



LAKE HARTWELL SAIL & POWER SQUADRON

# Poinsett Pilot

## From The Bridge

— Pete Stevenson, Commander



A few of us ventured to Beaufort on the weekend of 12 — 14 March. The occasion was the D26 Spring Conference. Of course, the weather was typical of South Carolina, perfect. So were the social events. The Friday night barbeque, Saturday's dinner and Sunday's brunch were all characterized by good food and good fellowship.

The business meetings on Saturday morning brought all the squadrons together and provided an opportunity to hear the viewpoints of many interests. The first presentation was a brief address by the USPS Commander's representative, Tom Doherty. One of his main subjects was the success of the VSC program. Apparently, there were 30,000 inspections in 2003, but it is unclear whether this is the USPS total, the entire total, or what share USPS has of the program. Tom offered to investigate and report this information. Another startling revelation for VSCs was the Coast Guard's suggested intent to enlist 30 or 40 more organizations to perform vessel safety checks. In the execution of the agenda, four of the main subjects were: the poor quality of maintenance of the ICW by the Corps., the Vessel Safety Check program, a revision of the Piloting and Advanced Piloting courses, and vessel taxation in South Carolina.

Despite a considerable effort by the coastal squadrons to organize a campaign to petition state government to develop a reasonable taxation policy for boats, the issue never achieved critical mass. In fact, it was never formally addressed. A main issue of the meeting was the shoaling of the ICW and what the District could do to instruct and guide the National Bridge in addressing this problem. After considerable discussion, it was decided that District Commander Jim Rakes would draft a letter to USPS advising them of the serious nature of the problem and urging them to adopt an aggressive leadership position in encouraging Congress to appropriate sufficient funds to solve the problem.

The VSC program and the concern about the State Farm sponsorship were discussed at some length. I am sorry to report that at least five of the other squadrons take the position that they dislike the sticker situation but do not feel it has a significant impact on the program. The bottom line is that the Lake Hartwell position, which was put forward in the last issue of the Pilot and discussed by both the bridge and the membership at recent meetings, had little support outside ourselves. We shall go forward with our plan and wait to see what direction the national program adopts.

Concerning the careless thought of enlisting 30 to 40 more inspecting organizations, there seems to be little substance to this goal in terms of detail. Questions were raised as to who might these organizations be? The response was perhaps the kayak and canoe clubs or marine police. The group advised Tom Doherty that USPS VSC volunteers had no intention of entering into a competition to capture inspections from the girl scouts, the local realtors or the Kiwanis. Regrettably, the meeting did not make the point that if the Coast Guard wants to expand the program and its effectiveness, they should do a little work in promoting the program and to encourage enforcement of the relevant statutes around the country. In other words, give the program meaning rather than dilute it by spreading it like mayonnaise.

Piloting and AP will be significantly changed in the new electronic (Power Point) format that will be offered in the fall of 2004. This change is doubly electronic, first the presentation is in electronic media format and the squadron will have to acquire a projector to teach the courses. One great benefit is the big improvement of the teaching materials in electronic media over the archaic media of yesterday. It is likely that all the courses will move toward electronic format following the lead of the GPS course, Piloting, and AP. The second electronic impact is that these courses will incorporate the GPS technology in the base course material with traditional techniques remaining, but in a support position. The main concept is that, heretofore, these courses focused on determining position and navigation from that position. The new concept is that position is known through GPS and how to navigate from that position. This promises to be a profound difference and will affect students and instructors alike. Perhaps some of us will have to retake these courses to insure we are up to speed.

Bridge.....continued on page 2

### Inside this edition

Information	2
Education/VSC Day	3
Safety	4
2004 Cruise Plan	5
Life at Sea	6
Membership	7
Engine Maintenance	8
Shore Power	9
Monthly Calendar	Back



## Calendar of Events

### April

- 5 Executive Committee Meets  
17 VSC Day

### May

- 1-8 Carolina Coastal Cruise  
10 Executive Committee Meets  
19-23 USPS, Pittsburgh  
28-31 Poker Run Weekend

### June

- 4-6 D26 Cruise & Rendezvous  
7 Executive Committee Meets  
18-20 Lake Russell Cruise

## Bridge and Executive Committee

### Commander:

Peter E. Stevenson, AP (864) 855-0504

### Executive Officer:

Christopher Rose, SN (864) 281-9774

### Education Officer:

David W. Cross, SN (864) 244-6459

### Administrative Officer:

Jef Lockman (864) 288-3605

### Secretary:

Bert Baxter, P (864) 616-6555

### Treasurer:

Lynn Solesbee, AP (864) 297-8641

### Assistant SEO:

Bob McDaniel, SN (864) 439-8369

### Assistant Secretary:

Gary Crenshaw, P (864) 271-1354

### Assistant Treasurer:

Melissa Solesbee, P (864) 297-8641

### Members At Large:

Laura Bender, AP Will Reeves, S  
Bob Cathey, P De Rettew, SN  
Dan Ray, SN Morice Smith

## LAKE HARTWELL SAIL & POWER SQUADRON

**Editor:** Mary Boyd

**Proofreading:** Rosemary & Pete Stevenson

**Distribution:** Gary & Gail Crenshaw

Official Publication of the Lake Hartwell Sail and Power Squadron, PO Box 5184-B, Greenville, SC 29606-5184.

The Poinsett Pilot is published monthly. All articles for the Pilot are due on the 15th of the month preceding publication. Articles can be e-mailed to:

[editor@lake-hartwell.org](mailto:editor@lake-hartwell.org)

or if necessary, articles can be sent directly to the editor: Mary Boyd, 300 Bishop Branch Rd., Pendleton, SC 29670



## Squadron Information

### USPS 2004 Spring Governing Board Meeting Pittsburgh, PA 19 — 23 May

- 19 May Fallingwater Tour  
20 May Journey of Dreams Tour  
Dinner-Dance Cruise on the Majestic  
21 May Amish Tour  
22 May Ladies' Social Luncheon  
Dinner-Dance featuring Johnny Angel & the Halos

The deadline to make reservations for these activities is 19 April. The deadline for hotel reservations is 18 April. Forms can be found in The Ensign, March 2004. For detailed information about amenities, directions and more, visit District 7 on the Web at [www.usps.org/localusps/d7](http://www.usps.org/localusps/d7).

## Keeping Up-To-Date

More often than not, directories are out of date as soon as they appear. We have tried to make the 2004 Membership Directory as current as possible with the information provided by our members. Our membership directory also makes it easy for you to locate pertinent information for correspondence with key members within the District and National organization. You should be receiving your directory in the mail shortly.

To facilitate keeping up-to-date with profiled information, we are asking that all members send updated or corrected information to the squadron secretary as soon as possible. We will organize reported changes and will prepare a supplement that you will be able to insert into your directory for quick and easy reference.

Report your changes to: Bert Baxter Phone: (864) 616-6555  
Mail: 1301 Winding Way, Taylors, SC 29687  
Email: [secretary@lake-hartwell.org](mailto:secretary@lake-hartwell.org)

## Bridge.....continued from page 1

Of course, there was the usual series of awards and recognitions. Lake Hartwell did quite well winning the 2003 Safety Award under the leadership of Laura Bender and we were also recognized for Education Achievement with our 20th Educational Merit Award. Lake Hartwell was recognized for placing second in the District on the 2003 Vessel Safety Check program. This work is evaluated on a formula that credits the total number of inspections, the number of examiners, and a ratio of total members to number of inspectors. It is hard work for the larger squadrons to place highly and our achievement is a high testimony to the efforts of Wolfgang and his 19 inspectors.

Thanks to Barney and Lois Barnhill, Bob and Charly Larsen, David and Libby Cross, Billy and Julie Owens, De Rettew, and Rosemary Stevenson for their excellent representation of Lake Hartwell Sail and Power.



# Happy Easter

# Boating Course A Grand Slam!

Eighty three people registered to take the public boating class that started 01 March. This is higher than we've had in recent years and results from the direct mailing we sent out in February to the thousands of potential candidates who are registered boat owners in Greenville County.

The first two classes have been completed and comments from students are positive. This is an 8 week course that includes an introduction to charts and plotting. One class period will be devoted to GPS. The second night of class, a large percentage of students turned in their homework which shows that we have a great group of students.

The course is being taught by a team that comprises many of our most experienced instructors, with guest appearances by some new faces. We are experiencing a great turn out by squadron members who are showing up to help with homework and assist with plotting. Please keep coming as we will need many of you each night for checking homework. We especially need high participation on the final night (26 April) to check exams.

A great boating class will result in a significant influx of new members. Thanks to all who are putting forth the tremendous effort it takes to get this class off to a great start. A special thanks goes to Nioka Rose for handling registrations and Jef Lockman for frequent courier service from our Squadron PO Box to Nioka. Thanks to Lois Barnhill for preparing name tags for the first night of classes.



Course registration highest in years!

In other education news, Navigation and Piloting classes are finishing this month. AP is continuing through April and will complete in May. National is working to have a complete update of Piloting and AP ready by this fall that will integrate electronic navigation as the basis for planning movements and checking positions. You will hear more about this as the time gets closer.

Submitted by: David Cross, AP  
Squadron Educational Officer



Photo Credit: Barry Orem

## Become a Qualified Vessel Safety Checker!

submitted by: Huub Bakx,  
2004 VSC Chairman

The intent of VSC day is to teach and qualify members of LHS&PS to join the team of already certified vessel inspectors. We need new inspectors to help carry out safety inspections as we only have 19 members presently available who can perform this important task. Our goal for 2004 is to complete 200 inspections. Each inspection takes approximately 5-10 minutes and would be a great opportunity to meet fellow boaters and promote safety.



*VSC Day is Saturday, 17 April*

VSC day will be held at Hartwell Marina and will start at 1000 with a training session conducted by Barney Barnhill. This training will take approximately 3 hours. The open book exam can be taken following the session or, if time is an issue, can be done at home and sent to me. After lunch (please bring your own, the squadron will supply the liquid stuff) we will do a supervised, hands-on training on boats of LHS&PS members and available boats in the marina.

Please contact me at 268-3624 or huub33@bellsouth.net (note new email address) if you can join us and whether you want to be picked up at Portman Shoals. Remember, this is a community service that may prevent accidents and save lives.

**Directions to the marina:** from Greenville take I-85 S to exit 77 (first exit in Georgia), turn left on 77 south, go about 10-12 miles and turn left at T-junction, go another couple of miles (still 77 south) straight thru traffic light about 4 blocks which brings you to the square of Hartwell town with the courthouse on your left. Turn left on Forest Avenue; road dead-ends at the marina after about 2 miles. Count on 30- 40 minutes driving time from I-85 exit. Chairs are limited so if you have one, please bring a folding chair just in case we run short. If you get lost, their phone number is 706-376-5441

**ANDERSON  
BOAT  
CANVAS**

Bimini Tops and Enclosures  
Cushions & Upholstery  
Service At Your Dock

BIMINI JIM  
864-225-2668

5013 Hwy. 24  
Anderson, SC 29624



## 2004 North American Safe Boating Campaign Get On Board For Boating Safety

22-28 May is designated this year as Safe Boating Week. During this week, members of the National Safe Boating Council, including the Coast Guard Auxiliary, U.S. Power Squadrons, State Boating Law Administrators, Army Corps of Engineers, American Red Cross and other groups provide extensive media coverage, local exhibits, and special programs on safe boating. Locally, we had begun efforts to promote Safe Boating Week through a Lake Fair Day that included safety demonstrations and events for the public. It never really ignited the kind of awareness we had hoped for, however, so we turned our efforts at drawing the public's attention through the poker run. This event is quickly becoming a large attraction for folks in our state as well as surrounding states.



This gathering of boaters from around the area offers us the perfect opportunity to promote the principles of safe boating to the public through our VSC program and conversations about USPS and its boating courses. We kick off our safety campaign 17 April with a VSC day. You can lend your support by encouraging your boating friends to bring their boat and get a free vessel safety check from one of our qualified VSC inspectors.

As members of a boating safety organization, you can help spread the word about boating safety, help to reduce accidents and enhance the boating experience by modeling the 4 principles of boating safety and avoiding boating fatalities.

### 4 Principles of Boating Safety

- Wearing life jackets saves lives
- Boater education saves lives
- Safe boats (safely designed, well maintained and properly equipped vessels) save lives
- Sober boating saves lives

### Boating Fatality Facts

On average, approximately 700 recreational boaters die each year due to a boating mishap. The vast majority of these mishaps are caused by operator errors and not the boat, equipment, or environmental factors.

1. The majority of fatalities (70%) occur on inland waters, such as rivers, streams, lakes, and ponds.
2. Drowning continues to be the #1 cause of deaths in boating accidents. Approximately 80% of drowning victims were not wearing life jackets. Less than 23% of boaters in all boating groups wear life jackets. More than 60% of boating fatalities result from capsizing, falling overboard, or flooding/swamping.
3. Fatality rates decrease significantly when a boater has some boater education. 88% of fatalities occurred on boats where the operator had not taken a boater education course.
4. Open motorboats have the highest overall number of fatalities (approximately half).
5. Canoes and kayaks have the highest numbers of fatalities due to drowning. Personal watercraft (PWCs) have a relatively high fatality rate due to trauma.
6. Roughly one-third of recreational fatalities occur while boaters are engaged in fishing activities. A smaller number die while hunting from a boat.

*Source: [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org)*

### PLEDGE CARD:

I \_\_\_\_\_ pledge to boat safely each and every time I go out on the water, keeping myself, my family, my friends and fellow boaters from harms' way. I will boat responsibly by:

- ◆ wearing my life jacket and ensuring that everyone on board wears their life jacket when in a small boat, or operating in rough water or threatening weather conditions;
- ◆ remaining sober and alert;
- ◆ staying in control of my craft and respecting the right of others enjoying the waterways; knowing and obeying navigation rules, operating at a safe speed and maintaining a proper lookout.

\_\_\_\_\_  
(signature)

\_\_\_\_\_  
(date)



Spend the year with

# Upstate Lakes Magazine

Four Issues, Only \$9.95 Subscribe at  
[www.upstatelakesmagazine.com](http://www.upstatelakesmagazine.com)  
or call 864.233.2589

# 2004 Coastal Cruise Plan

A general plan for this year's coastal cruise was published in a previous issue of the Pilot. Below you will find a comprehensive plan, along with details to finalize your cruising strategy. Questions? contact: Bill Bender, 2004 Coastal Cruise Captain at 386-1197.

<b>01 May</b>	Greenville to Charleston	Tow from Greenville to Santee then cruise to Charleston
	Marina	Ashley River Marina: \$1.45/ft. + power (B. Bender has secured reservations).
	Accommodations	Sleep Inn: about 1.5 mi. from Marina; \$89.95/night Call (843) 556-1187
<b>02 May</b>	Charleston to Beaufort	Cruise from Charleston to Beaufort
	Marina	Beaufort City Marina: \$1.25/ft. + power (L. Solesbee has secured reservations)
	Accommodations	Best Western: directly across from marina; \$125/night (10 rooms reserved) Red Carpet: 0.3 mi. from Marina; \$65/night (10 rooms reserved) Call: (843) 522-2090 (Best Western) or (843) 521-1121 (Red Carpet)
<b>03 May</b>	Beaufort to Savannah	Cruise from Beaufort to Bull River Marina
	Marina	Bull River Marina: (C. Rose has secured reservations)
	Accommodations	Beach House on Tybee Island: Transport by marina vehicle
<b>04 May</b>	Savannah (Bull River)	Cruise to downtown Savannah and spend the day sightseeing around town; Cruise back to Bull River Marina
	Marina	Same as previous day
	Accommodations	Same as previous day
<b>05 May</b>	Savannah to Hilton Head	Cruise from Savannah to Hilton Head Island for a 2 day stay
<b>06 May</b>	Is.	
	Marina	Shelter Cove Marina: \$1.75/ft. (30 ft. min.) + \$3 power. Numerous restaurants on-site; transient docks far from office/showers; entertainment likely at most restaurants
	Accommodations	Fairfield Inn: \$50/night (AARP rate); Call (843) 842-4800 — request LHSPS group rate
<b>07 May</b>	Hilton Head Is. to Dataw	Cruise from Hilton Head Island to Dataw
		Lunch at Café/Restaurant or picnic near docks; ample dock space; pump out and fuel available
	Dataw to Charleston	Cruise from Dataw to Charleston (Patriot's Point)
	Marina	Charleston Harbor Marina (R. Fedele has secured reservations)
	Accommodations	Masters Inn: 1.2 mi. from Marina; \$55/night; Call (843) 884-2814
<b>08 May</b>	Charleston to Santee	Cruise to Santee and tow back to Greenville
	Dock Restaurant Monk's Corner	For those wishing to tow back Sunday: Free overnight docking for customers Old Santee Canal Park

 <p><b>THE GALLEY RESTAURANT</b> 41 PROUD ST. DUNWOODY</p> <p>American Cuisine Waterfront Dining <b>287-3215</b> Evenings - Tues. - Sat.</p>	 <p>Located at Portman Marina 1629 Marina Rd. • Exit 14 off I-85 on Lake Hartwell</p>	 <p><b>NAMI</b> ASIAN BISTRO</p> <p>Sushi Bar Japanese Cuisine <b>287-3219</b> Evenings - Tues. - Sat.</p>
<p><b>Banquet &amp; Meeting Facilities • Corporate • Weddings • Parties</b></p>		

# LIFE AT SEA: CRUISING THE KEYS

contributed by: Marbeth Dietrich,  
from somewhere off  
the Florida Coast

It was a very cold day in January when we left Georgetown in our boat. We didn't mind though, because we were headed for the Florida Keys. By the time we got to St. Augustine we were able to shed our sweatshirts. By the time we got to Miami, our sweaters, long pants, and blankets were packed away.

We spent about three weeks exploring the "Upper Keys" before heading to Key West where we would meet the Fedeles. Kathryn and Ray arrived early in the morning and we spent the day enjoying "funky" Key West. Those of you who haven't been to Mallory Square to enjoy one of Key West's famous sunsets have missed quite an event. Street theater is alive and well in this tourist area, with musicians, jugglers, unicycles, escape artists, sword swallowers, and animal acts all performing their craft. There are endless shops, pubs, and restaurants along the narrow streets – with music wafting out every door.

The next day, we left Key West for the Dry Tortugas. The 7 islands, made up of sand and coral reef, were named Las Tortugas "The Turtles" by Ponce de Leon in 1513. Later, on mariners' charts, the word *dry* was added to show they had no fresh water. We planned to go 20 nm that day and anchor at Boca Grande. Boca Grande and the Marquesa Keys would be the last land we would see until reaching the Dry Tortugas. We arrived at Boca Grande early enough to putt around in the dingy and walk on the key. We then watched the sunset, which was every bit as spectacular as that we had seen on Key West.

The weather was very cooperative the next day as we made the 50 nm trek. It was a thrill to finally spy land, and see the impressive walls of Fort Jefferson. We had about an hour of daylight left so, after anchoring in the protected harbor, we dinghied ashore and walked around the moat looking at the beautiful fish and coral visible through the crystal clear water.

Fort Jefferson was built to control navigation on the Gulf of Mexico and protect the Mississippi River trade. Construction began in 1846 and continued for nearly 30 years. During the Civil War, the fort was used as a union military prison. The army abandoned the fort in 1874 and it is now a National Park. It was fascinating to explore the fort, viewing the gun ports, shot furnaces, powder bunker, barracks ruins and parade grounds. There was one cannon that could shoot a 350 lb. ball 3.5 miles. As we walked the halls we could imagine what it must have been like 150 years ago.

Swimming on the reef that afternoon was another thrilling experience. There were many tropical fish, colored coral, and sea fans. All this was just off the beach in the park. We were

constantly serenaded by thousands of Sooty Terns. This is the only nesting ground for these birds. While the female sits on her single egg, the males, who never land, circle around the small island continuously squawking.

The seas started to build that night, and the wind was supposed to continue to increase. So, with 70 miles between us and Key West, we decided we had better leave. The ride back to Key West was pretty "lumpy" but highlighted by the sight of about 5 large sea turtles, and numerous dolphin playing in the waves.

We had a few more days before Kathryn and Ray had to head back so we cruised down to Newfound Harbor and Big Pine Key. There, we explored the shallow waters in Boca Chica. We had a very interesting day looking for a restaurant recommended in Claiborne Young's Cruising Guide called the "Nobody Knows Pub". Although the restaurant had changed owners and lost its fascinating name, it was every bit as interesting as portrayed in the cruising guide.

We were sorry to see the Fedeles leave to head back to Anderson, but we will always remember our trip with them. The contrast in offerings in the Keys could never be exemplified more than from leaving a hustling, bustling tourist town of Key West, and arriving in the calm, clear, serene waters of the Dry Tortugas.



Street theater on Mallory Square



Ray & Kathryn Fedele and Marbeth & Tom Dietrich enjoyed their exploration of Fort Jackson.



# Member Spotlight on: Nate & Beth Reynolds

submitted by: Billy Owens

Nate and Beth Reynolds, along with their two children, Nathan and Morgan, are our newest members. They joined the Squadron about two months ago — just in time for Nate to take advantage of our educational opportunities. He started Piloting the same day he joined. Additionally, Nate plans to take his USCG license exam in the near future.

The Reynolds are looking forward to joining us this summer at raft-outs. Keep your eye out for them and extend a warm squadron welcome.

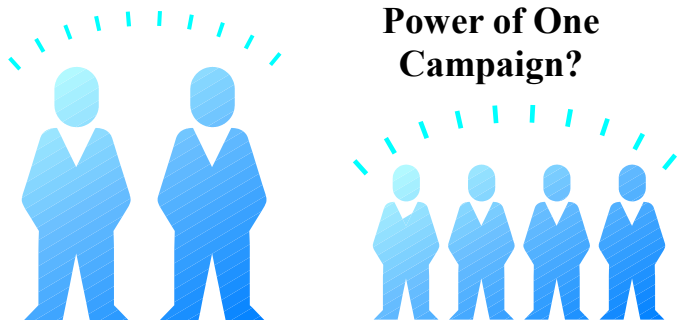
The Reynolds live in Moonville. Beth is a teacher at Cashion Elementary and will soon complete her Ph.D. in education. Nate is an IT engineer at Palmetto Refrigeration. Six-year-old Nathan enjoys fishing and riding his dirt bike, while five-year-old Morgan enjoys her kindergarten class and watching “Full House”.



Nate and Nathan sit aboard “Daddy’s Toy”

Nate enjoys offshore fishing in their 21 Trophy CC. “Daddy’s Toy” is fully rigged, with Penn rods and reels and Garmin electronics to handle his forty plus mile trips out in the Atlantic in search of marlin, kings, and tuna. Nate has been fishing out of Murrell’s Inlet for twelve years, as well as an occasional freshwater trip in Lake Hartwell and Lake Greenwood. When he is not out in his boat, Nate enjoys riding his four wheeler and duck hunting.

## Are You An Ambassador for the Power of One Campaign?



## New Member Update



The Membership Committee is pleased to introduce the following new (and not so new) members.

When you see these folks, whose name badge sports a red, white, and blue ribbon, remember this designates a new member.

We welcome each of you and look forward to getting to know you.

- SuAnne Aune, Greer
- Reginald Dwayne Bell, Mauldin
- James D. Cobb, Jr., Spartanburg (reinstated from 1982)
- James Michael Cummins, Hartwell, GA
- John & Carol Hertz, Simpsonville
- Michael Macatee, Taylors
- Nate Reynolds
- Cameron & Joan Smith, Greenville (reinstated from 2000)

## Big Water Fun



- Boat Rentals
- Ships Store
- Slip Spaces
- Ramp
- Gas



320 Big Water Road

Starr, SC 29684

Phone: 864-226-3339

Fax: 864-226-0079

# The Big Fix

## Should you put a new engine in your old boat?

by Les Hall and George Van Parys

Reprinted with permission of the authors from *Boating Magazine* and *Boatfix.com*

Own and operate any boat long enough and you'll face this costly choice. Your engine will need major repairs, or it will need to be rebuilt or replaced altogether. If you choose to replace your old engine with a new one, know this: There's a lot more to repowering a boat with a stern drive or an inboard than just swapping engines.



Before you start, find out if the job is worth the money. Rarely does the market value of a boat increase enough to justify the cost of repowering. It's often smarter to simply repair your old engine or install a rebuilt engine instead of a new one, then sell or trade in your boat, moving up to a new model.

How much will your old boat be worth with new power? To find out, log on to [www.nada.org](http://www.nada.org) for an estimate. Also, if you own an older, larger model, hire a marine surveyor to evaluate your boat's worth. It may suffer from other problems that would make repowering pointless. Of course, if you plan to own the boat for another dozen years or so, the cost of repowering may be significantly less than buying a new boat.

Your next task is to find out why the engine failed. Marine engines rarely wear out, especially during the first 10 years of operation. Usually it's problems with components or poor maintenance that cause engine failure, not wear and tear. Unless the cause of the failure is determined, you may be wasting your money — especially if you're buying the block and intend to use the same alternator, starter, pumps, wiring harness, and so on. Each component should be tested before reuse. If your boat is an I/O, you may want to consider a new outdrive or, at the very least, having your existing outdrive rebuilt. There could also be problems associated with the airflow in the engine compartment. Or you may need to check out the drive train, including running gear and alignment.

Once you decide that new engines are the best way to go, complete this checklist before completing the job.

- Get a list of half a dozen similar repowering jobs recently performed by the yard, including customer names and phone numbers. Call these people to determine their satisfaction level.
- If you're converting from older, heavy diesel engines to new, lighter diesel engines or to gas, your boat's center of gravity will change, which could cause handling problems. Contact the boat's manufacturer to see if it has any data on similar changes or have the plan reviewed by a naval architect.
- If you're increasing horsepower, you may need structural changes to increase airflow in addition to new shafts and struts. Again, get expert opinions and have the yard include any such requirements in its quotes.

- Will a larger engine or engines leave room for access once installed? Make sure to map this out before you start.
- Can your existing electrical and gauge systems handle the requirements for the new engine? You may want to consider replacing the gauges with an engine monitoring system to take advantage of the new engine's technology.
- Will your existing controls be compatible with your new engines? It may be necessary to install new controls.
- If you're converting from gas to diesel, you'll face additional costs of fuel tank modifications for return lines and valves. Galvanized steel fuel intakes shouldn't be used with diesel fuel.

*Les Hall is a Sea Tow captain and a regular contributor to Boating Magazine, Trailer Boats, Yachting Magazine and others.*

### Squadron To Offer Engine Maintenance Course

Do you want to learn more about marine propulsion systems, controls, components, fall and spring service, and basic maintenance? These topics are covered in the USPS Engine Maintenance course. The advanced course goes into more details of engine systems, troubleshooting, and emergency repairs afloat. If you are interested, contact Chris Rose at [ecroses@worldnet.att.net](mailto:ecroses@worldnet.att.net) or phone (864) 281-9774.

**Need Help  
On The  
Water?**

**Call**

**Tow Boat U.S.**

**on VHF 16**

**or Call Your Local TowBoatU.S. Company**

**TowBoatU.S. Lake Hartwell**  
**Total Lake Services, Inc.**

**Capt. Bill Clamp**      **Capt. Al Watson**  
**(864) 419-3060**      **(864) 421-7700**  
**24 Hr Dispatch 800 391-4869**



# Squadron Kids



## Coloring Contest

Hey Kids! Enter the Auxiliary coloring contest. Do your best job on the picture below then cut on the dotted line and mail your picture to:

Shore Power Coloring Contest  
300 Bishop Branch Road  
Pendleton, SC 29670

Deadline for entry is April 12. Be sure to include your name and age with your picture. Winners will be chosen from two categories: ages 0-6 and 7+. Prizes will be awarded and winners will be announced in the May Pilot.



### Corn Pudding Casserole

- 3 cans (15 oz) cream style corn
- 1 pint sour cream
- 1 stick butter, melted
- 1 pkg. Jiffy Cornmeal mix

Mix all ingredients in a large bowl. Pour into a greased casserole dish. Bake in 350° oven about 35-45 minutes or until golden brown and firm in the center. Makes a great dish for Sunday company or a pot-luck dinner. Serves 8-10.

*Recipe contributed by:  
Lois Barnhill*

### Mary Cassat: The Boating Party

Mary Cassat (May 22, 1844 -June 14, 1926) was an American impressionist artist who painted in Paris, France. Cassat's "The Boating Party" was painted in 1893-1894.

(Mom or Dad) Cut here .....Cut here.....Cut here



©EnchantedLearning.com

POINSETT PILOT  
 Official Publication of the  
 Lake Hartwell Sail & Power Squadron  
 P.O. Box 5184-B  
 Greenville, SC 29606-5184

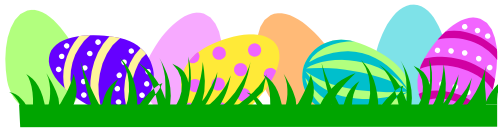
**NON-PROFIT  
 ORGANIZATION  
 US POSTAGE PAID  
 PERMIT #1633  
 GREENVILLE, SC**



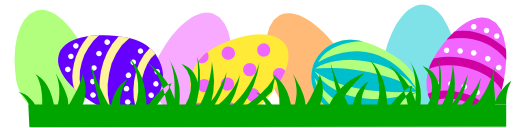
Time is ticking down on the Poker Run. Big plans have been made and we are going to need a lot of members to participate in this year's event!


It is going to be the biggest and best public event we have ever had! We will be having two parties, a band, and a ton of fun organized for everyone. Budweiser is furnishing shirts for contestants and volunteers. Charlie T's is throwing a big pre-party on Friday night. Rock 101 is giving us over \$14,000 worth of advertising and live remotes.

**All we need now is your help.** We need VSC inspectors, site workers, and help selling sponsorships. Please let Bill Bender know what you can do.



## April 2004



<i>Sunday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>
				1	2	3
4 <i>Daylight Savings Time Begins Spring Forward</i>	5 <i>Passover</i> Boating Course ExCom Mtg.	6	7 (AP) continues	8	9	10
11 	12 Boating Course	13	14 (AP) continues	15	16	17 VSC Day Get boat inspected for safety!
18	19 Boating Course	20	21 (AP) continues	22	23	24
25	26 Boating Course EXAM	27	28 (AP) continues through 19 May	29	30	31