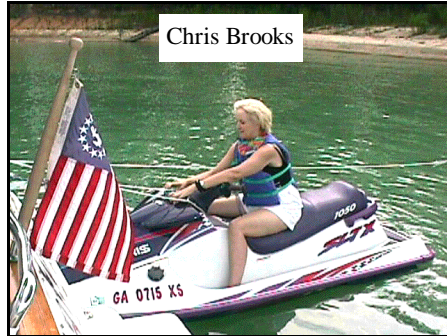




WATERLOG



George Sargent



Chris Brooks



Margie and Danny Tompkins

SQUADRON RAFT-UP 10 AUG 2002



Main raft-up



Mac Barrier Margaret Sherrod George Sargent

The Start of the Raft-up



Raft-up # 2



Shelton Sawyer Bob Wilson Judy Sawyer Doug & Pattie Watson

The Waterlog is published monthly, with at least 10 issues per year.

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COMMANDER'S MESSAGE

Well the summer is winding down. And a great one it has been. We have had the most boating activities in the recent memory of the Squadron. Thanks again Mac Barrier. One of the really neat things that happened during these raft-ups was meeting many of our new members for the first time.

Speaking of new members, we are looking forward to a fun day on Saturday 21 September. It will begin with a new member orientation and be followed by our Low Country Boil for all members to show their appreciation for our many fine volunteer instructors. Everyone plan on being there.

Speaking of instructors, it is time to head back to the classroom. You will find a list of the classes in Lt/C Richard Morrison's article. This is a wonderful opportunity to learn from great instructors who have "Been There – Done That." It is also a great way to meet many of our other members. See you on 9 September.

"Laissez les bonne temps roulet" Cdr Danny Tompkins, JN

OUR TRIP TO THE ABACOS

By Cathy and Bill Gruber
(continued from the previous issue)

Our biggest challenge of the trip came as we were anchored in White Sound at Green Turtle Cay. On Saturday the wind started blowing hard early in the morning and blew all day and night. About 0200 Bill was concerned because the GPS showed that we were moving. We had two anchors out — a Danforth and a plow, but they were no match for the 30-40 knot winds. Next stop: the docks and rocks on the opposite shore. As we were being blown across the harbor, Bill started the motor and we tried to find a mooring ball - an almost impossible task in those conditions. Then a rope got twisted around the prop and the motor quit. Fortunately, we got wrapped around the chain of another boat, a 35-40 ft. Catamaran, whose owner was out on deck doing an anchor watch. He and his wife threw us some lines and let us raft up with them for the rest of the storm. Bill stayed with our boat, but I joined our saviors for hot tea and snacks plus talks for the rest of the night. They and their friends were from Canada. We got a slip at the Bluff House Marina and stayed put for two days. It was still a very stiff wind, so docking was a bit tricky, with the wind pinning us to a piling as we were going into the slip.

Monday was a good day to practice my skills as the skipper of the dinghy. The harbor was smooth and calm. I need more practice, but it was a start.

Our next stop was Fox Town, where we got gas, groceries, and 3 lobster tails for \$10. The fisherman had just come in with his catch and was cleaning a bucket full of lobster tails. What a feast, with red beans, rice, drawn butter and lobster!! We were anchored out at Hawksbill just north of Fox Town. Then the wind picked up again to about 25 knots and we were somewhat anxious about our anchors holding. They did, but we had to stay for another night since it was too choppy to move on. We rested, relaxed, played solitaire, and read. The next destination was Great Sale Cay (just a spot in the water with an island 4 miles away). Since it was only 1300 when we arrived there, we decided to move on to Mangrove Cay. To make better time we pulled the dinghy up on the deck. This was a plastic dinghy, a Walker Bay 8 footer weighing only 70 lbs., with a 2 HP outboard. Mangrove Cay was a fairly decent anchorage - at least it was a place to get in the lee of an island.

On Friday, the first of March, we headed for West End, our final stop before heading across “The Stream.” As we approached West End the swells got to be about 4-5 ft., but hitting us on the starboard quarter they were not too difficult. Then as we turned to the south we felt the brunt of the waves. It was a bit rough for the last 5 miles. As we headed into the entrance a VERY large working boat chose that same time to enter. Once we got inside it became calm, but then there was a new obstacle we had to dodge. A large back hoe was digging out the channel right in front of us. We managed to duck into a slip to await a “window of weather” in which the wind speed, waves, and wind direction all cooperated to make a trip across the Gulf Stream a successful one. About 8 boats were also waiting.

Weather reports pointed to early a.m. Sunday as THE DAY. However, that morning at 0400 the wind was howling from the Northwest and clocking. The waves were high, so we all went back to bed. That evening we had a “chicken party” on the dock. It’s a wonder what you can come up with when supplies are low. I cut up some granola bars and made a makeshift serving basket by lining the box with aluminum foil. Voila!

The weather report became a daily part of our conversation. There was a ham radio operator in Canada, named Herb, who broadcast daily reports of weather information gathered from boaters on the east coast. Everyone would listen on their single side band radio between 1500 and 1700 and then discuss what to do. A series of fronts kept passing through all week, which just meant that we waited and waited. It was really a good place to be if you had to wait for the weather — a heated pool, free bicycles for 2 hours a day, a weight room, and a little settlement about a mile away. We met a lot of interesting people, including folks from England, Wisconsin, Boston, Iowa, and Florida. We even renewed our acquaintance with a couple we had met in Atlanta.

Finally, there was hope!! At last the reports were favorable for a crossing on Friday the 8th or the day following. A couple who did leave Friday radioed back to say it was not too rough, so the rest of us decided to leave at 0400 Saturday morning. By this time there were about 20 boats leaving so at any one time you could see boats both before and behind, which made it less scary. We crossed over in 12 hours to West Palm Beach in light winds 2-3 ft. waves increasing to 3-4 ft. in the stream. The only hard part was the hot sun. At the suggestion of Judy and Guy Miranda (our Atlanta friends) we made reservations at the Cannonsport Marina. We took a little R&R on Sunday and Monday with the heated pool and the Jacuzzi. From our experience with weekend traffic when we had put the boat in the water, we realized that waiting until Monday would be a wise move. Which indeed proved to be a winner in every way. It was a bittersweet moment as we prepared *Knot Home* for our return trip, trailered behind our 21 ft. RV.

COMING NEXT: Some Thoughts About Our Experience

FALL CLASSES

Despite our ability to confuse the August schedule, the Fall Classes WILL take place starting on 09 Sep at Heiskel School. See the August issue for course descriptions, and the roster or web page for directions.

NEW MEMBER ORIENTATION

In conjunction with the Shrimp Boil and Instructor Appreciation, a New Member Orientation will take place Saturday 21 Sep at 1200, prior to the food festivities. Anyone interested is welcome to attend, but any new member who has not been to an orientation session definitely should attend. The location is a pavilion at Aqualand Marina at the gate house. See the web site for directions and a map.

SHRIMP BOIL INSTRUCTOR APPRECIATION

Of course we are all proud of our instructors and the effort they put into teaching. Once a year we make that appreciation tangible by inviting the instructors of the recent season to partake, without charge, in a traditional "Low Country" shrimp boil, including potatoes, corn and sausage. Following the orientation program detailed above, There will be a social hour at 1400 with food served at 1430. Again, see the web page for directions. **Except for the invited instructors, the price of the boil will be \$13 apiece (\$5 for children who want a hot dog)**

ON-THE-WATER ACTIVITIES REPORT

WOW! What a season. As you know, our last raft-up was held on 10 Aug. While the last raft-up has been completed, that is not to say that our On-The-Water events are over. We still have the season ending Leaf Peeping Cruise to come at a date when Mother Nature sees fit. Watch for the

(continued in next column)

COMING EVENTS

- 05 Sep Auxiliary meeting
Stead and Ale restaurant
see page 6
- 09 Sep Fall classes begin
see web page for details
- 12 Sep Executive Committee Meeting
Old Hickory House
5490 Chamblee-Dunwoody Rd.
Dunwoody, GA
1830 Dutch treat dinner
1900 Meeting
All members welcome
- 21 Sep 1200 new member orientation
1400 shrimp boil
see details on this page
- 10 Oct Executive Committee Meeting
- 17 Oct General membership meeting
- 11-13 Oct District 17 Fall Conference
Chattanooga, TN

announcement.

Now for a final on our raft-ups:

- 1. No. of Raft-ups & Seminars ——— 6
- 2. No. of total boats attending ——— 43
- 3. No. of different boats attending — 27
- 4. No. of people attending ——— 138

Not bad for a program just getting a start. From conversations that I have heard, the people who participated seemed to enjoy this activity. The most consistent comments that I heard was how much fun they had in getting to meet other people in the squadron and how much they learned in actually doing the physical raft-ups and hearing other peoples experiences. Isn't that really what membership in the Atlanta Sail & Power Squadron is all about?

(continued on page 5)

On-The-Water Activities Report (continued from page 4)

The final raft-up had a theme "GPS Event" and the winners were:

1. Margaret Sherrod - inflatable life jacket (West Marine)
2. Keith Blanton - GPS plotter ruler (Boat/US)
3. Jeff Wise - \$25 fuel certificate (Sunrise Cove Marina)

Of the 10 GPS locations, no one got them all, but it was fun and educational. If you get the chance

the next time you visit one of the firms that donated prizes be sure to let them know that you appreciate their support of our organization.

But really folks, I just want to take this opportunity to say a GREAT BIG THANK YOU to all of you who did come out and made these raft-ups the successes they were. Just remember, without participation things don't happen. Again thanks a bunch. See you on the water.

\
R.M. "Mac" Barrier
On-The-Water Activities Chairperson

EDUCATION UPDATE

Fall Classes

Our Fall 2002 schedule of squadron classes will start at 1900 (7:00 PM) on 9 September at the Heiskell School. The school is located on Northside Drive in Atlanta. Directions to the school can be found in the Roster and on the ASPS website. We are planning to offer the following courses:

Seamanship (S) - to be co-instructed by P/C Don E. Williams, SN and Lt Kevin Schoonover, AP
Advanced Piloting (AP) - to be instructed by P/C David A. Sewell, JN
Navigation (N) - to be instructed by P/C L. Shelton Sawyer, SN
Engine Maintenance - to be instructed by Lt Elliot Hammer, S

The Advanced Grade courses were synopsized in the August Waterlog. A brief description of the Engine Maintenance course follows:

Engine Maintenance - This course attempts to make students more self-reliant afloat; with trouble diagnosis and temporary remedies given special emphasis. It covers both marine gasoline and diesel engines, including concepts of operation, maintenance and repair. It covers such topics as: cooling systems; electrical systems; fuel systems; lubricating systems; power train components; and ancillary propulsion components.

I hope to see all of you in one of the classes that we are offering. Please contact me to sign up for a class or if you have any questions. Thanks to Webmaster Jeff Wise, JN, you can also sign up through our web site.

Next month we will share some of the statistics of how ASPS did in the 2001-2002 education year.

Lt/C Richard Morrison, SN
SEO
770-966-8711 (home)

VESSEL SAFETY CHECK

The Vessel Safety Check Program is growing nicely, but we can always use more help. This year's activities should make us one of the top-performing squadrons in our district.

We currently have nine certified Vessel Safety Examiners (VSEs), with more members planning to complete the certification process this season. As of early July, we have performed inspections on 47 vessels. Furthermore, our members were proactive in helping some of these boat owners pass the inspection (including providing free pollution and waste-handling placards to boats that required them, and even chasing down ventilation problems).

There's still plenty of time for you to become a VSE this boating season. All you have to do to qualify is:

1. Read a short booklet covering vessel safety (similar to the material in the Seamanship and Public Boating courses).
2. Pass a multiple-choice open-book exam.
3. Inspect 5 boats under the supervision of a currently certified examiner. Each inspection takes about 15 minute.

To get the booklet and get going contact Keith Blanton at vsc@usps-atlanta.org. And for more information, look at the Vessel Safety Check pages on the ASPS Web site: <http://www.usps-atlanta.org/VSC/VSC.htm>.

Lt Keith Blanton, S

PUZZLER

Question

Where in North America do people attend church by boat? Not just to travel by water, but actually listen to a worship service while on their boats?

See answer on page 7.

AUXILIARY NEWS

Hope to see many of the Power Squadron ladies and their husbands at the next Auxiliary meeting on Thursday, September 5, at 11:30 a.m. at The Steak and Ale restaurant at Northlake Parkway and Lavista Road. The National Auxiliary wants us to submit recipes for a national book. We'll also be discussing the chili cook-off activities. Come and join us whether or not you're a member; you'll probably like us. Reservations should be called to Ruth Bruhns by September 1st at 770-978-0276.

Answer to “puzzler” on page 6:-

At Half Moon Bay on Bostwick Island in the St. Lawrence River, people attend services in boats. In 1887, a group of summer campers began to meet on Sunday evenings in the Bay for worship services. Popularity of the meetings soon attracted campers and boaters for miles around. On Sunday afternoons worshippers who come to Half Moon Bay remain in their boats to sing hymns, listen to guest speakers and participate in a non-denominational service. Volunteers in canoes move among the boats to pass out hymnals and collect an offering.

David Wallace of Boston, Mass., owner of the property, died in 1904 and bequeathed Half Moon Bay to be held in trust as a place of worship. For those without boats, a ride to the service is available by meeting at the Gananoque, Ontario public dock. On Sundays this outdoor “Cathedral” on the water is crowded with boats of all kinds, in a setting that is inspirational, humbling, and natural. Vesper Services have been held in the bay continuously on Sunday afternoons during the season for 115 years.

Roy Stegall, P

EXECUTIVE OFFICER’S MINUTE

A big thanks to our boat show chairman, Lt. Roger Bernot, and a fine cast of participants for working the North Atlanta Trade Center Boat Show. This is a great way to promote boating safety and our Squadron.

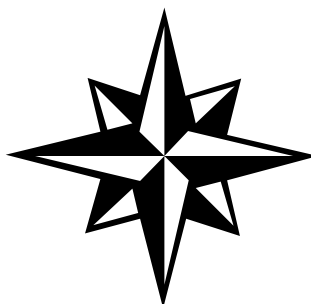
Our Vessel Safety Check Chairman, Lt. Keith Blanton, and his inspectors have really met the challenge promised last spring. We are proud to have two new inspectors join the ranks of this team: Cdr. Danny Tompkins and Lt. Kevin Schoonover. Congratulations gentlemen!

Even though the historian, P/Lt/C Jake Todd, is part of the Secretary's department; Lt Jeffery Wise has allowed me to get involved so this is an update.

Next year; our present commander, Danny Tompkins, will take over as our squadron historian. He is now in intensive training with P/Lt/C Jake Todd. I am the accumulator of the historical material. Soon we will sort out all the documents so that we may present 50 years of Atlanta Sail & Power Squadron history to you at the Change of Watch.

Please send to Lt/C Wise, Cdr. Tompkins, or me anything that may be used regarding squadron history. We especially need photos. Thanks.

Lt/C Ed Troncalli, N



Canadian Navy to Invest in More Yogurt

by J. Gregory Dill

When Canada purchased HMCS *Windsor* and three other submarines from Britain in 2001, it was considered a good deal for the *Royal Canadian Navy*. *Windsor*, formerly HMS *Unicorn*, was refitted at HMC Dockyard in Halifax, Nova Scotia, then cast off lines to head out to sea for trials. But things started to go wrong for the sub while she was submerged in the navy's operational area off the Nova Scotia coast on March 4, 2002.

At a depth of 180 feet, a seal (about the size of a dime) failed on hydraulic gear used to raise one of *Windsor's* masts, allowing seawater to enter the submarine. The sub's skipper, Lt. Cmdr. Art Wamback, prudently plotted a course back to Halifax. But soon after the initial leak was discovered, more seawater was reported sloshing about the deck immediately above the sub's battery compartment. Alarm horns sounded, and the call "flood, flood, flood!" boomed out over the boat's intercom. A frantic search began to discover the source of this additional saltwater incursion. We can imagine what was going through the minds of the 61 crewmembers of *Windsor*, seven of whom were trainees, aboard *Windsor* for their first dive. To make matters worse, most had watched a television documentary on the ill-fated Russian submarine, *Kursk*, the evening before *Windsor* departed for sea.

The chief engineer, after two minutes of frenzied searching, finally discovered that the second ingress of water had been caused by crew error. Someone adjusting the sub's trim tanks (used to keep the boat level when cruising submerged) had inadvertently thrown the switch the wrong way, allowing almost 500 gallons of seawater to be pumped into the interior of the sub. But whether it was crew error or equipment failure was a moot point. The immediate problem was to get that water off the deck as quickly as possible to prevent a possible leak onto the compartment housing the sub's battery banks below.

Frantic crew grabbed whatever vessels they could find -- all that was available were some discarded yogurt containers left from lunch -- to bail water into sinks and drains where it could be pumped out of the boat. In the meantime, other crew spread sleeping bags across the banks of batteries to prevent water from reaching battery cells and possibly releasing highly poisonous chlorine gas into the boat's air supply. Fortunately, the yogurt containers did yeoman service, and all the water was eventually recovered and pumped out before a chlorine disaster could materialize. *Windsor* continued on course, reaching Halifax with no further incidents.

Now that senior naval staff in Ottawa, Ontario, have seen the undeniable health and safety benefits of having yogurt aboard submarines, it remains to be seen whether that tasty dairy product will, in fact, remain classified as a victual, or whether it might now be designated an essential safety item when cruising. Whatever the outcome, the consumption of yogurt by Canadian submariners will undoubtedly become more popular as the remaining three former British submarines are commissioned.

(This article which appeared in the May/June 2002 issue of *Ocean Navigator*, was reprinted with the permission of the author, and submitted by Lt. Jack Friel, SN.)

THIS

SPACE

AVAILABLE

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ADDRESS