



# The Pilot

Monthly Newsletter of

Lake Hartwell Sail and Power Squadron

Come for the Boating Education...Stay for the Friends<sup>SM</sup>



Volume 57 Issue 10

From the Bridge - Cdr. Charles Guderian



This month my “soapbox” article concerns **WAKE BOATS** and their use and misuse. An unfortunate event occurred on Lake Keowee at High Falls Park public dock on the afternoon of the eclipse which involved my pontoon Big Easy and Pete and Rosemary Stevenson’s cruiser Take Two caused by a wake boat passing too close to a public dock in a cove. As Pam and I were freeing the lines so Take Two could depart the dock a very large wake struck the dock almost putting Take Two ON the dock. Unfortunately it placed the swim platform of the cruiser on top of the aft portion of the pontoon where it remained lodged until we got enough people onto the back of the pontoon to free it. This resulted in damage to the steering linkage and cable.

In my opinion the recent popularity of these often gaudy colored craft with overgrown stereo systems is an unfortunate development. They are often being operated by inexperienced, untrained persons who show little or no regard for the rest of those on the lake or on the shore.

The only really acceptable place for their loud music and oversized wakes is in the open water portions of lakes. Their use in channels narrower than 500 yards should not be permitted. Hopefully the Corps of Engineers and the SCDNR will recognize the problem and restrict wake boat use to appropriate, designated areas.



# Calendar of Events

## **LHS&PS** **Calendar of Events**

### **October**

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

### **November**

9 Boat Handling Seminar at Cabela's  
14 Executive Committee Meeting  
17 Change of Watch - J. Peters, Anderson

### **December**

9 Christmas Party location TBD  
12 Executive Committee Meeting  
14 VHF Seminar at Cabela's

## **Our Bridge**

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

**Executive Officer:** Ted Sauvain, JN  
xo@lake-hartwell.org

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

**Education Officer:** Chris Rose, SN/BOC  
education@lake-hartwell.org

**Secretary:** Rosemary Stevenson, AP  
secretary@lake-hartwell.org

**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. A low tidal range is called \_\_\_\_\_. Neap tide; spring tide; fall tide.
2. What is the name given to a current's velocity?
3. A white numerical pennant with a red dot indicates the number \_\_\_\_\_?
4. A dog watch lasts for \_\_\_\_\_ hours.
5. When the gravitational pull of the sun and the moon are in the same direction or opposite each other, \_\_\_\_\_ tides occur.
6. A nun with a red topmost band indicates that the preferred channel is to port or starboard?
7. The curve in the side or the foot of a sail is called a \_\_\_\_\_.
8. A small enclosed space or cabin in a small boat is a \_\_\_\_\_.
9. An onshore wind creates much smaller waves than an offshore wind. True or false?
10. Tidal currents may flow as fast as \_\_\_\_\_.6 knots; 12 knots; 18 knots.

(answers elsewhere in this issue)

**COME ONE, COME ALL**

**TO THE GALA SHINDIG, ELECTION  
AND BUSINESS MEETING**

**October 13, 2017  
Twin Peaks, 1034 Woodruff Road Greenville  
6:00 PM**

Take five minutes to elect the new bridge. Take more than five if you choose to make a nomination from the floor but come and vote. Other great topics to be discussed are the Freedom Boating Club, 2018 cruise and boating schedule, the upcoming boat show and anything you would like to introduce.

Immediately following the business meeting (lets estimate 15 minutes) there will be dinner and:  
**the fantastic humor of Trivia DJ Scotty P, raconteur of the wildest order, wait till you get hit with the rationale behind his musical clues.**

Not to be missed see you there.

## ExCom Nominations

The Nomination Committee has presented the following slate of nominees for the 2018 Executive Committee for consideration by the membership at the Annual Meeting to be held at Twin Peaks on Woodruff Road in Greenville on October 13 at 18:00.

<b>Commander,</b>	Jim Carroll
<b>Executive Officer,</b>	Pete Stevenson
<b>Administrative Officer,</b>	Nioka Rose
<b>Secretary,</b>	Billy Owens
<b>Treasurer,</b>	Lynn Solesbee
<b>Education Officer,</b>	Chris Rose
<b>Members at Large,</b>	David Cross
	Ted Sauvain
	Al Engelmann

## Sail Away Dan Sail Away

I can't picture Dan without a smile on his face. That's what I'm remembering as I sit down to write about his sailing away.



Dan Ray, a USPS member for 54 years(!), was one of the most kind, considerate, and hardworking folks whom I have ever met. He and Joanne welcomed all of us to their home every Labor Day weekend. It was always one of the best raft-outs of the year. I have many memories there: taking my Boat Smart test on their deck, camping with our dogs, noodling about in the water, flying chicken games, luau themed parties, low country boil, corn hole, Ohio corn, Buffett music, taking our kids there year after year, I could go on and on. One of the sweetest ways Dan and Joanne showed their hospitality at this annual raft-out was bringing hot coffee and blueberry muf-

fins down to the dock in the morning for those of us who spent the night on our boats. Good times!

As far as the squadron went, Dan was all in! I believe he joined USPS up in Akron Ohio. Lucky for us, Dan and Joanne eventually made their way to SC and joined the 'Greenville Power Squadron'. Dan was all about education. Not only did he achieve the level of Senior Navigator as a student, but he ended up teaching many of us at one point or another. For me, Dan was my Piloting teacher. And not only did Dan act as student and teacher, but he also helped the education wing of our squadron with leadership, organization, and coordination. So along with his smile, I also associate Dan with education and the love of it.

In all honesty, I don't personally know everything that Dan did for our Squadron. But what I do know is that he could be counted on and he was passionate. In meeting his family, I could see the kindness and character that he instilled in Cindy and his grand kids. And in meeting his friends and hearing their stories, once again I could see his wonderful caring and fun personality. Dan really was an amazing man that I am thankful to have had the privilege to know.

As the Labor Day holiday was rolling around this year, I'm sure I wasn't the only one feeling melancholy about Dan's passing back in March. So when I found out that Cindy and her family invited the Squadron back to the Ray Lakehouse, not only to have our annual fellowship and low country boil, but also to have a memorial for Dan, I was moved. I felt honored to be invited to be a part of that special moment alongside Dan's friends and family. As with his funeral, this day was a beautiful day for sailing. How apropos! It was a very tender moment as we all watched Dan sail away, into his cove full of good memories.

His was a life well-lived. I hope to meet more people like Dan in my lifetime, but they are not common. So I thank God for having been able to be a part of his life, albeit a small part, and that maybe a little of Dan might have rubbed off on me to share with the rest of the world!

Melissa Solesbee, P

## Eclipse 2017

**E**clipse....a celestial event that made one of Mark Twain's characters into a hero in the 6<sup>th</sup> century.

That leads into a yarn, nautical sort of, but a little fuzzy and with no reference to Twain or King Arthur. On eclipse day we were up and about, ready to tow to the lake and meet with the Golden Corners squadron at the High Falls Picnic Shelter on Lake Keowee. Seeking to avoid the horrendous traffic that had been forecast and thinking we could travel on local roads we started down route 88 and plugged Mile Creek Landing in the GPS. Unbelievable. We made 36 left turns and 47 right turns, actually passed through Six Mile, inspected more new neighborhoods than ought to exist, encountered only one bad road in the entire journey and arrived at Mile Creek about 10:30. No problem, except Rosemary will not allow me to use the GPS anymore.

At the landing everything went smoothly, we launched and parked the rig without difficulty and were ready to go. But, I noticed that the bowrider on the next ramp with a woman and three teens was dead in the water, meaning it was launched but did not go anywhere. All of a sudden the woman jumped in the lake and swam the boat to the end of the pier and made it fast. As the three children left the boat the woman removed her soaked cover up and SHAZAM, she was transformed into a Valkyrie or a Rhine Maiden. Spectacular. At that moment she asked me if I could help a service I really could not provide as I was piloting Take Two and waiting for Rosemary to return from parking the truck. She reported the boat would not start, it just clicked. I asked her to look at the volt meter and sure enough it read 6 or so.

I did not have cables or a jumper battery aboard, but there were five rigs on the ramp in various stages of preparing or launching. I suggested she ask some of them if they had jumpers and she did but to no avail. Some of them might have had the right tools but when she asked them face to face they were all struck dumb and just gawked at her. I said she was spectacular. When she returned to the boat she told me that family was coming and she would just wait, so we left for Highland Falls.

It was a beautiful day on Keowee and there were quite a few boats out. We took our time and meandered the four miles from Mile Creek to Highland falls and arrived in good order. We rafted next to an aged Trojan perhaps of Homeric vintage. After adjusting fenders, saying hello to Lake Hartwell Commander Guderian and his wife Pam, eating lunch and saying hello to the Trojan crew we went ashore where there was a nice gathering in the shelter and we were greeted by the GC Commander Brian Hackley and other GC squadron members including the Redfords, Don and Kathy. A highlight ashore was a fellow who had fabricated an eclipse viewer using a large rectangular cardboard box. He added a lens at one end with a mirror under it and cut holes in one side for observers. With the lens aimed at the sun an image was projected on the end of the box. The image was so clear you could see sunspots. After posing for a couple of group photos we left Highland Falls to observe the event out on the lake.

We had passengers aboard, Commander Guderian and Pam and grandson Carter as well as Jeanette Deale and her partner David. Traveling at slow speed we journeyed down lake almost to the Marina but turned into a cove where the Guderians vessel Big Easy was tied up. It seems the engine would not start in the morning when they were headed to Highland Falls and they were forced to abandon ship and hitch a ride. When Charles reboarded the vessel and connected the safety switch, the engine roared to life so we took both boats out a little way, centered in a large cove, and drifted along while the group swam. It was during this idyllic moment that the eclipse occurred and there we were quietly floating and watching. The lake was like a sheet of glass, nothing was moving which was quite extraordinary as earlier and especially later, the lake was like a storm tossed sea with hundreds of boats tearing around.

The eclipse was fantastic and words fail to express the awe and wonder it generated except for Carter. Carter is not a big talker; he is often quiet and self contained, so it seemed just perfect when he, while floating in the lake looking up, said "Cool".

Once the eclipse was done we headed back up the lake, braving the maelstrom caused by the gathering of every wake boat in the state, and returned our folks to Highland Falls. The wake boats caused some difficulties with boats at the dock, sufficient to spawn plans to torpedo them, but in the end we headed back to Mile Creek to haul out. Haul out was uneventful and the trip home on known roads was also uneventful as there were only five or six turns in total.

Pete Stevenson

# Pickling Your Engine

## A Few Simple Steps to "Pickling" Your Engine

Over the years the BoatU.S. insurance technical staff has directed the recovery of hundreds of vessels which have been sunk. They found that the opportunity to save the expensive engine is relatively easy if it's done promptly and properly. While it is certainly preferable to have a mechanic salvage an engine, this may not be possible immediately after a hurricane. It may be up to you to protect your property. **NOTE to BoatUS insureds: Reasonable expenses incurred in salvaging your machinery are covered under your BoatUS policy by what is known as "Sue and Labor".**

**Salvaging Your Engine** Machinery left under water too long corrodes. Machinery submerged in salt water corrodes much faster than in fresh water (and is more vulnerable to electrolysis or galvanic action). Generally, you want to raise the boat as soon as possible, certainly within a few days, but ...

**Point One** Leave the machinery submerged until you or a mechanic are available to spend three or four hours tending to the equipment. Once the engine is exposed to air, corrosion accelerates tremendously. The experts all agree that saving a few hours between raising and treatment will make the difference in a successful engine salvage.

**Point Two** As soon as possible, disconnect all batteries and shore power. Besides the safety consideration, this will prevent electrolysis.

**Point Three** Within minutes after raising and before anything dries off, hose down with fresh water. Don't be shy; a little more water won't hurt but dry mud or salt will make things worse.

**Point Four** Remove the starter and alternator. They can be salvaged, and your actions now will reduce the time and expense to rebuild them. Flush them again with fresh water by running the full flow of a tap or hose into all openings. Then place them in a warm, not hot oven, for an hour or two or dry out.

**Point Five** With a gasoline engine, remove the distributor cap (if it has one) and dry out the inside. You may want to replace points, condenser and coil as you would if you were tuning the engine.

On a diesel engine, look for a drain plug on the bottom of the blower housing and remove it to allow any water to drain. If it is a turbo charged diesel, remove the turbo unit from the engine. It will have to be cleaned and checked out and reinstalled by a qualified shop.

**Point Six** Next, get the water out of engine. To do this: Remove the spark plugs (or injectors in a diesel). Use a turkey baster to suction water from the cylinders. Remove the drain plug from the bottom of the oil pan and drain the contents in a container for proper disposal. (Remember, you are responsible for oil spills). In some boats the drain plug is not accessible and the oil-water mixture must be pumped out as in an oil change. A siphon hose such as used to refuel portable kerosene heaters or an oil change pump could be used to accomplish this.

**Point Seven** Fill every space inside the engine with lubricating oil or diesel fuel (which is easier to work with). Replace the drain plug and fill the crank case with the oil. At the same time, pour oil into the carburetor (if it has one) or air intake system until it flows out of each spark plug hole thereby displacing the water. Now, with plugs or injectors removed, turn the engine over by hand using a wrench or bar (or with a borrowed starter). Turn the engine over several times to distribute the oil. Refill the cylinders and carburetor to overflowing. Now you can wait for a mechanic, or if you have the mechanical inclination to do the work y

## Pickling...

yourself, then proceed with the next set of steps.

**Point Eight** Change the fluid or oil in the transmission or V-Drive.

**Point Nine** Check for water in the fuel line and tank by removing the filter and draining the line plus a pint or two from the tank. Continue draining until all water is removed. A few drops of water can stop a gasoline engine, but will do severe damage to a diesel.

**Point Ten** Now you can drain the engine of oil, reinstall the starter and alternator and add a proper amount of lube oil. Turn the engine over (using the starter) with the spark plugs removed to dispel fluid from the cylinders. Use short intermittent bursts from the starter.

**Point Eleven** Install the plugs and start the engine. Watch the engine and gauges carefully and shut down immediately if you suspect a problem. Run the engine about a half an hour to get everything hot. The heat will dispel any remaining moisture.

**Point Twelve** A few more oil changes and lots of preservative spray come next, but a qualified marine mechanic should call the shots from here. His expertise will allow him to determine whether all traces of water, sand and mud are out of the engine, whether electrical connections need to be replaced, whether or not the starter, generator and carburetor are OK, whether other items needs service now such as battery switch, pumps, generator, battery charger, etc. And in the end, you may have saved your engine and considerable expense and aggravation.





## 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](http://www.UpstateBoatingCourse.org) or phone us at 864 567-1394 for more information.

Thursday, October 12 Anchoring

Thursday, November 9 Boat Handling

Thursday, December 14 Using a VHF

#### ANSWERS TO XO QUIZ

1. Neap tide
2. Drift
3. One
4. Two
5. Spring
6. Port
7. Roach
8. Cuddy
9. False
10. 12 knots



# Lake Hartwell Sail & Power Squadron

## Executive Committee Meeting Minutes September 12, 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 August meeting–Approved as read
  
- II. **AD-Hoc Committees –**
  
- III. **Department Reports** Cdr Guderian,S
  - A. Commander –
    1. Merit marks have been turned in. Thank you to members that submitted.
    2. The Wine & Cheese for Aug 19 was cancelled by Russ Dunston due to lack of member response.
    3. Internet/Web –Don Woodard is working to set up better email communications for email blasts.
  - B. Past Commander – P/C Jim Carroll & P/C Pete Stevenson- At the beginning of the meeting there were 2 officer positions that are not filled for 2018. At the close of the meeting a tentative slate for 2018 was proposed consisting of:  
P/C Jim Carroll Commander  
P/C Pete Stevenson Exec  
Lt/Cdr Nioka Rose Admin  
Lt/Cdr Chris Rose SEO  
Lt/Cdr Lynn Solesbee Treasurer  
Lt/Cdr Billy Owens Secretary  
P/D/C Al Engelmann Member at Large  
David Cross Member at Large
  
  - C. Treasurer – P/C Pete Stevenson, AP- Treasurers report was submitted and accepted.
  
  - D. Administration –Lt/Cdr. Nioka Rose, S
    1. The squadron **annual meeting** will be Oct 13 at Twin Peaks . P/C Stevenson has a

## Executive Committee Meeting Minutes

Trivia DJ for entertainment at the meeting.

2. D'26 Fall Conference is Oct 6-8, Myrtle Beach
3. COW is Nov 17 at J Peters in Anderson.
4. P/C Carroll will contact Ray Fedele regarding Awards Night.
5. Lt/Cdr Rose will send the Boating Activities report to the Cdr & P/C Wilkins (Dist)

### E. Education – P/C Chris Rose, SN

1. September 16 - America's Boating Course at Cabela's. There were 7 students. Instructors Cdr Guderian & P/C Stevenson
2. The event at Clemson Marina in conjunction with the Freedom Boat Club was successful involving discussions on boating, the Power Squadron, ABC course, boating safety with 20 Clemson students and their professor.
3. September 23 - On The Water training
4. October 12 - Anchoring Seminar @ Cabela's
5. November 9 - Boat Handling seminar @ Cabela's
6. December 14 - Using VHF radio seminar @ Cabela's

### F. Executive – Lt/Cdr Ted Sauvain, JN                      No report

### G. Secretary – Lt/Cdr Rosemary Stevenson, AP

Sunshine Committee –

Poinsett Pilot article assignments–(Articles are due by Aug 20)

From the bridge- Cdr Guderian

Education- P/C Rose

Eclipse at Keowee –P/C Stevenson

Discussion document concerning the future

Dan Ray Memorial Raft– Melissa Solesbee

P/C Carroll - Nominations

### 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 Oct 10 @ 18:30

VII. Adjourn 20:15

Attachment: Discussion document concerning the future.

Submitted by Secretary Lt/Cdr Rosemary Stevenson



*Come for the Boater Education...Stay for the Friends<sup>SM</sup>*



### **Poinsett Pilot**

Official monthly publication of the

Lake Hartwell Sail and Power Squadron,

**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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