marinas was easy and came with a lot of good information. My marina must have included gas, power, a pump out and a swimming pool.

The anchorage for the first evening was called The Horse Farm about 10 miles north on the Magothy River. It's a lovely, well protected anchorage with views of a sprawling horse farm.

Having already visited Annapolis on a previous trip, the next morning, we chose to head north. A two hour run brought us to Baltimore Marine Center at Lighthouse Point, a large marina with all the amenities of a resort. A bus stop was within a short walk, allowing easy access to the Inner Harbor, Fort McHenry and the Baltimore Museum of Art and crab cakes, did I mention crab cakes?



Sandy Point Shoal Lighthouse



Next stop Rock Hall Landing Marina, as friendly and laid back as it as could be.. The marina offered complimentary bicycles and had a great little swimming pool. There was also tram service into town for only a dollar a person. We took the advice of the locals and chose Ford's, a down home locally owned restaurant to feast on steamed crabs OMG, priceless.

The weather, while sunny and warm became quite breezy and forecasted to remain that way for several days so we decided to cross over to the Eastern Shore before things kicked up too much. It was a pleasant crossing and a good decision as the wind continued to blow for most of our time on the Eastern Shore.



Chesapeake Bay Cruise

Back to the seven day parking problem, boss man called and said we would be towed unless moved after seven days. Again, we explained our situation and asked if we could just pay for the extra days. After some consideration, he agreed to charge us the going rate for parking storage at a local marina with a promise to "never" do it again. We happily agreed. At the end of our stay when we went to pay, they decided to not charge us after all since we were so easy to work with!

Leaving Rock Hall, we traveled south to St. Michael's, the Crown of the Eastern Shore and rightly so. The waves were 2 - 3 feet and hitting us broadside, not my favorite. We proceeded slower than normal cruising speed until we reached Kent Narrows and its protected waters where the ride smoothed out. It was a lovely passage, and we got to see commercial crabbers up close.



At St Michael's, we were definitely a small fish in a big pond. Hooper Strait Lighthouse is part of the extensive Chesapeake Bay Maritime Museum here and well worth a visit if you are in the area.



The marina offered a full breakfast each morning and courtesy bicycles were available. We thoroughly enjoyed the beautifully restored houses and their gardens.



Chesapeake Bay Cruise

We couldn't resist sharing this story about a love of boating and the United States Power Squadron. These photos are in the Maritime Museum



When Eleanor Black Requard was a little girl, she and her family saw a boat called *Isabel* on display at the Maryland Yacht Club. Winford Black- Eleanor's father- bought the boat for \$6500, a considerable sum in 1926. Eleanor would spend the next sixty-nine years cruising the Bay on *Isabel*.



Eleanor Requard and her husband were members of the United States Power Squadron. The photo above shows him getting the Souppuss Award for coming in last in a navigation competition. *Looks like we've always had a good sense of humor.*



Chesapeake Bay Cruise

Next stop was Cambridge, MD, one of our longer runs. The weather was good and we had a smooth run. To save time and we decided to cut across Tighman's Island at Knapps Narrows. We do know "red right returning" but when there is only one green buoy and you are cutting across a island, are you coming or going? We only mudded twice during our cruising, here being one of the times.

The Hyatt River Marsh Marina is another resort marina with great resort facilities, bathhouse and restaurants. The docks, not so much, they are wooden and not floating. Chris quickly learned the finer points of four point ties to keep us from rubbing as the tide changed. That came in real handy where a front came though and the wind blew! Boy, did it blow, there were white caps inside the marina. A Coast Guard was stationed at the mouth of the Choptank River turning boats back as the Bay had 6 to 7 foot waves. We decided another day by the pool would be just fine for us.



The next day, leaving the Choptank River on our way to Oxford, the Coast Guard turned on their blue lights and hailed us over. After seeing us wearing our PFD's and our 2017 VSC sticker, they decided there was no reason to board and wished us a pleasant day.



Another great cruising experience comes to an end.

Nioka Rose

Be safe from ESD

6 ways to prevent electric shock drowning

While swimming deaths due to electricity fall into two categories, electrocution and electric shock drowning, both can be prevented the same way.

Electrocution can happen in fresh or saltwater when swimmers make contact with energized metal dock fittings, boats or other structures due to faulty alternating current wiring.

ESD occurs when alternating current gets into freshwater from faulty wiring and passes through a swimmer, causing paralysis or even sudden death. With ESD a swimmer does not need to be touching a boat or dock structure, and even small amounts of electricity can be incapacitating and lead to drowning.

The risk of ESD is greatest in fresh- or brackish water, so some areas such as estuaries or rivers may only be in the danger zone after heavy rains. In saltwater, electrical current takes the path of least resistance, bypassing swimmers. Unlike a drowning swimmer, who typically can't yell out for help because their mouth is mostly underwater, an ESD victim is often confused about what is happening; may be able to shout; and will feel numbness, tingling, pain, and paralysis. Tingling in the swimmer's body is one of the early warning signs of ESD.

Here are six tips to prevent electrocution or ESD:

1. Never swim around boat docks that use electricity.
2. Post "no swimming" signs.
3. Have a qualified electrician with experience in dock electrical service inspect your private dock annually.
4. Install ground-fault protection on your boat and private dock.
5. Ask your marina if it has installed ground-fault protection, and if the electrical system is inspected and tested annually-just in case someone falls overboard. No one should ever swim in a marina. Periodically test your boat for electrical leakage into the water.

What do you do if you see a distressed person in the water near a boat dock? First, don't jump in. Shut off power to the dock at the breaker panel, and if equipped, disconnect any power cable to the vessel. If power cannot be shut down, follow the "reach, throw, row, but don't go" mantra by using an oar, boat hook or throw a floatation device to reach the stricken person. –BoatUS

Who Moved the Fire Pit into the Lake?

This is a picture is of my son's (Chris) PWC after it blew up with him on it on Lake Keowee. His son had just returned from going for a ride when Chris boarded it and was leaving the dock. With no warning there was an explosion which threw Chris several feet into the air, landing unconscious face down in the water. Although he has attended no boating classes he was well aware of many water safety guidelines and was wearing a PFD

His 13 year old son, who is a great swimmer, swam to him, flipped him onto his back, and towed him back to shore where he quickly regained consciousness. EMS was called and took him to a hospital where it was determined he ONLY suffered 3 compressed vertebrae and a badly bruised ankle. He was released to go home from the hospital that evening and is now resting fairly comfortably at home. Chris has always had a sense of humor...later that evening he texted: "Who moved the fire pit into the lake?"

He was very fortunate...death or paralysis of some sort could have been a consequence. He was also fortunate that he landed in the water rather than on the dock or a nearby pontoon boat. As the PWC is now at the bottom of the cove and DNR has said it does not present an environmental hazard, it may not be retrieved...it may just become a fish haven. Even if it is retrieved, it would probably be impossible to determine what caused the explosion.

I'm sharing this as it illustrates no one should ever take water safety for granted...wearing PFD's is a must and someone knowing how to swim can save lives!

D/L/C Jim Wilkins, AP
D26 Admin Officers



A Short Story

Sunday morning, July 9, 2017 following church and a pancake breakfast the idle conversation turned to my recent purchase of a two person sit on top kayak. Why did I do that? Well, I was walking through Academy and found that the kayak was on sale and at an excellent price. I had been shopping for some time, never mind why, and I was captured. Before you knew it our friend Charles G who has owned a 17 foot canoe for decades, said lets go boating on the Saluda River. And we did.

For those who are not locals, the Saluda is part of the drainage system that ultimately feeds the Savannah River. There are quite a few of these small streams in the area, all fed by rain in the mountains just a few miles to the west. We have had several wet weeks recently so the river level was high and the current was pretty fast. The Saluda runs through parts of Greenville, then skirts Easley and passes through Anderson County and continues eastward.



Starting at Saluda dam it is popular for tubers, kayaks and other daredevils. When we arrived at the Saluda River Yacht Club (ha ha, a local bar with a clever name situated at a river access point) we found hundreds of people milling around. Turns out they were all tubers and were taking out at the landing. We of course were putting in and in a few minutes we were gently floating down the stream.

All went well in the beginning as Rosemary and I learned the boat and how to control it. We occasionally chose the wrong path, too close to rocks but were ok until we approached a small falls (really just a slight change in elevation) but got washed up on a big rock and tipped into the water. No problem, climbed out, got back in and set off again. Of course the clearly experienced canoeists smoothly glided along with no apparent effort.

The river passes through a variety of neighborhoods, some quite nice, some a little scary and there are several stretches through the woods that seem like a wilderness. Our new strategy was to follow the canoe rather than choose our own path and that worked quite well until we needed to scoot past a fallen tree. Didn't make it, dunked again, this time with no rock to climb on. Rosemary finally bobbed up after being under the upside down boat and we floated down river for several hundred yards until we found bottom and could walk the boat to the bank, where we dumped the water and reboarded.

All in all the trip was two and a half hours from put in at the Saluda River Yacht Club to take out at Dolly Cooper Park. We then went home and lazed away the hot afternoon in the pool. An excellent day in the finest Pooh fashion: adventure, danger, success and relaxation.

Pete Stevenson

Education

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

Seminar registration is required as class size is limited. Cost \$25.00 for first family member and \$10.00 for each additional family member. Register at www.UpstateBoatingCourse.org or phone us at 864 567-1394 for more information.

Thursday, August 10 Trailing Your Boat

Saturday, September 16 ABC Class There is an additional fee for this 8 hour class

Saturday September 23 On the Water Training, included in price of ABC Class

Thursday, October 12 Anchoring

Thursday, November 9 Boat Handling

Thursday, December 14 Using a VHF

Basic Weather & Forecasting was presented on Thursday, July 13. The complex subject of weather is explained in a way that is both understandable and useful. Topics include what causes weather, how systems move, why winds blow, what clouds tell us, how storms and fronts create foul weather and where to get the best professional forecasts. There were 5 students, including Cdr Charles Guderian, and P/C Peter Stevenson assisted. The next seminar will be Trailing Your Boat at Cabela's on August 10 from 5:30 to 7:30 pm. It will cover how to select a tow vehicle, hitches and trailers. It will also explain how to safely and securely trailer your boat, launch and retrieve it as well as how to operate and maintain your trailering equipment

ANSWERS TO XO QUIZ

1. Fastnet yacht race
2. True
3. Transducer
4. Pools
5. Nearer My God To Thee
6. Guy Lombardo
7. Black, red, white, yellow
8. False
9. A small or confined space
10. Ketch



Lake Hartwell Sail & Power Squadron

Executive Committee Meeting Minutes July 11, 2017

MD 360 Powdersville

I. Call to Order 18:30 by Commander Guderian

- A. A quorum was established-
- B. Invocation – Cdr Guderian
- C. Pledge of Allegiance – Cdr Guderian
- D. Review Minutes of May meeting – Approved as read

II. AD-Hoc Committees –

III. Department Reports

- A. Cdr Guderian–National has rebranded us as America’s Boating Club.
Busy schedule coming up:
Lake Murray cruise July 14-16.
Green River Tubing July 19,
Pilot articles are due July 20.
Co-op charting is coming up in August.
Jocassee outing August 4-6 with Charles Heath
Wine and Cheese is at Dunston’s Aug 19
Eclipse outing on Keowee with Golden Corners Aug 21
Dan Ray Memorial Raft at the Ray’s Sept 3-4. P/C Carroll will contact Cindy (Dan’s daughter) and will represent Cdr Guderian.who is unable to attend.
- B. Past Commander – P/C Jim Carroll introduced a review of the Nominations plan. Key issue is to discuss plans with Lt/Cdr Ted Sauvain.
- C. Treasurer – P/C Pete Stevenson, AP Treasurers report to be included with minutes.
- D. Administration –Lt/Cdr. Nioka Rose, S
Don Woodard presented the squadron’s new website which will go live on July 12.
Congratulations for a job well done. We need squadron pictures for the website.
The squadron **annual meeting** will be Oct 13. Location tbd..P/C Stevenson will investigate possible entertainment.
D’26 Fall Conference is Oct 6-8, Myrtle Beach
COW is 11/19/17 location TBD.

Executive Committee Meeting Minutes

- E. Education – P/C Chris Rose, SN
 - 3 students are expected at the Weather seminar at 5:30 PM July 13 at Cabela's.
 - Trailing Seminar is Aug 10
 - ABC September 16, OTW September 23
- F. Executive – Lt/Cdr Ted Sauvain, JN (not present)
 - Tubing Trip, July 19, Green River, lunch at Purple Onion, Saluda, NC, 11:00AM
- G. Secretary – Lt/Cdr Rosemary Stevenson, AP

Sunshine Committee –A card was sent to Calhoun Pruitt.
Poinsett Pilot article assignments–(Articles are due by July 20)
From the bridge- Cdr Guderian
Ad-hoc kayaking trip on the Saluda River -P/C Stevenson
Education- P/C Rose
Eclipse –Cdr Guderian
Wine and Cheese-P/C Stevenson
Chesapeake trip- Lt/Cdr Rose
Dan Ray Labor Day – P/C Carroll

- H. Members at Large comments and questions

IV. **Old Business –**

V. **New Business -**

VI. The next ExCom meeting is at the MD 360 Powdersville Tuesday August 8th @ 18:30

VII. Adjourn 20:25

Submitted by Secretary Lt/Cdr Rosemary Stevenson



Come for the Boater Education...Stay for the FriendsSM



Poinsett Pilot

Official monthly publication of the

Lake Hartwell Sail and Power Squadron,

Editor: Nioka Rose

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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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