



**America's Boating Club® of Lake Murray SM**

*Serving Central South Carolina since 1963 as*

**Lake Murray Power Squadron**

*A Unit of the United States Power Squadrons®*



# The Log Jam

Volume 63, No. 3

## Summer 2026 issue:

### Officer Reports

- ♦ Commander
- ♦ Executive Officer
- ♦ Administrative Officer
- ♦ Safety Officer
- ♦ Secretary
- ♦ Educational Officer

### Vessel Safety Checks

### Every Boat Has a Purpose

### Highlights of Past Events

### Got Skills to Share?

### Upcoming Events

### Dehydration Risks

### Ship's Store

### Bridge Officers

## Welcome New Members!

Glenn Wolff

Nattalie & Tim Sharp

Charles Moyer

Lisa Moore

Rem Williams & Patrick Kerce

Jay Poucher

Harlan Wiley

Hampton Anderson

Know someone who loves to boat, meet new people with similar interests and get involved? Share the [link to apply](#) to be a member!

## Stay Informed, Stay Connected!

Follow us on [Lake Murray Happenings | Facebook](#), our Members Only Facebook page, so you know where to meet for scheduled or unscheduled events and raft-ups.

Wednesday is Check Your Email Day! Not getting emails?

Reach out to Becky Weiler at

[secretary@lmpsonline.org](mailto:secretary@lmpsonline.org)

Power Squadron website:

<https://lmpsonline.org>



Cdr John Klein, AP

# Commander's Report

## Hello, Lake Murray Power Squadron family!

Whether you've been out enjoying a tie-up in a calm cove, cruising the big water, catching a sunset at Bomb Island, or relaxing at our home base on Flotilla Island, we hope you are having a fantastic, safe boating season.

As a squadron, our mission has always been built on three core pillars: Learn, Engage, and Connect. From keeping our community safe to simply enjoying each other's company on the water, here is a quick look at what's happening around the club—and how you can get involved.

### 1. Safety First: A Vital New First Responder Partnership

Flotilla Island has recently taken on an even greater role in keeping our community safe. We are incredibly proud to share that we have recently coordinated with the Richland County Sheriff's Department to utilize our island facility for vital training operations.

Flotilla Island is now serving as a training hub for local first responders, specialized dive teams, and the Department of Homeland Security (DHS), alongside other regional emergency crews.

By providing a secure, realistic environment for these teams to run drill scenarios, we are directly contributing to the readiness and safety of the entire Midlands region.

**A True Safety Hub:** In addition to these new emergency training operations, our Flotilla Island facility continues to maintain its critical weather monitoring stations utilized by NOAA and Richland County Emergency Management to track fast-moving storms across the lake, alongside our ongoing volunteer upkeep of Lake Murray's Reference Light system.

If you want to give back to the lake that gives us so much joy, consider volunteering for our next reference light check or training to become a Vessel Safety Examiner. Helping a fellow boater secure their Vessel Safety Check (VSC) sticker is one of the easiest ways we prevent accidents before they happen.

### 2. Never Stop Learning: Training Opportunities

USPS now offers seminars in addition to the traditional classroom training. Look at the USPS website and take a seminar. If you are interested in taking or teaching a traditional course, contact our Educational Officer [Brian Warman](#).

### 3. Social Scene: Fellowship on Flotilla Island and Cruises

Of course, it can't all be work and study. The heart of our squadron is the friendships we build. We have already enjoyed cruises to Georgetown and Destin, and our upcoming calendar features more raft-ups, cruises, dinners, and of course, our traditional island gatherings.

You don't need a boat to be an active part of this club—you just need a love for the water and a desire to hang out with some of the best people in the Midlands.

We are in the heart of boating season and there are so many ways to get involved. Find your happy place and jump in.

### 4. Gratitude: Thanksgiving

I am thankful for every member, volunteer, and bridge officer who keeps the Lake Murray Power Squadron running strong. We've been serving central South Carolina since 1963, and because of your energy and passion, our community is safer and more connected than ever.

**Stay safe, and we'll see you down at the end of Johnson Marina Road! See You on the Water!**



Lt/C K.T. Tripathi

## Executive Officer's Report

### Making Lake Murray *Our* Home on the Water

To the Incredible Members of America's Boating Club of Lake Murray: When you look out over the water from our Squadron, it's easy to see why this place is so special. Between the lifelong friendships, the shared love for boating, and the unmatched community we build together, it truly is the best—and most rewarding—home on the lake.

But what makes a house a home isn't just the structure; it's the family inside taking care of it.

Right now, our Squadron thrives thanks to the incredible dedication of the members who regularly step up to handle our day-to-day operations. They've built a fantastic foundation for us, but to truly reach our full potential and expand what we can do, we need the unique energy, talents, and hands of our entire club family to help us grow.

Taking care of this club shouldn't feel like a chore—it's an opportunity to take ownership of a place that gives us so much. Whether it's helping maintain our facilities, organizing an event, or stepping into a new volunteer role, every bit of effort directly protects and improves this space we all love.

Moving forward, we want to celebrate and lift up those who make this club possible. We will be placing a fresh focus on member involvement and tracking Merit Marks to highlight and reward the people actively shaping our future.

This isn't just a facility to use; it's *your* place. It belongs to you, and its future is shaped by you. Let's step up together, take pride in our home on the lake, and ensure America's Boating Club of Lake Murray stays vibrant for years to come.

See you on the water!



Lt/C Natalie Barnhill

## Administrative Officer's Report

### Understanding Latitude and Longitude on Lake Murray

Learning to use latitude and longitude coordinates is one of the most valuable skills for new boaters. These coordinates create a unique address for every location on Earth, allowing you to accurately identify boat ramps, marinas, islands, coves, and other destinations. Most modern chart plotters, GPS units, and smartphone navigation apps display your current position and allow you to enter destination coordinates, making it much easier to navigate with confidence, even in unfamiliar areas.

When boating on Lake Murray, coordinates can help you safely locate popular gathering spots, fuel docks, restaurants, and emergency meeting locations. Latitude measures your position north or south of the Equator, while longitude measures your position east or west of the Prime Meridian. A small mistake when entering coordinates can place your destination far from where you intended, so always double-check the format and verify that your GPS or chart plotter is using the same coordinate system as the source of the coordinates.

As members of America's Boating Club of Lake Murray, developing confidence with GPS coordinates is an excellent step toward becoming a safer navigator. Before leaving the dock, practice entering the coordinates for your destination and compare the location with your electronic chart or a paper chart of Lake Murray. Combining latitude and longitude with good situational awareness, chart reading, and safe boating practices will help you navigate efficiently while enjoying all that beautiful Lake Murray has to offer.



P/C Jerry Wise, SN

## Safety Officer's Report

### There was this guy who opened a boat business in Irmo.

Classified more as a boat “yard” than a retail operation, Waters’ marine sold used sailboats and made sails. The owner, Joey Waters, would later become famous for the quality and performance of his sails as well as his sailing accomplishments in the grueling world of sailing competition. As I was passing his yard one afternoon in the mid-80s, I noticed a large well-used sailboat pulling in on a trailer. After swinging into the facility, meeting Joey and asking about the boat, I knew a new venture in boating and spending money was about to unfold. The boat was a bank repossession and in poor shape but priced right. Joey made me a deal I couldn't refuse and then added something very special. He said in his candid and off handed manner; “Jerry, I can make this work for you.” And he did and became a great friend from that day forward. After some of his magic that old boat became the best performing and safest sailboat, I had run across at that time.

Later that old Hunter 27 was traded on a much larger brand-new Hunter 33.5 and over the years since then several different sail boats have come under his care. All improved by Joey's guiding hand with sails and rigging. Having a true expert give you advice on operation, rigging and fitting of your boat can be invaluable. The safety suggestions and guidance from someone who has “been there, done that” cannot be underestimated. The more complex your boat becomes, the more important it is to have a source of advice and wisdom. On a sailboat a hint like “uh... I would raise that boom up to just clear the top of your head” means more than you know. If you are new to boating, seek out a friend who knows your type of boating and boat type well. Ask advice. He/she will be glad to help. Also, being a part of an organization like America's Boating Club can make you an experienced mariner in no time.

Sadly, Joey passed away May 15. A real loss for the local boating community. Here are some words about Joey's career from a post by Charlie Rone on Facebook: Joe's 60+ years of sailing experience included being a member of the Citadel Sailing Team, multiple national and mid-winters championships in the Y-Flyer, Catalina 22, Capri 22, Raider Sports and JY 15. Joe's professional career began with Helms Yachts before opening Waters Sails in 1985.

In 1995, he was the first ever non-Russian accredited to the Russian sports program by becoming a valued member of the Olympic coaching staff. In the 1996 Olympic Games, Joe helped Russia take their first ever medal in sailing, a silver in the Soling Class.

What a guy. If you are serious about long-term boating and want to rise to a highly proficient level find you a friend like Joey.



Lt Dennis Rankin

## Vessel Safety Checks (VSC)

### Thank you to our new VSC Inspectors!

Sarah Trawick, Joe Firimonte, Tyler Williams,  
and Joe Troutwine

2026 total: 145 VSCs



**We need Wacky Inspectors on Wacky Wednesdays from  
10:30 a.m.-1:00 p.m. at Sandy Beach to do Vessel Safety checks!**

If you can help, email VSC Chairman Dennis Rankin at

[matlc@lmpsonline.org](mailto:matlc@lmpsonline.org)



Lt/C Becky Weiler

## Secretary's Report

### Attention All Members

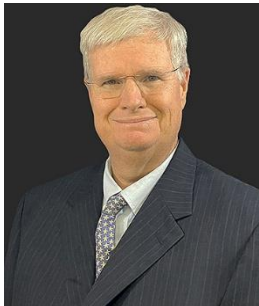
### Proof of Insurance Required

All members wishing to use the ramp and docks at Flotilla Island are now required to provide **proof of insurance**. Please note that we do not need the entire policy. If you haven't already, please send a copy of your COI, certificate of insurance, to the Squadron secretary.

Boats using the ramp or docks must also display a valid VSC decal – contact Dennis Rankin ([vsc@lmpsonline.org](mailto:vsc@lmpsonline.org)) for an inspection and decal. And all members must display a numbered ABC/LM decal on cars/tow vehicles, trailers and boats that they may bring to Flotilla Island – contact Diane Urban ([membership@lmpsonline.org](mailto:membership@lmpsonline.org)) for these.

Email a readable copy of your document to: [secretary@lmpsonline.org](mailto:secretary@lmpsonline.org) or mail it to:

Becky Weiler, Secretary  
America's Boating Club, Lake Murray  
P.O. Box 113  
Ballentine, S.C. 29002



Lt/C Brian Warman

## Educational Report

### Calling All Boating Educators!



#### Help Build Our Education Program by Teaching a USPS Course

One of the greatest strengths of our boating organization is the willingness of members to share their knowledge and experience. The Education Department is seeking volunteers interested in teaching America's Boating Club/USPS Advanced and Elective courses. Whether you are an experienced instructor or simply passionate about a particular subject, we would love to hear from you.

If you have expertise in any of the following areas, please contact the Education Department and help us continue providing high-quality boating education for our members. Course descriptions are based on USPS curriculum information.

This past winter Archie Trawick was the instructor for Cruise Planning – all students passed with high 90%. Jim Rakes volunteered to teach a Marine Electronics class this fall. But if we can draw upon all our members maybe we could offer some of the following courses.

#### Advanced Courses:

##### Boat Handling (formerly Seamanship)

An excellent foundation course for both power and sail boaters. Topics include Rules of the Road, docking and undocking, boat handling underway, anchoring, emergencies onboard, and essential knot tying.

##### Marine Navigation (formerly Piloting)

Introduces recreational boat navigation using charts, plotters, GPS, dead reckoning, course planning, and position determination. Students learn to safely plan and execute a day cruise.

### **Advanced Marine Navigation (formerly Advanced Piloting)**

Builds on basic navigation skills with advanced positioning techniques, navigation in restricted visibility, tides, currents, winds, and extended cruise planning.

### **Offshore Navigation (formerly Junior Navigation)**

The first course in offshore navigation. Students learn sextant use, Nautical Almanac calculations, offshore plotting methods, and voyage planning for extended passages beyond sight of land.

### **Celestial Navigation (formerly Navigation)**

The most advanced navigation course, covering navigation using the sun, moon, stars, and planets. It also addresses emergency navigation methods and advanced offshore voyage planning.

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### **Elective Courses:**

#### **Cruise Planning**

Designed for boaters preparing for cruises of any length. Topics include voyage preparation, budgeting, crew selection, provisioning, anchoring, communication, security, and foreign port procedures.

#### **Engine Maintenance**

Provides practical knowledge of marine gasoline and diesel engines, drive systems, troubleshooting, maintenance, and repair techniques to improve self-reliance and safety aboard.

#### **Marine Electrical Systems**

Covers DC and AC systems, wiring, corrosion prevention, lightning protection, troubleshooting, use of multimeters, and reading wiring diagrams.

#### **Marine Communications Systems**

Explores marine communication methods, including VHF, MF/HF, satellite systems, GMDSS procedures, FCC regulations, and radio troubleshooting.

#### **Electronic Navigation**

Focuses on GPS, chart plotters, electronic charts, route creation, waypoint management, and navigation applications for tablets and smartphones.

#### **Radar for Boaters**

Teaches radar fundamentals, equipment selection, installation considerations, display interpretation, collision avoidance, and navigational use of radar.

#### **Weather**

Provides an understanding of weather systems, forecasting, weather maps, barometers, storm development, and how changing conditions affect boating safety.

#### **Instructor Development**

Develop presentation and teaching skills useful both inside and outside the boating community. Participants learn instructional techniques and gain practical teaching experience.

[Education - USPS Courses and Seminars](#)

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### **We Need You!**

Our members benefit greatly from learning directly from fellow boaters who have practical experience and a passion for sharing knowledge. If you have experience in any of these subjects and would be willing to serve as an instructor, assistant instructor, mentor, or guest presenter, please contact the Education Department.

Together, we can strengthen our boating community, improve safety on the water, and help fellow members gain the confidence and skills needed for enjoyable boating adventures.

**Interested in teaching? Contact the Education Department today!**

[seo@lmpsonline.org](mailto:seo@lmpsonline.org)  



Lt Sarah Trawick

## Member-at-Large Report

### Every Boat Has a Purpose

For once, I wasn't on a boat this past weekend. I proceeded to diagnose myself with boating withdrawal. Which got me thinking about the boats I own, as well as the boats David Allen and I own together. It also reminded me of one question we seem to hear everywhere we go. "How many boats do y'all have now?" "Do you really need that many?" "How do you have time to use them all?" Between the two of us, we currently have eight boats. To most people, that sounds excessive, but to us, it makes perfect sense.

I've learned every boat has a purpose. Need to run the winding rivers and creeks of coastal South Carolina? That's what *Bad Alibi*, our Sea Pro, was built for. Need to cruise around Lake Murray in something easy to maneuver but stout enough to handle wind and chop? *Waterlogged*, my Boston Whaler, is hard to beat. Looking for a place to overnight at Flotilla Island? That's where my Regal cuddy cabin, *Nautical Wheeler*, has her purpose. And when the weather turns rough and you find yourself in big swells offshore, that's exactly why we bought our Grady-White, *To be determined*. Each boat fills a role the others simply aren't designed for. Over the past few years, I've come to learn that boats become far more than fiberglass; they become part of your life.

My 19-foot Boston Whaler Outrage, *Waterlogged*, has become my Lake Murray runabout, but she's much more than that. At 40 years old, she represents a piece of boating history. There's something special about an old Boston Whaler, and I have no intention of ever letting her go. Restoring her has become just as enjoyable as running her. This winter, the plan is to pull the deck, replace the fuel tank, and continue bringing her back to the condition she deserves. She's already given me plenty of memories. I'll never forget leaving the Commander's Breakfast at Flotilla Island in heavy fog or the February afternoon when David and I tied up to a stump and jumped into the freezing water. Looking back, it probably wasn't our brightest idea, but it made for a great story. After climbing back aboard, we sat in the sunshine trying to thaw out, and somewhere during that conversation we began planning to run the entire East Coast together.



*Nautical Wheeler*, my 20-foot Regal cuddy cabin, tells a unique story. I acquired her through an abandonment sale after she sat forgotten for more than 20 years. Most people probably saw an old boat that wasn't worth the effort, but I saw something different. Older boats have a level of craftsmanship that's hard to find today. Every compartment has a purpose, every inch of space was thoughtfully designed, and you can tell she was built by people who took pride in their work. Bringing her back to life became a project Tony Dodson and I tackled together. We spent countless hours restoring her. Some of my favorite evenings have been spent aboard *Nautical Wheeler*. There's something special about overnighting at Flotilla Island on a crisp October night. It's amazing how warm and comfortable such a small cabin can feel when you're tucked away for the night. *Nautical Wheeler* isn't the fastest or biggest boat I own, but she has a way of slowing life down. Sometimes that's exactly what you need.



Tony helped me put a swim platform on the Regal.

Our Grady-White, *To be determined*, is the newest member of the fleet.

I'll always remember the excitement of that first overnight trip, getting up at the crack of dawn to drive to Myrtle Beach before launching her into the water. David and I cruised to Georgetown for lunch, anchored off a

quiet island for a swim, and rode up and down the intercostal waterway. Every boat has a first chapter, and I have a feeling hers is going to be a long one.

Then there's *Bad Alibi*, our 19-foot Sea Pro bay boat. What can I say about the boat that started it all? As Jimmy Buffett once sang, "Oh, the stories we could tell!" She was my first boat, and looking back now, I don't think I realized what I was buying that day. I thought I was purchasing a center console. What I really was buying was a ticket to adventure. David and I always say we got our money's worth out of that boat the very first day she touched the water. She carried us without incident to Wacca Wache, Georgetown, Southport, Bird Island, Sandy Island, and countless hidden creeks and marshes scattered across coastal South Carolina. She introduced me to places most people will never know exist. Places where towering cypress trees meet blackwater rivers and where osprey circle overhead. She also gave us more than a few exciting moments. There was the afternoon David and I found ourselves surrounded by lightning with nowhere to go. We ducked under the nearest dock while rain poured down around us. You could smell the ozone in the air and feel the electricity on your skin. Another time we spent the afternoon beached on Sandy Island, but we lingered just a little too long. Before we knew it, darkness had settled in, and we still had 16 miles of the Intracoastal Waterway, including the Rock Pile, between Lightkeepers Marina and us. Though it wasn't our plan, it became a story we will never forget.

The further I get into my boating journey, the more I realize the destination has never really been the point. It's the people, the conversations, the adventure, the unexpected detours, and the stories you couldn't have planned if you tried. Recently, we sold *Bad Alibi*. I'll admit, I had mixed emotions. I was happy knowing another family would get to enjoy her, but I was also sad watching her disappear down the road behind someone else's truck. I wasn't just selling a boat. I was saying goodbye to the boat that started my entire boating journey. One thing I've come to believe is that boats develop personalities. I know that probably sounds strange to someone who doesn't spend much time on the water, but every boater understands exactly what I mean. Some boats are adventurous. Some are dependable. Some are comfortable. Some seem to have a knack for finding trouble.

They each have their own quirks, their own strengths, and their own history. After enough miles together, they stop feeling like machines and start feeling like old friends. Boats eventually get sold. They get restored. They get passed down to someone new. But the stories remain. That's the real value of a boat. Not its horsepower, its electronics, or its resale value. It's the memories. The people you bring aboard become part of its history. The

laughter, the thunderstorms, the beautiful sunsets, and the quiet conversations while drifting at anchor all become chapters in a story only you can write. So, when people ask me why David and I own so many boats. The answer is simple. Because every one of them has a purpose. More importantly, every one of them has a story.



We've yet to name the Grady-White, the newest addition to our flotilla.

# April-June Event Highlights

## Shake 'N Break



## Kentucky Derby Party



## Goat Island Clean up



## Rakes Anniversary Surprise at Flotilla Friday!



## Vessel Safety Checks



## Commander's Breakfast



## Big Man's Cruise, Lunch and Raft-Up



## Raft-Up Gatherings



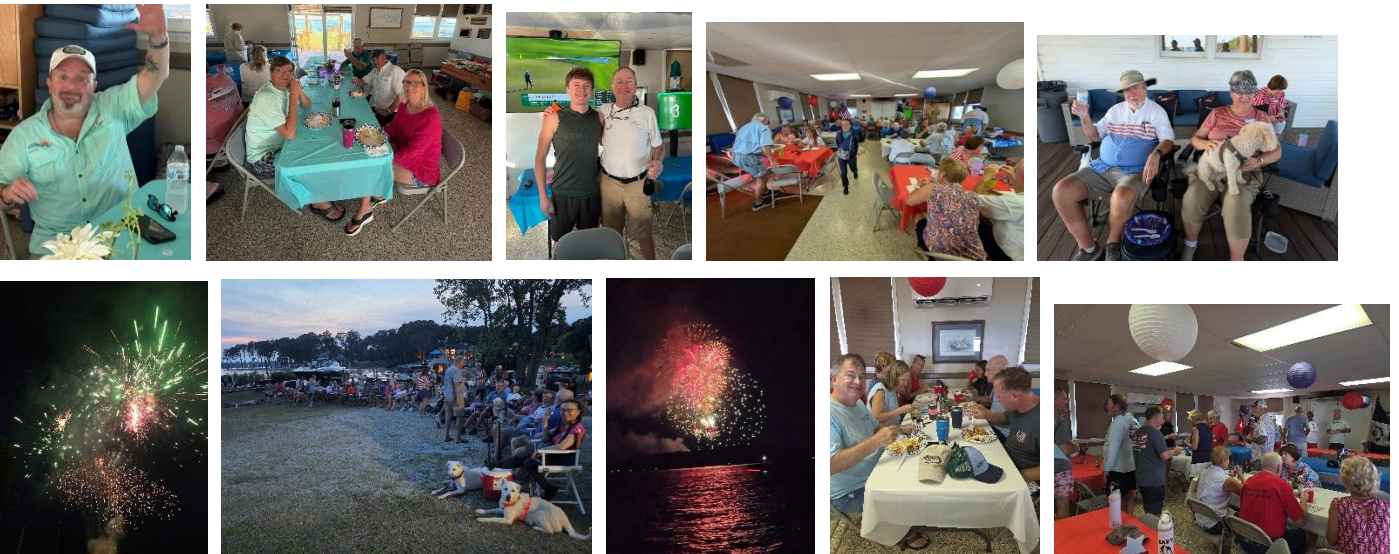
## Live Like London Dinner



## Reference Light Cruise



## Flotilla Fridays



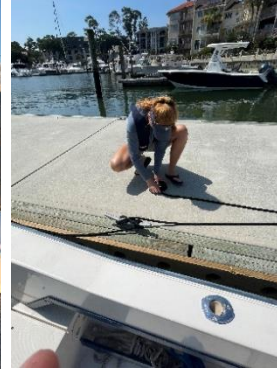
## Teaching at Ladies Day on the Lake



## Teaching a Boating Safety Class



## Other Activities



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## Got Skills to Share?

Every year key positions that keep our club running turnover and next year is no exception. Members take on other roles and need to give up current roles. Others have been in the roles for many years and need the time back to focus on other things. This provides unique opportunities for members to offer their unique skills to keep the club thriving. Among the 2027 openings, there will be a need for a Log Jam Editor, Harbor Master, Secretary, and Educational Officer. And there are sure to be others. You can find the full list of committees that keep our Squadron running smoothly online at [lmpsonline.org/member/2026CommitteeChairs.pdf](http://lmpsonline.org/member/2026CommitteeChairs.pdf). Check it out and volunteer today by contacting the existing chairman or the elected officer in charge of your area of interest.

# July-September Activities

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## For ABC/Lake Murray Members and Invited Guests

(All activities at Flotilla Island unless otherwise noted)

### July

- 3— Flotilla Friday: Covered Dish Buffet and Fireworks
- 4— July Fourth Celebration
- 14— ABC/LMPS Executive Committee Meeting
- 16— RCSD Dive Team and Marine Patrol Training
- 18— Lake Greenwood Cruise
- 20-24— Inland Boat Operator Course for Law Enforcement
- 21 — Flotilla Island Clean Up
- 25 — Thornwell Day on the Lake
- 30—USCG Auxiliary Meeting

### August

- 7—Flotilla Friday: Purple Martin Cruise
- 8—Log Jam #2 Raft-Up
- 11—ABC/LMPS Executive Committee Meeting
- 13-16— Lake Lanier Cruise
- 22— Flotilla Island Clean Up
- 27—USCG Auxiliary Meeting

### September

- 4 — Flotilla Friday
- 6 — Commander's Breakfast
- 10— Thursday Dinner Meeting: Zach Steinhauser Discusses Purple Martins on Bomb Island
- 12 — Dam Swim
- 12— Goat Island Clean Up
- 13— Saluda River Cruise
- 15— ABC/LMPS Executive Committee Meeting
- 16— Flotilla Island Clean Up
- 20-27— USPS Governing Board Meeting, Cary, NC
- 25— Reference Light Cruise

# Dehydration Risks

By Carolyn Shearlock, *provided with permission from The Boat Galley Newsletter.*  
Visit [theboatgalley.com](http://theboatgalley.com) to sign up for this free newsletter.

It's hot right now, so dehydration is on my mind. Boat life sets up the conditions for it. Between the heat and sun, the physical work, and rarely getting a break in air conditioning, you sweat a lot.

The drinks we reach for don't help, either. Coffee in the morning, iced tea in the afternoon, a sundowner at night. Caffeine and alcohol are both mild diuretics, so they work against us. Fresh water isn't unlimited, so there's a natural temptation to ration it. And, really, slightly warm water just isn't that appealing to most of us. And to top it all off, the early signs are easy to miss.

Dehydration once put my husband Dave in the ER. We'd gone to Key West to celebrate his birthday. It was a cool-ish day, we wandered around town, and we drank coffee, an iced tea, a beer at dinner, a shot of rum after. He was also on an antibiotic that needed plenty of water, which we sort of forgot about. By the end of the day, he hadn't had a single glass of plain water, and neither of us thought twice about it.

The next morning it hit. Getting from breakfast to the car flattened him, and he got worse on the drive back to the boat, shaky and confused, slurring his words and feeling his heart pound. He thought he was having a heart attack. I took him straight to the nearest ER.

It wasn't his heart. It was dehydration, bad enough to need IV fluids. What gets me is that I didn't recognize it. We'd been cruising for years and had caught mild dehydration before and treated it. But that day had been relatively cool, we weren't sweating or thirsty, and dehydration wasn't even on my radar.

We pay closer attention now. I've also learned that a lot of common medications make it more likely. Even so, we're not perfect. Dave takes diuretics and a couple of other medications that increase urination, and he still hits the "wobbly" stage now and then, but we haven't been back to the ER.

The difference is that we're quicker to suspect it, and quicker to grab a drink instead of saying "I'll get one in a little bit."

That's what I want to pass on: how to head off your own trip to the ER, or worse, when you're somewhere remote.

## Things That Increase Risk

A few things make dehydration far more likely, and some of them are not well known.

### Medications are the big one.

A surprising number of common prescriptions make you lose fluid faster. You shouldn't stop your meds; just be extra mindful about drinking when taking:

- Diuretics, or "water pills" (Lasix is the common one), often prescribed for blood pressure or heart conditions
- Some other blood pressure medications
- Some diabetes medications, especially SGLT2 inhibitors like Jardiance, which flush sugar out through your urine and take water with it
- Medications that cause nausea, vomiting, or diarrhea, which many GLP-1 drugs like Ozempic and Wegovy do
- Laxatives
- Some antibiotics.

### A few conditions raise the risk too.

Diabetes itself matters, because when blood sugar runs high, your body sends the excess out through your urine and pulls water along with it. [Seasickness](#), a stomach bug, diarrhea, or a fever can dehydrate you in a hurry on their own. And pregnancy raises how much water your body needs to begin with, with morning sickness sometimes piling vomiting on top.

**Age is the quiet one.** As we get older, the thirst signal gets less reliable and the body holds less water to start with, so dehydration arrives faster and with less warning. It's worth extra attention for anyone aboard who's past 60.

### **The signs worth knowing**

Caught early, dehydration is easy to treat. The trouble is that the first signs are easy to wave off. A mild case can look like:

- A headache or dry mouth
- Trouble concentrating, or just feeling foggy and short-tempered
- Muscle cramps
- Nausea or dizziness
- Sweating less than the heat seems to call for, or not at all.

If it's hot and you've stopped sweating, your body may be too low on fluid to cool itself. That's a red flag, not a relief. And if you take a drink of water, and immediately break into a sweat, that's your body telling you it was running low.

### **Drink a lot more.**

When it gets more serious, you'll see fatigue, a faster-than-normal heartbeat, and confusion. Left unchecked, dehydration can lead to heat exhaustion, heat stroke, organ damage, and worse. It is not something to ride out, and if symptoms are severe, you may need to see a medical professional.

### **A couple of easy checks**

You don't need anything fancy:

- **Watch how often you pee.** Every couple of hours is a good sign. If you've gone much longer than that, you need to drink more.
- **Look at the color.** Pale yellow is fine; dark yellow or amber means drink more.
- **Try the pinch test.** Pinch the skin on the back of your hand. It should settle back flat in a second or two. If it stays tented longer, you're behind on fluids.

### **If someone's already showing symptoms**

If you catch even mild signs, act right away:

- **Get them drinking fresh water.**
- **Replace the salt and electrolytes they've lost.** We kept [rehydration drops](#) aboard for exactly this. They're sugar-free and diabetic-friendly, which matters if anyone on board is watching their blood sugar. You can buy the [Hy-Lyte Electrolyte Concentrate we used at Amazon](#). Sports drinks, coconut water, or water with a little fruit work.
- **Get them cooler.** In rough order of what helps most:
  - If conditions allow and they're steady enough, getting into the water cools fast.
  - Dunk their t-shirt in the water, wring it out, and put it back on, or soak their head and hair.
  - Shade, at a minimum.
  - A fan blowing right on them, better still if you wet their skin first so the breeze does more.
  - Air conditioning is best, but weigh how long it'll take to get there, since that walk or dinghy ride is probably in the sun.
  - If someone is severely affected, very confused, burning up, or not sweating, cool them where they are and get help fast rather than walking them anywhere.

- **Let them rest.** Pushing on while your body and brain are under that kind of stress is how a health scare turns into a real emergency aboard.
- **If seasickness started it,** anti-nausea medication may break the cycle.

### Heading it off

Better yet, head it off before it starts. None of this is complicated:

- **Drink before you're thirsty.** Thirst shows up late, so sip steadily through the day instead of waiting until you feel it.
- **Add electrolytes to your water.** A few rehydration drops in every bottle, or some coconut water, helps your body hold onto what you drink, especially when you're sweating hard.
- **Go easy on the diuretics.** Coffee, tea, and alcohol don't count toward your water the way you'd hope. I'm not telling anyone to skip their morning coffee. Just don't let it stand in for water the way we once did.
- **Make water easier to drink.** A slice of fruit or a flavor packet helps if plain water bores you.
- **Eat some of your water.** Melons, cucumbers, and oranges are mostly fluid. Watermelon and bananas add back a little potassium (apologies to anyone who won't allow a banana aboard).
- **Stay in the shade.** A good cockpit cover earns its keep, and a wide-brimmed hat helps when you're out in it.

You'll probably never totally avoid possible dehydration when you're on a boat. But catching it early; it's easy to treat.

## The Ship's Store



**Great gifts  
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treat yourself!**



Many are sporting their new ABC/LM apparel and gear! Don't be left out of cool boat and float ware! Don't see what you are looking for? We can take special orders in size or type of apparel, and the sky is the limit on what is in the catalog!

**Call Heidi to see what is in stock or place an order: 518-726-0003**





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## Log Jam Editor

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