



WATERLOG



SQUADRON RAFT-UP 8 JUN 2002



Photographer Margaret Sherrod

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COMMANDER'S MESSAGE

In May, Margie and I attended the Spring Governing Board in Houston Texas. This is the third Governing Board I have attended along with three Annual Meetings. I am not sure exactly why, but for some reason or reasons, I came away from this meeting with a new appreciation of what is

going on at the national level. Perhaps you have to attend a number of these meetings to understand what is going on. It may be that you have to filter out a lot, and focus on those things that will affect your squadron.

Whatever the reason, I came away with a new appreciation of all that *is* going on. One common thread is the use of technology. It is evident in every department and committee. Just about everything you could ask for is downloadable from the national web site. Many of the classes that we teach now have great "power point" presentations available for classroom support. Including Instructor Development (new title for Instructor Qualification.), Operations Training, and other

I Learned About Boating From That

By Roy Stegall

Some magazines carry a feature "I learned about (____) from that" in which people tell of their mistakes for the benefit of others. I've seen this type of article in magazines about flying and scuba diving, for example. I'd like to challenge the members of our Squadron to do the same, and I'll share one of my own experiences to get the ball rolling.

During Christmas one year my father-in-law was granted the use of a condominium in Panama City by the owner. It was a condo situated at Sun Harbor marina. He invited our family to join him, and naturally, we brought our trailerable cabin cruiser down so we could explore St. Andrews bay by boat.

One afternoon when the weather forecast looked good, my wife and I decided to leave the kids with Papa (my father-in-law) and spend the night together on the boat, anchored out on the bay. Yes, there were romantic plans afoot! The cruising guides for this area mentioned a nice anchorage behind Shell Island near the mouth of the bay. Sure enough, we found a reasonably well protected spot behind the eastern end of the Island. No one else was there, although later on a sailboat did arrive and anchor.

I dropped the anchor in twelve feet of water, and carefully paid out ninety feet of line, to have 7:1 scope. My anchor was a 12 pound lightweight style, with 15 feet of chain and 200 feet of nylon rode. I backed down with the engine idling until the bow swung around and the line tightened out in front of the boat. When I revved the engine a bit more in reverse, it seemed the boat was still moving slightly but not much. Surely it would be all right. No? I took bearings on several landmarks to note the position, set a depth alarm on the depth sounder, checked that the anchor light was working, and then shut down and secured the boat for the evening. My wife and I enjoyed a beautiful dinner and later watched the gulf sunset before turning in for the night in the v-berth.

Sometime in the wee hours of the morning, I got a sharp elbow in my ribs. I thought maybe it was time to roll over and stop snoring (smile!) but it was more serious. My wife was shaking me and saying, "Roy, wake up! We're on the beach!" Surely not - I was anchored! I went topside, and sure enough, the sandy beach of the island was only a few feet from the bow. The outdrive was still in the down position and had dragged on the sand, stopping us as we had somehow drifted south onto the sandy beach of the northern shore of Shell Island. The depth alarm was beeping, but it hadn't been loud enough to wake me. What happened? How did we get here?

Well this seemed like it should be easy enough to fix. There was the anchor line, still stretched out tight and straight behind the boat. I'll just haul on the line and pull us back out to deeper water. Yet, as I pulled in line and coiled it at my feet, the boat didn't move. The anchor line slowly came in until I reached the chain, and then as I pulled up the chain, there was the anchor suspended not from its shank as it should have been, but from the chain wrapped around one of the pads at the crown of the anchor. Ah, shoot! (strong language deleted here). The rest of the story involves donning a wet suit, getting in the frigid water, shoving the boat off the beach, and then re-anchoring again after getting back out to a reasonable depth.

So what went wrong? First, the boat was stationary when I paid out the anchor line, rather than backing slowly. When I paid out the line, the chain settled right on top of the anchor, and in this case, fell in a loop around part of the crown. Second, when I backed down to test it, I believed it was good enough, that the anchor seemed to be holding, although the boat still moved slightly. Actually, the tension I saw on the anchor rode was the weight of the anchor and chain dragging across the bottom. And finally, the overall lesson - be willing to pull up the anchor and do-it-all-over-again if it isn't right. It's best to fix your anchoring problems in the afternoon instead of 2:00 a.m.!

A wise man learns from his mistakes. A wiser man learns from others mistakes. I'd like to challenge our other members. Many of you may have your own "I Learned About Boating From That" stories to tell. Share them!

SHAME ON YOU

Because only nine people responded to the RSVP request, the squadron picnic had to be canceled by vote of the executive committee.

It is essential that you let us know if you plan to attend an event. Proper arrangements cannot be made otherwise.

A BVI EXPERIENCE

By Nancy Spraker

I suppose I'm no longer a virgin. I have now experienced the British Virgin Islands (BVI). The turquoise waters of the Caribbean, the disconcerting British driving (dodging goats and chickens all the way), and the sailing...my God, what sailing! We hit 11 knots on our best day. The tropics still linger as I recall eight days (April 27-May 5, 2002 with the Barefoot Sailing Club) as First Mate on *Kitty 2000*, a Lagoon 410 catamaran joined by a captain and six other crewmembers. All our combined skills and the experience itself taught us much in the waters of Nature's Little Secret.

We embarked on our journey from Nanny Cay on Tortola soon after Ample Hamper delivered our prearranged provisions and The Catamaran Company checked us out. Due to a rotation of duties on the boat including helm, sail trim/mooring, communications, dingy captain & navigator, no one was stuck in the galley all week. We even had a day of rest scheduled.

Our first day out, the standard twenty knot winds with accompanying high swells and white caps were a bit intimidating (compared to Lake Lanier). Nonetheless we saved a fender twice in man overboard drills, and catamarans don't heel much in high winds so we had a steady ride. We found that the seas calmed as the days progressed and catamarans don't heel as much in high winds so we had a steady ride.

Speaking of catamarans, ours was spacious & luxurious, yet it lacked in sailing performance when it came to tacking as most of these boats do. We found that tacking the traveler as opposed to backwinding the jib did the trick for us (there seems to be much debate on this matter).

The trampoline more than made up for the tacking deficiencies of the cat. It created a marvelous mattress for sleeping under the stars, enjoying the evening breezes, waking up with the sun. It also became a fun-filled water park for "the youngsters" on our final sea-sprayed day.

COMING EVENTS

11 Jul Executive Committee meeting
Old Hickory House
5490 Chamblee-Dunwoody Rd.
Dunwoody, GA
1830 Dutch treat dinner
1900 meeting
all members welcome

13 Jul Raft-up and Luau
see page 6

20 Jul Lobster fest
see page 5

01 Aug Executive Committee meeting

15 Aug General membership meeting

One thing I would not now do without on such a trip is a windlass (electric anchor winch). It's effortless. Although we found out the hard way that one does not let out anything but chain rode. Its track will not accommodate rope rode at all. Here the copious notes I took at the boat's checkout provided us with the location of the windlass's reset button. A potentially calamitous situation was averted.

I soon found that I was born to snorkel! I became the first one to don my gear at our day's final destination. The number and variety of colorful fish are just amazing. One day I inadvertently snuck up on a barracuda while it was everging from an underwater boulder at The Baths. My flippers were flying! Another great spot where we snorkeled, despite strong current, was the eerie 1860s shipwreck of the *Rhone* near Salt Island. One of many.

Snagging mooring balls brought back memories of catching them from Thistles on the Delaware River in my youth. We got to the point where we began to intimidate others with our talents. At Cooper Island, a powerboat heading for the same mooring did a 180 when we grabbed it first. He couldn't take the heat! We generally ended the day around 1500 but at The Baths we obtained a mooring at 0800.

Our crew made me proud when we actually received applause and a "Well-Done" from a nearby boat for our anchor hoisting performance one morning: One crewmember lost his glasses.

(continued on page 6)

SQUADRON LOBSTER FEST

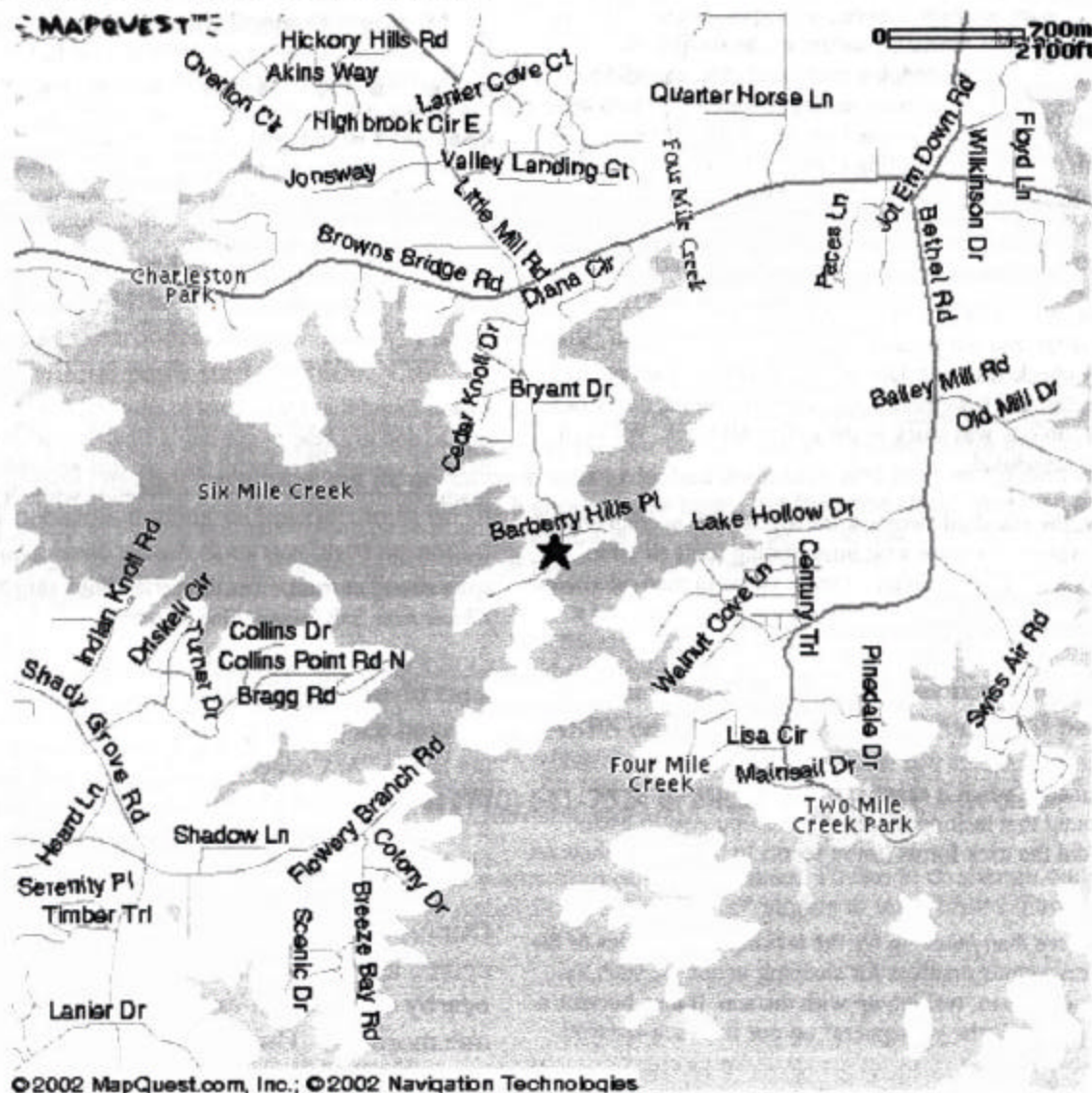
20 Jul 2002

The cost for a Lobster Fest with all the trimmings will be \$20.00 per person. Cost of a Non-Lobster Fest will be \$5.00 per person. The Lobster Fest will include a 1 to 1-1/2 pound lobster, boiled potatoes, corn, other sides, and soft drinks. The non-Lobster meal will include hot dogs in place of the lobster.

Gathering will begin at 1100 with snacks and beverages on John Fowler's Beach, 6340 Barberry Hill Dr., Gainesville, GA. Lobsters will be served at 1400. You may come to the event by Water or Land. Please bring chairs and if you have any type of portable tables they would also be greatly appreciated.

Before the event some members will be cleaning our island on Lake Lanier, which is at marker 4 SM. So bring some trash bags and meet at the island at 1000 if you can. (If you do not have a way to the island please call and arrangements can be made.)

RSVPs will be received by Hans Meier - e-mail at meier@mindspring.com, home phone 770-993-7408 or mailed to 200 Worthington Hills Trace - Roswell, GA 30076-1734.. RSVPs must be received by Hans by July 8th (anyone RSVPing will be billed if checks are not received). If you have any question about this event please contact Hans.



A BVI experience (continued from page 3)

in the drink during the procedure. A snorkeler was requested. Response was a splash from willing crew. He not only retrieved the glasses on his first attempt, but also freed our anchor that had gotten snagged on a rock.

Other highlights of the trip included watching a schooner drift across the waters from atop The Baths, while dipping in a freshwater pool, waiting for a cheeseburger in paradise to be served; swing dancing at Foxy's (open-air restaurant at water's edge); managing a three-minute shower for a few quarters; and spending only \$20 for a mooring next to the casually elegant The Bitter End Yacht Club (rooms go for \$700/night).

Much too soon, the Atlanta-bound plane taxied down the runway at St. Thomas. The Caribbean was to my right, a cove filled with the masts of yachts to my left. Soon the islands dotted the ocean, becoming smaller and eventually disappearing from view.

Next time...there has to be a next time.

ON-THE-WATER ACTIVITIES

Mac Barrier, chairman

If you missed our last two seminars and raft-ups then you missed a lot of good information, fun and fellowship. But, the best may be yet to come.

Our next raft-up (no seminar) will be held on 13 Jul 2002 and will have a "LUAU" theme. By this, we mean for you to wear your luau attire (bright shirts, shorts, mumus, hula skirts, etc.) Also, bring luau type food to share plus any drinks you prefer. If you wish, you might decorate your boats in the same spirit. **IT WILL BE A HOOT!**

This event will take place in **LOVE COVE** which is not shown on the chart. So listen up — here are the directions: Look up Two Mile Creek on your Lake Lanier chart. Heading up Two Mile Creek, proceed to marker #6 and turn to starboard (right). You will see us rafting there with music in the air. I will be at anchor about 1500. The official party starts at 1600. Call "Atlanta Power Squadron" on VHF channel 16 if you get lost.

REMEMBER!! Every other boat must set its anchor, no matter how short a time you plan to stay. Alternating anchors prevents putting excessive strain on the boats already in place. Be courteous, set your hook if you are rafting to a boat which does not have an anchor set. Also, in passing dock lines, ALWAYS pass the loop of the line to the other boat and make adjustments on your boat. Be sure to have your fenders set on the correct side of your boat prior to tying up.

We are looking forward to seeing you (and we do mean you) at this even bigger and better fun event. You will never be with a better group of people than we have at our ASPS on-the-water events, so come and participate.

Both people with and without boats contact Mac at (770) 641-7524 or click on the RSVP sign on our web site calendar. We want every one to have a ride.

EDUCATION UPDATE

Lt/C Richard E. Morrison, SN
SEO

We continue to receive results from USPS of our members efforts in successfully completing various courses. Tim Andreasen, P, has now passed the open and closed book Piloting exams. John Buffum, P, a member of the Savannah River squadron who is temporarily working in the Atlanta area, also passed the open book portion of the Piloting exam. He had previously passed the closed book exam. R. M. "Mac" Barrier, P, self studied and passed the Seamanship exam. These members are now ready to take the Advanced Piloting course we will offer this fall.

Speaking of Mac Barrier, he should be congratulated for the great job he did in chairing the recent Boat Smart course held at the North Fulton Library. This was his first course as Chairman. The attendance was a little low but the pass rate was excellent and we hope to get some new members from this good tgroup of students.

The Fall classes are scheduled to start on 9 September 2002, at 1900 (7:00 PM). We are planning to offer the following courses:

- Seamanship (old or new version?) - to be instructed by P/C Don Williams, SN, and Lt Kevin Schoonover, AP
- Advanced Piloting - to be instructed by P/C David Sewell, JN
- Navigation - to be instructed by P/C Shelton Sawyer, SN
- Engine Maintenance - to be instructed by Lt Elliot Hammer, S

Next month check the Waterlog for a write up about the content and objectives of these courses.

OUR TRIP TO THE ABACOS

by Bill & Cathy Gruber

(continued from the prior issue)

At Green Turtle Cay. On Saturday, the 2nd of February, we rented a golf cart and drove 3 miles to New Plymouth. We zipped around town, visited a garden dedicated to the founders, had lunch at McIntosh's, and bought groceries in a well-stocked store. We met up with the couple from Nantucket while having ice cream at mid-afternoon. On the way back to the marina, the golf cart started acting up (not going up hills very fast). So I got out and walked up the hills. Then it stopped completely! Thanks to a gentleman who picked us up, we made it back. Such FUN in the Abacos!!! One benefit of Green turtle Cay — we were able to make phone calls, using our long distance phone company rather than a credit card. Even that was expensive, so we quickly used up the monthly credit limit (which we never knew about).

On Sunday, we headed for Treasure Cay, which is known for its miles of beaches, where we had lunch and then walked across the island to the beach where we relaxed for awhile.

Since we heard of a new storm heading our way, we took off for Marsh Harbour on Monday. A following sea kept us alert and we were in the Harbour in about 3 hours. We had lunch at the Conch Inn and then walked around town. We stopped by Marlee Mason's House. She is an artist who makes jewelry, and I had on the silver earrings that I bought from her in 1994 when I spent the Christmas holiday in Marsh Harbour. She was busy, so she asked us to come by on Tuesday morning. We did and had a ;good chat with her.

(continued o n page 8)

other courses.

Many new advance grade and elective courses are coming on line in new and improved versions and in many cases in the new modular format. The new versions of Sail and Weather are available and Seamanship will be here this fall, with many others coming fast.

We have seen affiliations with other organizations taking place at a rapid pace. The Vessel Safety Check Program with the Coast Guard Auxiliary has become popular in our squadron. This year we have signed Memorandums of Understanding with Boat U/S, The Corp of Engineers and the Sea Scouts of the Boy Scouts of America.

The list goes on and on. What it means is that it is an exciting time to be in the United States Power Squadron and the Atlanta Sail and Power Squadron.

"Laissez les bonne temps roulet" - The Commander

Our Trip to the Abacos (continued from page 7)

She has changed her style and now makes jewelry with glass that has sashed around in the sea and has been ground smooth as a result. Bill had met people at Long's Landing when he was here doing a boat delivery, so we stopped by to see them. They have fresh seafood. Later in the week, we bought ground conch (which we used to make spaghetti sauce), and some red snapper.

Sapodilly's Restaurant, just across from the marina, was a "must" stop — just for old times sake. On Wednesday we rented bicycles and rode to the Jib Room, stopped at Mermaid Reef, did some errands, and then rode out to a church. Later, in the evening, we dinghied over to the Jib Room for a barbecued rib dinner. We met a lot of nice people, including a couple from Savannah (Clint and Sherry). In conversation with Clint, I mentioned that Bill taught Celestial Navigation for the Lanier Sailing Academy. Pretty soon Clint was asking Bill to give a talk at one of their "WD-40 for the mind" lecture series. They arranged for an afternoon session on February 14th. There were 15-20 people attending. Bill's talk was excellent!! Especially considering the fact that he had brought only his sextant with him.

We finally met the couple aboard *Happy Ours*. Norma and Bob are from Kansas City, are Power Squadron members (District 30) who were very active (even on the national level), and sold all to become full-time sailors. Later in the week (Sunday) they invited us aboard their boat with friends Betty and Jerry (also Power Squadron members), to have drinks and munchies. About 1930 we started looking for a restaurant (many are closed on Sunday). Mangoes served an expensive buffet, but we were not that hungry. Then we noticed conch chowder for \$5.00. So for \$30.00, six of us had soup and water — a miracle!!

On Saturday, the 9th, we set sail (actually we motored, since the wind was directly on our nose) for Man-O-War Cay for one purpose — to buy a toiletries bag for me from Albury's Sail Shop. Bill had gotten himself one on an earlier trip and figured I'd get one when we came to the Abacos ourselves. We walked to the ocean side of the island and bought some bread and cinnamon rolls from Lola, the bread lady (who tootles around town in her golf cart). On Monday we finally got a chance to sail for awhile out in the Sea of Abaco. We were a bit rusty on our skills, but we had a good time.

(to be continued)