

Official newsletter of the  
Atlanta Sail and Power Squadron

[www.usps-atlanta.org](http://www.usps-atlanta.org)

June 2003  
Volume 51, Issue 4



# WATERLOG



**The Corps meets  
The Squadron**

**Boat Shows...A  
Better Mousetrap?**

**Cruise the  
Tennessee River**

**Raftin' in the Rain**

**The Perfect Boat**

**George Sargent  
Sets a New Course**

**Snail Mail or E-mail**

In This Issue

Commander's Message	2
George Sargent Departs for Maine	3
The Corps Meets the Squadron	4
Tennessee River Cruise	4
Raftin' in the Rain	5
From the Bridge—Officers Reports	6
The Bulletin Board	7
Boat Shows and Mousetraps	8
Boat Dollar\$	8
AFTerthoughts	9
Snail Mail or Email	9

The Waterlog

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

It is published by and for the squadron members by the staff of the Squadron Secretary and is mailed to the listed address of all current members and advertisers.

All members in good standing, and approved non-member advertisers may submit articles and items for publication. They receive no gratuity.

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

**Please send comments and suggestions to:-**

Lts. Lisa and David Herndon, P  
 1332 Cambridge Ct.  
 Atlanta, GA 30319  
 Tel: 404-239-0513  
 E-mail:waterlog@usps-atlanta.org



A NEW LOOK FOR AN OLD FRIEND

With this issue, the Waterlog takes on a new look. The newsletter will be organized in sections. The cover will feature timely graphics with highlights of some of the articles you'll find inside. Page 2 (this page) will include the Commander's Message, general information about the Waterlog and a Table of Contents.

Then comes "Squadron Happenings", a section devoted to news about the Atlanta Squadron. The next section is "From the Bridge," which includes our officers' reports. "The Bulletin Board" presents useful information, notices and a calendar of upcoming events.



Commander's Message

My wife, Genie, and I made the French connection down in old New Orleans on the edge of the Vieux Carré. Of course we took in the local Plats du jour. Had to work that off with a Tours de force. I haven't got a clue as to what I just wrote but we sure had fun.

Why were we camped out along side the mighty Mississippi? (41 story campsite) We attended the United States Power Squadrons' Spring meeting of the Governing Board. I do not intend to put you to sleep with a detailed report on hours of discussion, motions, resolutions and nominations. Read all about it in the Ensign. Here is my report of what I feel is important and I am sticking with it.

We are now partners with the Army Corps of Engineers and the National Weather Service. Agreements were signed at the meeting. Copies should be available soon. Representatives from some of our other partners from previous MOA's & MOU's also made reports. Some of them were: the Navy, the Boy Scouts of America, the National Chairman of the State Boating Safety Laws, the office of the Secretary of Transportation and the Canadian Power Squadrons with which we should soon have an agreement. My favorite report was from the United States Coast Guard. The Coast Guard Captain gave a lot of interesting statistics. On the water fatalities are going down each year and the CG contributes this to Boating Education and Vessel Safety Inspections. WE DO MAKE A DIFFERENCE!

We heard a lot about Marketing & Membership through Boat Smart & Vessel Safety Exams. I am convinced that this is our best strategy. We already have a great Boat Smart and VSE program in place. All we need now is for you to enjoy the rewards by participating in these programs. Be an Instructor: call Lt. Nancy Spraker. Be an Inspector: call Lt. Frank Taylor. They are standing by their phones.

I think that the Mission Statement of the United States Power Squadrons sums it up: "To promote recreational boating safety through education and civic activities while providing fellowship for our members."

Enthusiastically!  
 Ed Troncalli, SN

A section called "Life on the Water" follows. Here you'll find articles and essays on the general topic of boating.

"AFTerthoughts" is the final section. This is our Op/Ed page where the editors' thoughts and your letters and opinions will be presented. You might also find the occasional brainteaser or trivia challenge here.

We hope you enjoy the new layout and format. All comments are welcome.

-The Editors

# Squadron Happenings

## GEORGE SARGENT DEPARTS FOR MAINE



*P/C George Sargent, N, recipient of 2003 Helm Award*

Atlanta's loss is Liberty's gain. When P/C George Sargent, N, moves to Maine in a few weeks, the squadron and the community will definitely notice his absence.

Since arriving in Atlanta some five years ago, George has been an active member of the Atlanta Sail and Power Squadron, serving for the past three years as the editor of *The Waterlog*. But activity is what

George is all about. In addition to his work with the squadron, George volunteers at Gwinnett Medical Center several hours a week and plays bridge as often as he can. When asked about his interests other than boating, George replied, "For 35 years, as an avocation I taught physics, becoming chairman of the department [at Bridgeport Engineering Institute, now part of Fairfield University]." How many other people do you know whose hobby is to be a college instructor and department chairman?

George was born 80 years ago in central Massachusetts. His boyhood home was near Lake Lashaway, where he got his first boating experience with canoes and kayaks. Between earning his bachelor's and master's degrees in chemical engineering from Worcester Polytechnic Institute, he spent two years in the Navy. If you're guessing the naval experience is what triggered George's lifelong love of boats, you'd be wrong. "I never saw a ship while I was in the Navy," he says with a chuckle.

After brief tenures with other companies, George went to work for General Electric in Bridgeport, CT in 1955. Not long afterwards he joined the faculty at Bridgeport Engineering Institute, and was named chairman of the physics department in 1964. He retired from GE in 1986, but remained with BEI until 1992.

In 1976, a friend convinced George to join the Pen-

field Power Squadron, and thus began his long association with several squadrons along the east coast. He was elected Commander of the Penfield Squadron in 1983. Eight years later, he was recalled to the bridge. "The nominating committee was having difficulty finding bridge officers, [so] I volunteered to become Commander again, and continued the following year," he says. "Our general meetings were all potluck dinners. Our changes of watch were in a cozy golf course club house with a fireplace and elaborate nautical furnishings." In 1995, he moved to Florida, and served as newsletter editor for the Anna Maria Island Squadron for two years. Then in 1998, he joined the Atlanta Squadron. During his tenure here, he has been recognized nationally for Distinction in Journalism, and received the Helm Award in 2003.

The boats George has owned over the years include a Lightning, a Rhodes 22 Continental, a Pearson 27 and a Pearson 30, all named *Lashaway*. Which was his favorite? "I loved all my boats, he muses fondly. "My favorite, if I must pick one, was my Pearson 30, which I cruised on Long Island Sound, sailed from Fairfield, CT to Winter Harbor, ME and back, and took down the Intracoastal Waterway from Connecticut to South Carolina."

The father of five children, five stepchildren and numerous grandchildren, George is moving back Down East to Maine to be closer to family. Once settled there, he plans to join the Mid-Coast Squadron, and volunteer at the local library. Is that all? "And I plan to sail wherever and whenever possible."

The Atlanta Sail and Power Squadron thanks you for all you have done, and we wish you fair breezes, George.



*George shows Dave the ropes on publishing the Waterlog.*

# Squadron Happenings

## THE CORPS MEETS THE SQUADRON



Lt. Col. Joseph  
Corrigan, USAACE

Lt. Col. Joseph Corrigan, Deputy District Engineer-Civil Works of the U. S. Army Corps of Engineers, Mobile District, was guest speaker at the 15 May general membership meeting at the Foghorn Grill.

Management of Lake Lanier is but one item on a long list of responsibilities for the Mobile District. In addition to 8 hydropower generation facilities on 27 lakes with 464 adjacent recreation and nature areas in the southeastern U.S.,

the Corps has substantial military support and national security responsibilities domestically and abroad.

“For example, in addition to Lake Lanier, we are running water management for the Tigris and Euphrates Rivers in Iraq from our office in Mobile,” Lt. Col. Corrigan said.

The Corps of Engineers supports military deployments with base camp master plans, utilities and staging areas for supplies. They also have a key role in preparing the plans for rebuilding Iraq’s infrastructure, and constructing facilities for controlling drug activities in South America. About half of the 1400 people in the Mobile District are tasked to these military support activities.



The remaining personnel are concerned with Civil Works, which includes navigation, flood control, water supply, power generation, environmental protection, emergency response and recreation on 2200 miles of inland waters. “We were very busy working to control the flooding in southern Georgia last week,” he said.

Like the USPS, the Corps of Engineers is very concerned with the safety of boaters, campers and hikers using the areas under their control. So far, six fatalities have occurred in the Mobile District’s area of jurisdiction this year. Of these, four were boating related and alcohol was involved in every case.

Lt. Col. Corrigan’s presentation marks a great beginning to the formal partnership between the Corps and the USPS.

## TENNESSEE RIVER CRUISE, 25-27 JULY

By Michael Scher, Commander, Knoxville Power Squadron

The Knoxville Power Squadron will host its third annual Euchee Invitational Cruise-In 25-27 July 2003 at the Euchee Marina, Ten Mile, TN. All District 17 squadrons are encouraged to join in the fun.

Euchee Marina is located approximately five miles upriver from Watts Bar Dam. It is a full service marina with slips to accommodate any size boat, a launch ramp, boat and PWC rentals, and an excellent restaurant - The Lighthouse. A ten-room motel on the premises opened in April. Sand Island, a great spot for swimming and hiking, is just across the river.



The general schedule is to arrive at the marina on Friday. The marina will attempt to locate all Power Squadron boats as close to each other as possible. The Friday evening cocktail hour will begin at 1700 (or earlier) on any boat that has life aboard. Dinner is on your own, assuming most will dine at The Lighthouse with singing and dancing to follow in the lounge.

Saturday begins with a raft-up at Sand Island at 1030. Sand Island tends to get crowded and the water choppy in the afternoon as more boats arrive, so we will adjourn to the marina at 1200 for lunch. After lunch, if there are 15 or more boats in the vicinity of the marina, we will form a circle raft-up. Saturday evening cocktails and dinner follow the same schedule as Friday. The restaurant features an excellent prime rib dinner on Saturdays, followed by entertainment in the lounge or watching the sun set among the mountain peaks from the deck. On Sunday we say good-bye until next year and head for home.

Costs for individual slips are \$30 per night, including water and power (30 and 50 amp available). The marina has a fuel dock, and a pump-out facility is expected to be operational prior to the event. Motel rooms will cost approximately \$100 per night. Half the rooms are two-bedroom units, and all include a kitchenette. You can visit the marina web site at <http://www.euchemarina.com/>.

*Ed. Note: Lts. Doug and Patty Watson at 770-458-1649 are coordinating this event. Contact them if you wish to participate. Our squadron is holding 4 one bedroom and 4 two bedroom units at the marina motel—first come, first served. If you don’t have a trailerable boat, you can rent a boat at the marina, or the Doug and Patty will help you coordinate with*

# Squadron Happenings

## RAFTIN' IN THE RAIN

The thunderstorm that rolled across Lake Lanier did little to dampen the spirits of the 16 people, two cats and the dog who rafted up at Boy Scout Cove Saturday, 14 May. Joe Parris' beautiful 60' Lazy Days houseboat, "Lawful Flight" served as the gathering place for the group. By the end of the afternoon, a total of eight boats had tied off around "Lawful Flight." The participants shared a bountiful array of *hors d'oeuvres* and refreshments as old friends got caught up and new friends were made.

It had been overcast and a little misty for most of the day, but the weather got really interesting at about 1800 when the

storm arrived. "Lawful Flight" provided good shelter from the rain, but the wind was another matter. As the storm picked up intensity, the three anchors began dragging and the raft-up was being blown onto shore. Under Cdr. Troncali's direction, a couple of the outside boats used their engines to hold the raft against the wind. Luckily, the cell passed fairly quickly. Joe's boat sustained some minor damage as a result of wave action forcing an adjacent boat against his, but otherwise there were no major problems.

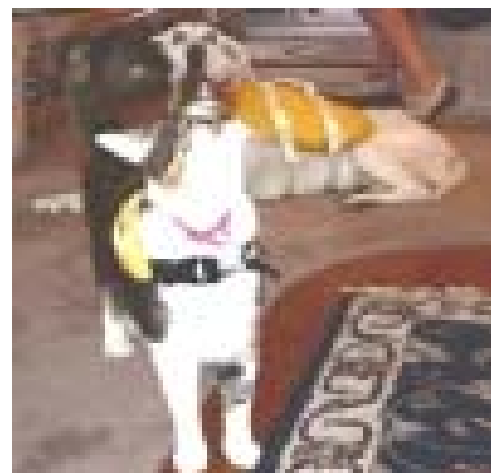
This was a great start to a what promises to be a fun-filled season of on-the-water activities.



Happy hour on the water!



The rains came, and the winds blew...  
Left to right: Doug and Patty Watson's "La Vita Dolce",  
Ed and Genie Troncali's "Sea Trek", and David and Lisa  
Herndon's "Lisa Gail II" weather the storm.



Party animals!



# From the Bridge



## Education Officer

Fall Classes: While the summer hasn't even gotten here yet, it's still not too early to begin thinking about Fall Classes. Within the next week, our website will be ready to receive sign-ups. As previously published the classes for this fall will include the Advanced Grades Seamanship, Advanced Piloting, and Jr. Navigation. We will also be offering the Elective Grade class in Sail.

Lt/C Kevin Schoonover, AP  
edu@usps-atlanta.org

Weather: Congratulations to Michael Bennett, Keith Blanton, Jim Cleveland and John Mann for having successfully completed both modules of the Weather Course. Of the 4, 3 of them received grades of 100 on the second module exam. Great work!! Maybe now they can get a job at the Weather Channel?

Boat Smart: The spring Boat Smart Course was conducted over the first two weekends of May. While the initial sign-up indicated some 37 individuals interested in taking the course, only 11 actually showed up. Boat Smart Coordinator, Lt. Nancy Spraker, conducted a follow-up phone campaign to those who did not show to determine if a common problem existed. The biggest reasons were "I overslept", or "I forgot." Changes in our reconfirmation process have already been implemented to reduce this kind of result. The good news is that of the 11 people who attended the classes, 8 took the exam, all passed, and 4 joined the squadron. Many thanks to all who worked hard to organize and teach the classes including Nancy Spraker, Jim Dennison, Ryan Troncalli, Jeff Wise, and Frank Taylor. I would also like to thank Randy Taylor for creating a picture poster to show everyone some of the squadron activities.

The next Boat Smart Course will be offered in the Fall. The date and location will be decided soon.

## POWERBOAT EFFICIENCY FORMULA

The following simple formula gives a thumbnail picture of relative efficiency of any boat under power.

E=Relative Efficiency  
 GPH= gallons/hr consumed by all engines at top speed  
 W= weight of the boat in pounds  
 V= boat's top speed  

$$E = \frac{(W/GPH)V}{10^4}$$

Long, thin power launches rate around 10 (in pounds); trawler yachts and auxiliary sailboats, 4-5; power catamarans, 2-4; semi-planning cruisers, 2-3; planning cruisers around 1; muscleboats and runabouts average 0.8. *Source: Chapman's Piloting*



## Treasurer

Lt/C Margaret Sherrod, AP  
treasurer@usps-atlanta.org

Membership Renewals: Early in May, National (USPS) sent out the annual membership renewal statements to all active, family and junior members, who joined or reactivated prior to March 2003, in addition to life and sustaining members. If you did not receive your renewal statement, please contact me immediately, **via email at [mmsherrod@bellsouth.net](mailto:mmsherrod@bellsouth.net) or by telephone at 404/351-2976**, so I can send you a duplicate renewal statement. Please include your current mailing address and telephone number in your message to ensure I can get your statement to you quickly. Also, you can contact me if you have questions about your membership renewal statement or if you need to change your membership status. Membership renewals are due to the squadron treasurer by **May 31, 2003**. Reminder notices will be mailed in early June to members who have not responded by the due date. **Memberships not renewed by June 30 will be dropped from the squadron and national rosters and distribution lists.** Membership renewals received after June 30 are subject to a reinstatement fee in addition to the annual dues. If you have questions please contact me.



Lt/C Keith Blanton, P  
Secretary  
secretary@usps-



Lt/C Hans Meier, JN  
Executive Officer  
xo@usps-atlanta.org



Lt/C Jeff Wise, JN  
Administrative Officer  
admin@usps-atlanta.org

# The Bulletin Board

## WANT TO GO TO SEA . . . IN A CARDBOARD BOAT ???

The Atlanta Sail & Power Squadron is offering the opportunity for boaters to go to sea. Actually it is a large body of water known as Lake Lanier. The annual CARDBOARD BOAT RACE is scheduled for June 21 at Commander Troncalli's home on Lake Lanier.

The rules are simple. Build a boat made of only cardboard, tape, and glue. The use of sealers such as total water-proofing is not permitted. Lt. Ryan Troncalli has a supply of cardboard he offering to boat builders. Leave a message at 770-889-8951 and Ryan will give you the "pick up" information for the cardboard.

If you have any questions, please leave a message at 770-399-5155 and I will return your call as soon as possible.

Join in the fun. Build a boat and paddle your way to victory.

P/C Don Williams, SN  
770-399-5155

The National Committee on Nominations is searching USPS membership for people with Grant Writing Skills.

If you or anyone you know in the organization has experience preparing grant requests and who would be willing to help us, please ask them to contact R/C Frank Dougherty, AP, at [d5frank@juno.com](mailto:d5frank@juno.com) or call 772-770-0863.

Interested in learning to sail in the Grenada, the West Indies, on a 38' tri-maran? If so, contact John Hurd at <http://www2.whidbey.net/azure>

"Did I ever tell you about the time..."

What's your funniest boating story? Share it with us. Tell us about that hilarious event that happened to you, a family member or a friend that brings a chuckle when you think about it. Send your contributions by email to [waterlog@usps-atl.org](mailto:waterlog@usps-atl.org), or by snail mail to David Herndon, 1332 Cambridge Ct, Atlanta, GA 30319. We'll choose one or two each month for publication. Then in December, we'll award the No Bell Prize for Boating Literature to the author whose contribution judged best by a panel of experts consisting mostly of me.

Veracity is not the objective here; humor is. So if you've heard a funny boating story and you're not sure if it's true, share it anyway.

## USPS EVENTS: JUNE 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Annual dues due	2	3	4	5	6	7
8	9	10	11	12 ExComm Mtg, Hickory House	13	14
15	16	17	18	19	20	21 Summer Solstice Party, Troncalli home
22	23	24	25	26	27	28 "Cooking on the water" raft-up, Lk Lanier
29	30	31				



# Life on the Water

## BOAT SHOWS AND MOUSETRAPS

by P/C Don Williams, SN



We use the expression "building a better mousetrap" in many different ways. Today, promoters and exhibitors are trying to "build a better boat show." The idea is to build some excitement without losing the focus on boats and accessories.

The article I read about these changes expounded on the problems and considerations facing boat shows today. The first item marketing professionals identify is the internet. Consumers are using the internet to obtain purchasing information. This can be accomplished without the expense of attending a big boat show. Exhibitors at the dealerships have budgetary constraints and are not receiving a return on their investment. The costs of participation for manufacturers and dealers is escalating. The real buyers have seen the same show year in and year out but nothing has changed.

Some industry affiliates believe there are too many boat shows. Others think boat giveaways, live entertainment and water-skiing squirrels may draw customers. But will it sell boats? Involving professional marketers and promotional professionals are other possibilities to add flavor to big boat shows.

There seems to be a lot of support for boat shows, according to other observers. Our squadron has had good results recruiting Boat Smart students from Atlanta boat shows. I hope those who make the decisions will keep our area boat shows on their calendars.

As a footnote, I saw another article warning boat sellers in Texas and Florida. Counterfeit cashier's checks have been used to purchase boats in these states. There is little to prevent such fraud from crossing state lines. Sellers beware!

## BOAT DOLLAR\$

By Lt David Herndon, P



A friend of ours at Edisto Beach, SC has the perfect boat. It's a twelve-foot flat-bottom power skiff he found abandoned in the marsh about six years ago. He towed it home, cleaned it up, patched a couple of places, and installed an outboard he had in his garage. Total out-of-pocket investment: about \$50. He uses it a couple of times a month to fish the creeks around Edisto, and he rarely has any sort of trouble with it. The boat doesn't have a name; it's just "Madison's boat."

Too bad we can't all own a boat like Madison's boat. You know, the boats that cost less than a good bottle of Scotch, that require practically no maintenance, and are as reliable as Big Ben. We're all familiar with those, right?

Me neither. But there was a time when I thought we would become members of that rather exclusive club. A few years ago, my brother-in-law gave my wife a boat for her birthday. And it wasn't a boat we would have to tow out of a marsh either. It was a twenty-five foot ProLine with twin outboards, a cuddy cabin, and a several amenities.

Now the *Lisa Gail II* was ours, and all we had to do was get her from Annapolis to Atlanta. Our plan was to bring her down the ICW to Edisto, which is about fifty miles south of Charleston, and then trailer her to her new home at Lan-Mar Marina on Lake Lanier. It was to be a scenic and fun-filled time for us to relax and get acquainted with, and accustomed to, our new boat.

The details of that adventure will be for another story at another time. Suffice it to say that things didn't work out exactly as planned. This wasn't a boat like Madison's boat. Our week-long trip turned out to be a year-long endeavor involving two new engines and a host of other repairs and replacements.

Somewhere in the midst of all this, my wife and I were sitting at the bar at a remote marina near the mouth of the Potomac River. We had been there several days longer than we'd planned and were bemoaning all the money we were spending to have one thing after another repaired or replaced. We struck up a conversation with the seasoned veteran on the next stool. That conversation led to the following. (It helps to imagine a blues melody in the background.):

I was sittin' on my stool at the marina bar  
Sippin' on a lukewarm beer.  
I was whinin' like a riff on a steel guitar.  
My boat was bringin' me to tears!  
Ev'ry time I thought I had her all repaired  
Somethin' else turned up broke.  
The money I was spendin' had me really scared,  
My MasterCard was startin' to smoke!

The guy next to me wore a big ole grin  
As he listened to my tale of woe.  
He knocked back another slug of Gilbey's gin  
Then he told me what the old salts know.  
He said, "Son, if you're ever gonna love that boat  
"The money part ya' just ignore.  
"You gotta spend the bucks to keep her afloat  
"And don't even try to keep score."

"Cause they're boat dollar\$, boat dollar\$.  
"Whatever the amount,  
"It really doesn't count  
"Cause they're just boat dollar\$."

So now we're cruising Lake Lanier with the equivalent of a year of college at a private, out-of-state school on the back of the boat - and we're loving every minute of it. After all, they're just boat dollar\$.





# AFTerthoughts

## SNAIL MAIL OR E-MAIL?

By David Herndon

The Squadron is considering the feasibility and logistics of making the *Waterlog* available electronically. Electronic distribution is quicker and less expensive.

There are two options for electronic distribution: (1) posting the *Waterlog* to a website and sending an e-mail notification when a new issue is available, and (2) e-mailing the *Waterlog* directly to you.. With option 1, we will be able to include more information, color graphics and pictures, etc. in each issue. But it will require logging on to the website to view the newsletter. Option 2 is the simplest, but introduces a concern about the size of the newsletter. Opening a file larger than 1 Mb over a dial-up connection is too time consuming, and many Internet Service Providers limit the size of e-mail files their customers can receive. The current version requires about 4 Mbs.

We understand that not all members are equipped to receive electronic documents, and in addition, some simply prefer the printed version delivered by US mail.

To help us gauge interest and decide on the best course of action, please complete the following survey. You can clip it and return by mail to:

David Herndon  
1332 Cambridge Ct  
Atlanta, GA 30319

Or you can e-mail your response to [waterlog@usps-atlanta.org](mailto:waterlog@usps-atlanta.org). If you

choose to reply via e-mail, just list the question number and the response; e.g., (1) yes, (2) b, etc.

Thank you for completing this survey. Your input is very important.

### SURVEY

1. Are you interested in receiving the *Waterlog* electronically?  
\_\_\_Yes \_\_\_No (If you answer this question "No", stop here. Do not answer the remaining questions.)
2. How would you prefer to receive the electronic *Waterlog*?
  - A. As an e-mail file (typical edition will be a 4 Mb file)
  - B. From the USPS-Atlanta.org website with an email notification that a new issue has been posted.
3. Compared to this issue of the *Waterlog*, do you prefer:
  - A. Reduced content, color and graphics/pictures
  - B. More content, color and graphics/pictures
  - C. About right as is
4. Would you be willing to participate in a trial of electronic distribution? ? \_\_\_Yes \_\_\_No
5. If you receive the *Waterlog* electronically, will you:
  - A. Read it online
  - B. Print it, and read the printed copy.

David B. Herndon  
1332 Cambridge Ct.  
Atlanta, GA 30319

