



WATERLOG



SQUADRON LOBSTER BAKE 21 July 2001



The Adopted Island



D/Lt Elliot Hammer, S
Whale of a Job Award

Cdr Don Williams, SN



Judy and Don
Williams

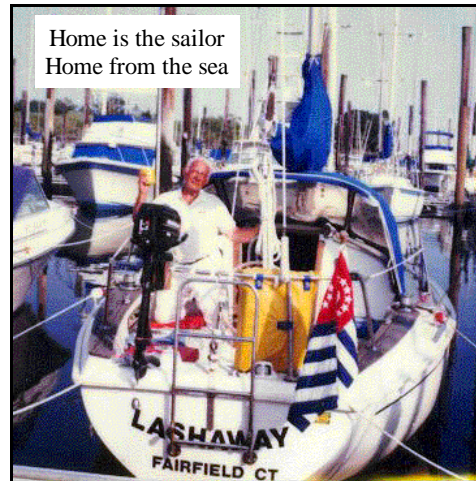
Martha and John Fowler
50th Wedding Anniversary



Can Do Award for cardboard boat



Martha Fowler and Judy Williams



Home is the sailor
Home from the sea

George Sargent

30 July 1992
See page 3

The Waterlog is published monthly. At least 10 issues per year.

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The Editor reserves the right to revise, change or reject any materials submitted to the Waterlog, consistent with standards of accuracy, fairness, and good taste, subject to the approval of the Squadron Commander.

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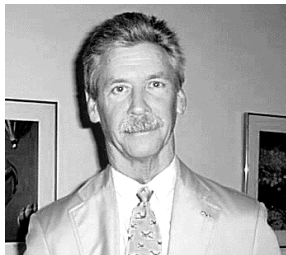
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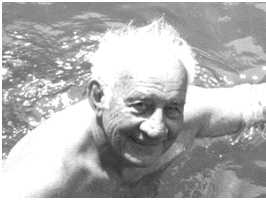


COMMANDER'S MESSAGE

Every two years I have my boat hauled out and the "bottom job" completed by Mr. Eric Lundquist. His reputation in racing sailboats and nautical maintenance stands alone in the Pensacola, FL, area.

A number of years ago, we were in the boat yard for this laboring event. Eric, his assistant Bud, and I were hard at work completing our tasks for that day. I was flat on my back trying to scrape the barnacles from the intakes, when a gentleman approached Eric who was standing along side my boat. All I could see was the man's nice shoes and slacks as he followed Eric about the boat. They were discussing the work required to complete various jobs. During the conversation the "nice shoes and slacks" made the comment that there was a lot of work being done. Eric returned the comment with the statement, "Yes, it is a lot of work, and every now and then we make some progress." Eric's work has always meant progress to me. There is always something to learn from someone with so much nautical knowledge. The thought about work and progress will be with me forever.

(continued on page 5)



CRUISE TO MAINE

By George Sargent
(conclusion)

Wed 29 July 1992. Up at 0600 to a nice sunny day. Forecast: West wind to 10 knots. Fried spam, poached eggs and orange juice. Pulled up the anchor full of grass, topped water and gas, and headed out at 0800.

By 1030 we were entering the East end of Fisher's Island Sound, and exited the West end an hour later under sunshine but hazy horizons, and cool. We were motoring with the autopilot steering against West winds of 5 to 10 knots. At 1200 we slowed to 3 knots so Tom could cook up some macaroni and cheese. We entered the Connecticut river at 1530 against a strong current, stopping at a marina for gas. We headed into North Cove to pick up a mooring in this popular resting spot, but ran aground in an unexpected spot. We were told by a nearby power boater that the ground had been readjusted by storm activity and dredging had not been finished before exceeding the ecology time limit. The power boater kindly pushed our bow around so we could power off, and we picked up an empty mooring.

Thu 30 July. Sunshine and scattered clouds at 0615, after a gentle rain last night. Forecast: No rain today; west wind to 10 knots. Left the mooring at 0730 and were back into Long Island Sound by 0748. At 0800 we started sailing with the cruising spinnaker, making 4 knots through the water with 20 degrees of heel, on a close reach. However, we were overpowered and changed to the genoa. We were soon going 5.8 knots on a close reach. At 0853 we passed Duck Island Roads where I had spent my first night of the trip. Then Faulkner Island was abeam at 1012. We arrived at the Thimble Islands at 1050 where we had intended to spend the night, but it was so early we decided to continue heading toward Branford, New Haven, and Fairfield which were all possible stops.

The wind died at 1125 and we starting motoring, but it was back 20 minutes later and the sails went back up giving us a speed of 5 knots. At 1215 New Haven was abeam. By 1230 the wind dropped and we tried the cruising spinnaker again but it only gave us 1 knot, so we dropped it and lashed it to the deck while we motored.

At 1440 we were off Stratford point ready to turn toward Bridgeport Harbor, and further on, the Fairfield Marina. We then had sunny skies and enough wind to raise the cruising spinnaker for a beam reach at 4.8 knots. It was a beautiful sail and a glorious way to finish our cruise with a flourish.

By 1600 we were safely tied into my slip and celebrating with an extended happy hour

- the end -

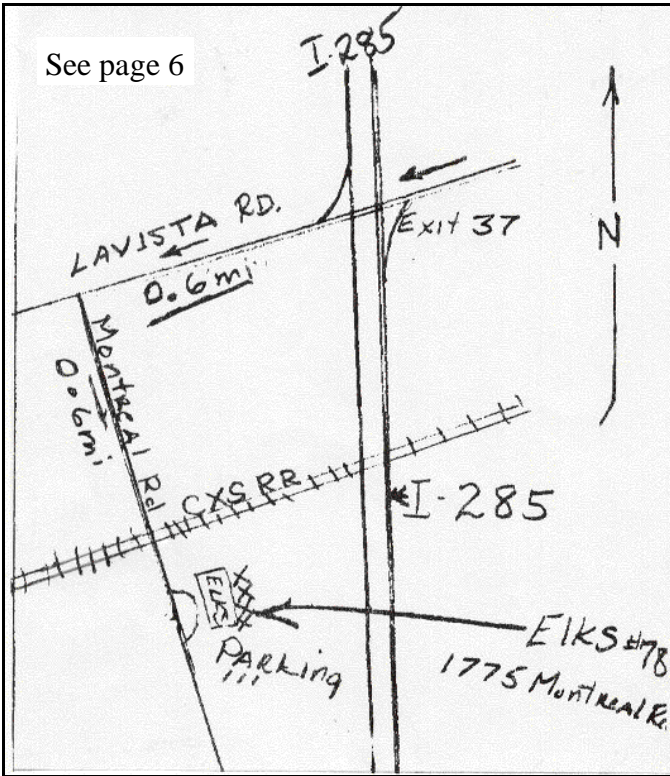
DESTIN UPDATE

(contributed by Danny Tompkins)

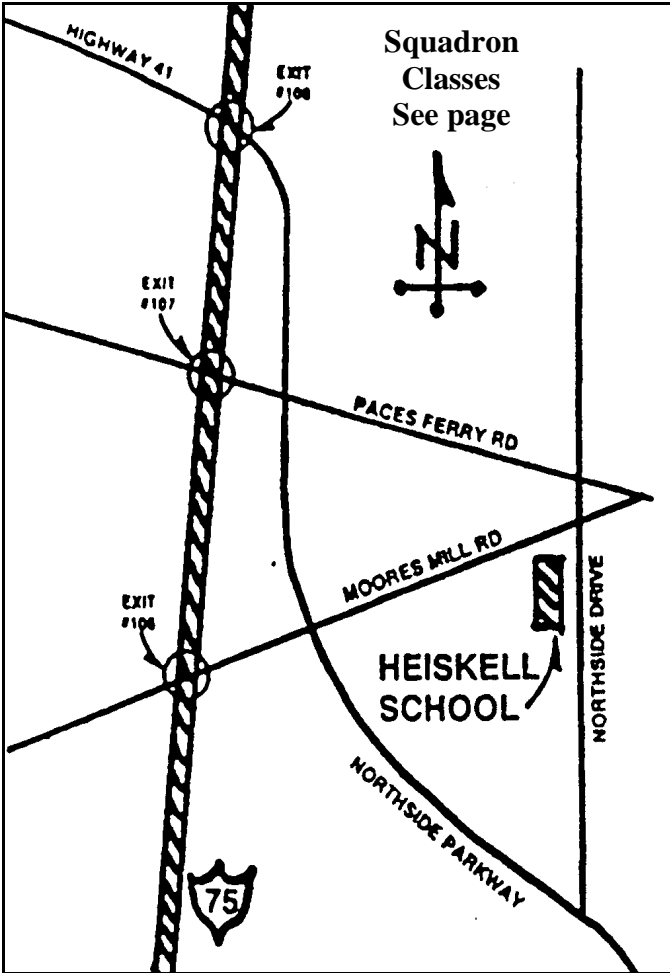
Destin, Florida, with all of its great fishing, beautiful water and beaches, has not been an especially friendly place for general recreational boating for transients. The main problem has been the lack of dockage for small transient boats. The only secure water on the gulf side is in Destin Harbor. There has never been what you would call a marina in Destin Harbor. Only slips. The great majority are priced for the many 40' and up sport fisherman cruisers. On the bay side, you only had available to the west a marina close to Ft. Walton. This marina is about ½ hour by water from the East Pass (entrance to the gulf) and inconvenient from the beaches of Destin. Bluewater Bay has a nice marina on the north side of the bay that is transient friendly. But again a ½ hour drive from the beaches. The resort Sandestin has a marina. I am not sure how available it is if you are not staying at the resort. Also, it would be an hour by water to the East Pass. But do be aware, it has the **only** fuel on the east end of the bay.

There is now a new marina at the south end of the Mid Bay Bridge named Mid Bay Bridge Marina (very original, huh?) This is about 20 minutes from East Pass and right in the middle of the Destin beaches. This is a stack storage marina. They do not have transient slips per se. But I was able to keep my boat tied up each night at one of the three or four floating fuel docks. However, they will put you in and take you out one time each day as part of the fee. When they do take you out, the power lift places the boat on a cradle. The boat is then washed and the engine flushed before stacking. They have huge lifts that can handle boats up to 45 feet! I can't say enough about the people working there. They were totally friendly and helpful. The current fees are \$67 per day (very steep) no matter the size or \$10/foot for a week. But, be aware, every day after one week equals the per day rate.

For local knowledge, call our Destin port captain Ed Distin (see roster). He is a former ASPS member that lives there and works part time at a marine supply store just south of Mid Bay Marina. He has a wealth of knowledge and is lot of fun to talk to as well.

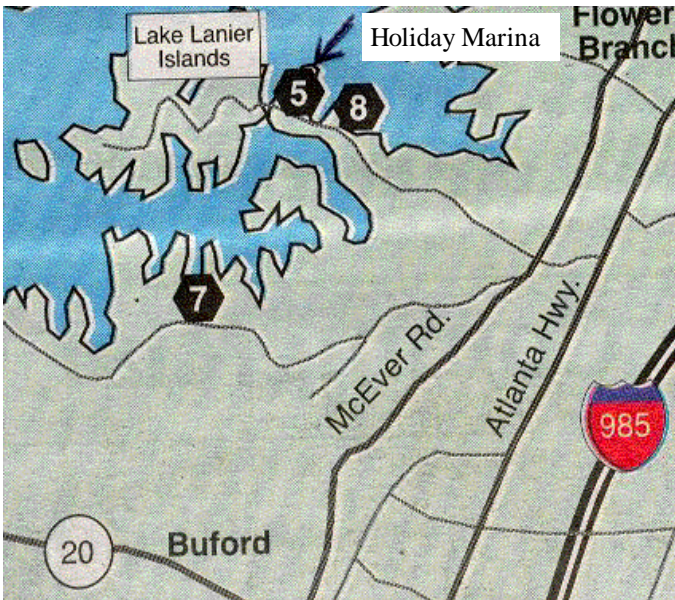


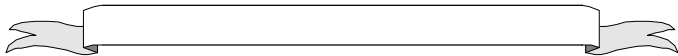
Start of Kings Bay tour 19 Sep 2001



COMING EVENTS

- • • • •
- **COMING EVENTS** •
-
- 10 Sep Squadron classes start •
- 1900 @ Heiskel School •
- Northside Drive, Atlanta •
- See map on this page. •
- Also see page 7 for details •
-
- 13 Sep Executive Committee Meeting •
- Old Hickory House •
- 5490 Chamblee-Dunwoody Rd •
- Dunwoody, GA •
- 1830 dutch treat dinner •
- 1900 meeting •
-
- 15 Sep Instructor Recognition lunch •
- Holiday Marina •
- Holiday Road •
- Buford, GA •
- 1130 \$15 per person. Send •
- check to Bob Wilson, 5290 New •
- London Trace NW, Atlanta, GA •
- 30327, phone (404) 256-4625 by •
- 13 Sep. After that date, charge is •
- \$20. •
- see map below •
-
- 19 Sep Nuclear sub base tour •
- See page 6 •
- • • • •





WHALE OF A JOB

Organization is always the road to success. The Atlanta Sail & Power Squadron is very fortunate to have one individual who has successfully organized and administered the National Safe Boating Week program over a period of years. D/Lt. Elliot S. Hammer, S, recruits members for his committee, orders safety information material for handouts, contacts marine suppliers, distributes the USPS pamphlets to booth locations, sends squadron members reminder cards, and accounts for member participation with a merit mark credit summary report. That is a "Whale of a Job".

Congratulations goes to D/Lt Elliot Hammer, S as my new choice for this award. Thank you Elliot for years of successful Safe Boating Week activities.

Cdr Don Williams, SN



COMMANDER'S MESSAGE

(CONTINUED FROM PAGE 2)

As Commander of the Atlanta Sail and Power Squadron, it has been my goal to work at making progress. However, in an organization this size, a squadron needs more than a Bridge and Executive Committee. It needs active members. Half of this administrative year has already passed. We still have work to do and progress can be made. September's Instructors Banquet, October's Halloween Party, November's Chili Cook-off, December's Holiday Party, January's Annual Meeting, and February's Change of Watch need your involvement, ideas, and time.

Let's make some progress together. This is your organization. Have fun with it. Call a squadron member and encourage them to meet you at our next function. I will see you there.

Cdr Don Williams, SN



**SQUADRON
YARD
SALE**

13 Oct 2001
0800 TO 1600
Roswell Masonic Lodge

**START MAKING A LIST
OF WHAT YOU CAN
CONTRIBUTE**

**Either bring your items on the day of
the sale, or contact Hans Meier (770)
993-7408 to have them picked up.**

Clothes, books, furniture, electronics,
anything will do. It will give us a means
to make some more dollars.

Naval Station Kings Bay Tour September 19-20, 2001

If you have not already made your reservation, it is not too late. A few seats remain available for the Kings Bay tour. The tour trip is jointly sponsored by the Atlanta Navy League and the Atlanta Sail and Power Squadron. A first class 55-passenger tour bus has been chartered to depart Atlanta at 9:30 am on September 19 and return to Atlanta at approximately 10:30 pm on September 20. Trip cost is \$50 per person.

The trip will feature guided tours of the Naval Station, the Trident Training Facility, and an Ohio class Ballistic Missile Submarine on September 20. An informal social hour is planned on the arrival evening at the hotel. Following the social, our bus will transport us to the St. Mary's waterfront for sightseeing and dining.

HOTEL ARRANGEMENTS: A block of rooms are set aside at the Quality Inn at Kingsland for September 19. A hot bar breakfast is included in the room rate. Each of us should make our own reservations DIRECT with the hotel at 1-800-322-6866. Be sure to ask for the special Navy League/Atlanta Power Squadron group rate of \$49 plus tax (single or double). The Group number is 100117.

DRESS: Recommend you wear casual clothing with soft sole shoes. Golf shirts and slacks/shorts for men are appropriate. Women should wear slacks or shorts for the SSBN tour since we will be climbing ship ladders.

DEPARTURE INSTRUCTIONS: The tour bus and all participants will meet at 9:15am on 9/19/01 at the Elks Club parking lot, 1775 Montreal Rd, in Tucker. (Directions: From I-285 take Exit 37 (Lavista Rd); proceed WEST inside perimeter about 6/10 mile. Road splits, so stay to the left. Turn left on to Montreal Road – Dunkin Donuts on corner. Go south about 6/10 mile. Look for Elks Club on left.) If you get lost, call 770-653-6019 for help. PLEASE be prompt. The bus will depart for Kings Bay at 9:30am.

RESERVATIONS: LIMITED to the first 50 people due to base tour size limit. For questions, call P/C Bob Bruhns at 770-978-0276

 MAIL RESERVATION REQUESTS TO: P/C Bob Bruhns, 2621 Stokesley Way, Snellville, Ga. 30078. CHECKS MUST BE RECEIVED BY SEPTEMBER 10, 2001. Make out your check to Atlanta Sail & Power Squadron.

Name _____ Phone # _____

Address _____

Name of additional guests _____

My check for _____ people @\$50.00 each is enclosed. Check total is: \$ _____

EDUCATION UPDATE

We have good news from the Advanced Piloting Class - five of the students sat for the open and closed book exams and they all five passed. Congratulations to Ron L. Bloom, AP; Russel C. Gall, AP; Hans A. Meier, AP; Margaret Sherrod, AP; and, Jeffery D. Wise, AP. Now on to Junior Navigation.

Speaking of JN, our Fall classes will be starting on Monday night, 10 September. They will be held at Heiskell School on Northside Drive in Atlanta. There is a map in the Roster and on the web site. We will be offering Seamanship, Junior Navigation and Marine Electronics. In order to start the JN course it is strongly encouraged that you have completed Seamanship, Piloting and Advanced Piloting. Please call me to sign up for a class.

Now some more good news: The Executive Committee has agreed to offer a one time deal to all members who have not yet taken an Advanced Grade or an Elective Grade course since they joined USPS and/or ASPS. In this issue of the Waterlog (page 8) you will find a \$15 credit voucher that can be applied toward the cost of any course that we offer from 1 September 2001 to 1 September 2002.

Finally, USPS has decided to increase the cost that we must pay for course manuals and other education supplies. It has been many years since we have had to increase the cost of our classes to our members. Now we must pass the new cost of supplies onto the students. The Executive Committee has determined that the new costs are as follows:

<u>Course</u>	<u>Current Price</u>	<u>New Price</u>	<u>Course</u>	<u>Current Price</u>	<u>New Price</u>	<u>Course</u>	<u>Current Price</u>	<u>New Price</u>
Seamanship	\$25.00	\$30.00	Navigation	\$65.00	\$85.00	Marine Electronics	\$35.00	\$45.00
Piloting	\$45.00	\$50.00	Cruise Planning	\$35.00	\$45.00	Sail Part 101 \$ 102	#35.00	\$45.00
Advanced Piloting	\$45.00	\$60.00	Engine Maintenance	\$35.00	\$45.00	Weather	\$45.00	\$55.00
Junior Navigation	\$65.00	\$85.00	Instructor Qualification	\$35.00	\$45.00			

Please note that with the new schedule of fees there will no longer be a cost to retake an exam or to resubmit a site folder.

Lt/C Richard Morrison, SN
 Squadron Education Officer
 770-966-8711 (Home)

Off the Water

Contributed by Jeff Wise

Many of us will take the outdoors any way we can get it. Atlanta now boasts the premier bike trail in the US. Built on the abandoned Seaboard Coast Line Railroad, the Silver Comet Trail winds 37 miles West from Smyrna in Cobb County to Rockmart, Georgia. Not everyone is riding expensive racing bikes either. Most of the explorers are walking, roller-blading, running, jogging, in wheelchairs or strollers, or like my wife and I, riding 30-year-old "antique" bikes; everything except motorized vehicles. The oldest person I've met on the trail was in his nineties, and the youngest was riding behind his dad's bike at five months. One family had four generations walking the trail together.

Even though it travels within a few hundred yards of Wal-Mart, Home Depot, Cobb Hospital, and Highway 278, the trail amazingly is natural, even desolate West of Hiram. In Cobb, the trail is asphalt and very smooth, but more populated. In Paulding and Polk Counties, it's concrete, with grass berms and wildflowers, park benches, turnouts, and overlooks. The police and sheriff's departments are frequently on patrol, keeping it open from dawn to dark and very safe. Portable toilets, running water, phones and parking lots are every couple of miles. Built on an old rail bed, hills are virtually non-existent. The trail crosses over 126-foot high trestles and even through an 800-foot lighted tunnel. Some of the restaurants along the way have even erected bike racks and offer special pitchers of cold refreshments for bike riders. Coot's lake next to the trail is even an old-fashioned "swimmin' hole."

The trail doesn't stop there. Within the next two years, it will be extended to the Alabama line where it will join The Chief Ladiga Trail for a total of 101 miles of paved, motor-less wilderness. The trail was built with the help of the federal Rails-to-Trails program, the Georgia DOT and DNR, county parks money, and over \$3-million in private donations. Maps and driving directions to the trail heads are available at <http://www.trailexpress.com/>, <http://silvercomet.tripod.com>, and <http://pathfoundation.org>, or if you're looking for someone to ride with, call me at 770-439-1261.

Jeff Wise

Credit Voucher	Credit Voucher
ISSUED BY: ATLANTA SAIL & POWER SQUADRON EDUCATION DEPARTMENT	
VOUCHER VALUE: \$15.00 (Fifteen dollars)	
EFFECTIVE DATE: 1 September 2001 through 1 September 2002	
<small>This voucher can be applied toward the cost of any Advanced Grade or Elective Grade Course offered by the above organization. It can only be used by an Active Member or an Additional Active Member in good standing that has not previously taken an Advanced or Elective Grade course since joining ASPS and/or USPS.</small>	

Note: This form may be photocopied



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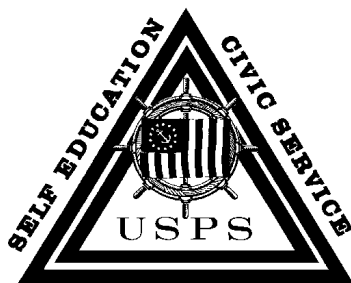
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**FRATERNAL
BOATING CLUB**

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