

Official newsletter of the  
Atlanta Sail and Power Squadron

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



# WATERLOG

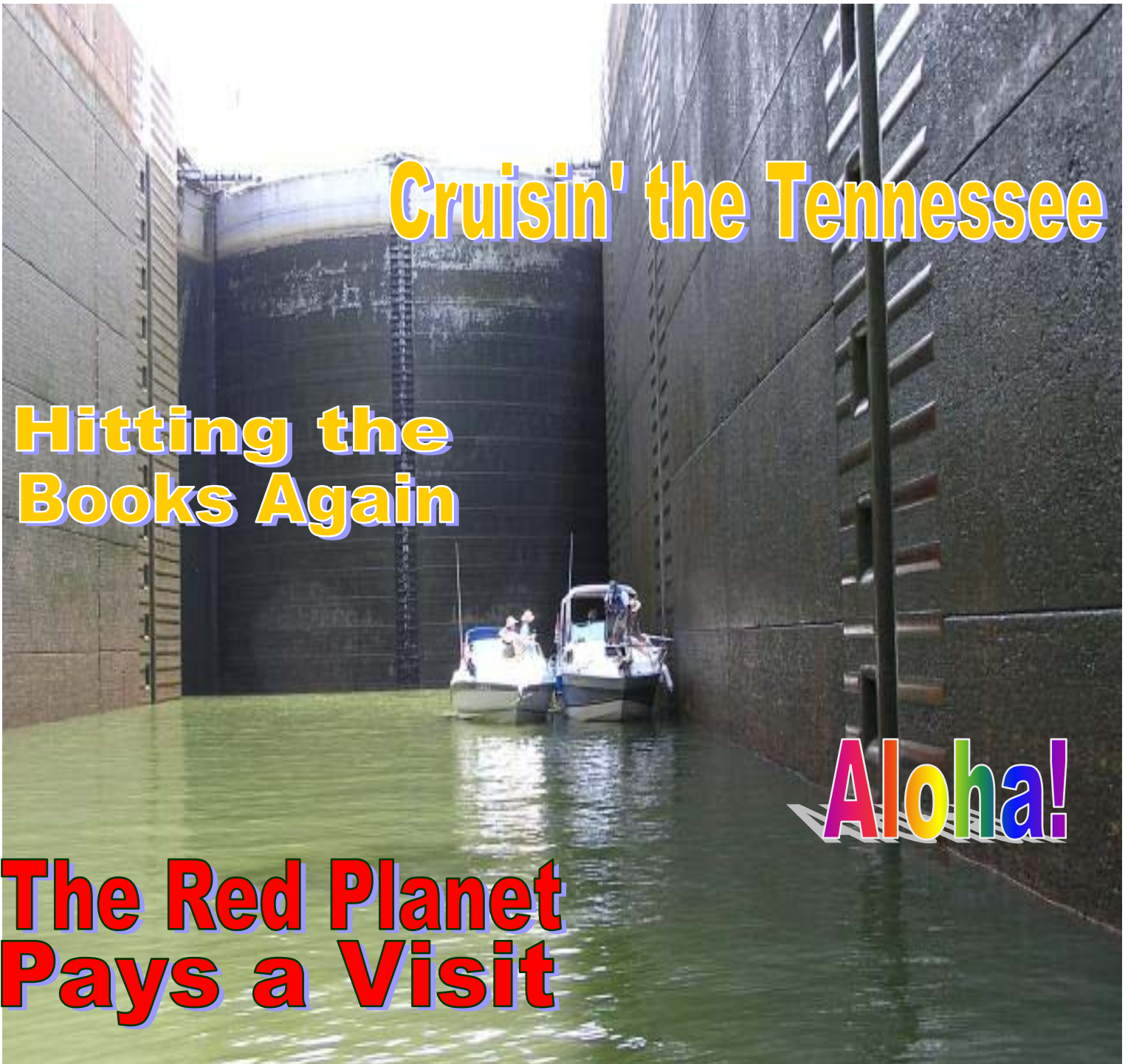


## Cruisin' the Tennessee

### Hitting the Books Again

### The Red Planet Pays a Visit

Aloha!



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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.

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Commander's Message



DISTRICT 17 SUMMER CONFERENCE REPORT:  
 Montgomery, Alabama  
 1-2 August 2003

*Cdr. Ed Troncalli, SN*

“Ask not what your Squadron is doing to increase membership; ask what you can do to increase membership.”

Some really good news: Our District has an increase this year over last year in membership!

- A major focus of the USPS is that of youth involvement. A new educational program for youth is under development. The program, “Water Smart from the Start: Boating Safety Toolchest for Kids” should be available later this year.
- Two major campaigns are being initiated to help us recruit new members. The “Power of One” is a campaign focused on what we as individual members can do to recruit and retain members. The second campaign, “You’re in Command: Boat Safety”, delivers a Boat Safety message with an emphasis on education.

Next year, we the members of District 17 will be celebrating our Fiftieth Anniversary. The District will request National to approve a gold border on our flag. The conference voted to allocate additional funds for the Fiftieth Anniversary.

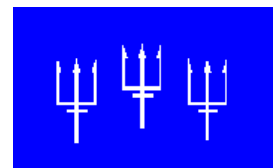
A big thanks was given to our own Lt/C Jeff Wise, N for his tremendous contribution of time and skill in setting up web sites for our District and several of our sister Squadrons. Congratulations Jeff and on behalf of the members of the AS&PS, thanks for sharing your talents.

THE FLEET

Thanks, Lts. Doug & Patti Watson, for safely returning the fleet. I am looking forward to the report and photos somewhere in this Waterlog. I have heard that the Squadron not only had a good time but also did well in battle. “WE SHALL RETURN!”

Enthusiastically!

Ed Troncalli



Corrections: In the July issue, an article entitled “It’s Officially Summer” stated the name of Cdr. Troncalli’s cardboard boat as the *Viking Challenger*. The correct name is the *Viking Adventure*. We regret the error.

# Squadron Happenings

## ALOHA!

Pictures from the Hawaiian Luau raft-up on 12 July



### PIRATES OF THE CARRIBEAN

(the raft-up, not the movie)

*"Yes I am a pirate, two hundred years too late.  
The cannons don't thunder,  
There's nothin' to plunder,  
I'm an over forty victim of fate..."*  
-Jimmy Buffett



Arrrgh, matey! Step lively now, and make ready for the Pirates' Jamboree on Lake Lanier on Saturday, 16 August. Follow the clues from the treasure map to find the secret Pirates Cove. Festivities begin at 1400 hours. Bring your favorite grog and a snack to share with your fellow buccaneers.

If'n yur a com'n from the damn damn, start at mouth o' the ol' drinking hole, where they's got them pretty ladies in skimpy bathin' suits, and every one sits on they's boats drinkn' them fancy drinks. Head Nor' East and duck behind the island for a mile. When you round the next point, there be a number on a red pointy thing. Turn 104° True for another mile to find the next number. It be bigger than the last one and smaller than where yur'a going. Now turn SE toward the entrance to Big Carla's place. Now it's important to find her welcome sign—it says For Big

Carla's. But don't go in—Big Carla is havn' a time an' if you start drinking there, you'll never fin' our treasure. Once you find Big Carla's sign, sail 20° True for 1.6 miles, cros't the creek to the far shore. Note the number and turn WSW and follow the shoreline for 1/3-mile. Now there was once a pirate with three beautiful daughters. He had a fourth, but she was so fat that no one talked about the pretty little cove behind her back. Turn due North and yu'll find us hid'n among the trees.

If'n yur a com'n from the North, start at the big bean can called "A." Now there are other bean cans with letters, but if'n you follow them, yu'll go in circles and never find me treasure. Head SE by S for 0.851 miles and find the green number. Follow the green numbers 203° for another ¾ mile. Now turn South by East for ¾ mile to find the red-haired girl that just started driving. Once you find the red haired soup can, sail 290° True for 0.81 miles, cros't the creek to the far shore. Note the number and turn WSW and follow the shoreline for 1/3-mile. Now there was once a pirate with three beautiful daughters. He had a fourth, but she was so fat that no one talked about the pretty little cove behind her back. Turn due North and yu'll find us hid'n among the trees.

If'n you get lost, head due west from WaterWorld (Aqualand) for 1.5 miles and call us on Channel 16 or Doug Watson's Cell phone at 404-372-1884. or 770-458-1649.

# Squadron Happenings



## “ROLLIN’ ON THE RIVER...”

Six boats with twenty-four people from the Atlanta squadron cruised the Tennessee River from Chattanooga to Euchee Marina just upriver from Watts Bar Dam on Friday, 25 July. At Euchee, the Atlanta group joined their hosts from the Knoxville squadron for a weekend of fun on the water.

“Friday’s cruise was orderly, uneventful and a lot of fun,” said Patti Watson, who with her husband Doug, organized the event. “All the boats stayed together and we had a great time.”

Saturday’s events included hors d’oeuvres served by Executive Officer Hans Meier using his unique serving tray.

Later in the day, a ferocious water battle took place when the main fleet was attacked by suspicious-looking seamen in a jet boat armed with high-tech water weaponry. The fleet defenders were ready with buckets and hoses. After exchanging several volleys, a ceasefire was declared and the combatants retired to cocktails.



The Euchee Marina proved to be a superb location for the event. Boaters were able to enjoy good food at the Lighthouse restaurant, test their singing talents and dance moves with karaoke and music in the lounge, and enjoy the picturesque sunsets from the dock.

After bidding their hosts farewell on Sunday, the return trip downriver included a unique birthday celebration for Sheryl LaBoda. During the long wait for the locks, hors d’oeuvres were brought out and passed from boat to boat.

*“If you go down to the river,  
Bet you’re gonna find some people who live...”*



*The attack on the fleet*



*The fleet defends itself*



## NAME THAT, uh, THING

The Youth Activities Team of the Membership Committee needs your help. We are trying to find a name for our new mascot. If you can think of a really cool name and your name is picked, we’ll give you a \$100 savings bond. Be sure to include your name, address, telephone number and email address



Send your entries to:  
P/C Kathleen E. Bisogno, AP  
345 Silver Lagoon Drive  
Toms River, NJ 08753  
[bisognok@hotmail.com](mailto:bisognok@hotmail.com)

## BOB AND CAROLYN’S BIG ADVENTURE

Bob and Carolyn Wilson have been exploring the Caribbean for the last several months. Well, they’re home with us again and have agreed to come, show us their pictures, and share their “lessons learned.”

**The August meeting has been rescheduled from what is in the roster to: Thursday, August 21<sup>st</sup>** at the Foghorn Grill, 3230 Medlock Bridge Road, Norcross (on the Northwest corner of the intersection of Medlock Bridge and Peachtree Industrial Blvd.) Dinner will begin at 6PM, followed by the meeting at 7:15PM. Please help us give Bob and Carolyn a big WELCOME HOME!



# From the Bridge

## Education Officer

### Fall Classes - Sign Up Now!!

#### Elective Classes

We all joined the Power Squadron for different reasons. Some joined for the fellowship and social events. Others joined for recognition and leadership roles. However, I would imagine the biggest reason for joining the Power Squadron was for **Education**.



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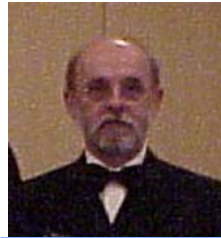
The U.S. Power Squadron offers a wide range of education opportunities to meet most everyone's needs and desires. Course curricula are categorized into one of two groups: Advanced and Elective Grade. The Advanced Grade classification contains the mainstream courses such as Seamanship, Piloting, and Navigation. The Squadron emphasizes taking and succeeding in these classes as they are the core of basic boating knowledge and safety. Completion is rewarded by the visual placement of "Grade Initials" after your name, e.g., S, P, N, etc.

The Elective Grade courses cover a wide range of supplemental material and subjects such as Weather, Engine Maintenance, and Sail. While completion is not recognized by "Grade Initials", many could argue that the material covered in the Elective Grade classes is equally as important, and in some cases far more practical for many, than the Advanced Grades.

As noted at the recent DCOW here in Atlanta, less than 25% of all squadron members took the Elective Courses. My first impression was that we in Atlanta must be exceptions as we are all avid boaters and want to learn as much as we can about all subjects pertaining to our chosen hobby. To prove this, I took the most recent directory and plotted all of the listed Electives our membership has taken. The graph at the right illustrates my findings:

To my surprise we fell right in with the average! My point in providing this analysis is not to suggest that Elective Grades classes are more important than the Advanced Grade. To the contrary, education is a continuing life long process and we have to review our individual goals to determine what areas need improvement. The key is to look at what we might gain from a specific course rather than just consider the Grade recognition.

In the coming months, we will be providing all of the Advanced Grade as well as Elective Grade classes for your edification. Please review the course listings and examine the subject matter and see if one of the Elective Courses may better meet your educational needs.



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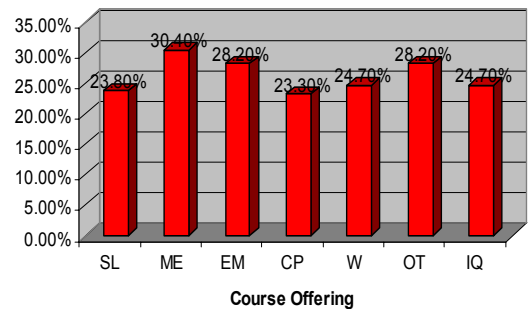


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Elective Grade % Participation



SL: Sail  
ME: Marine Electronics  
EM: Engine Maintenance  
CP: Cruise Planning

W: Weather  
OT: Operations Training  
IQ: Instructor Qualification

## COMPASS CORRECTIONS


A magnetized needle, as well as a compass card, will point in the direction of the magnetic North Pole, and not to the true geographic North Pole. This assumes no other [magnetic] influences. The difference between the direction of that magnetic meridian and the true pole is known as *variation*.

The compass is also affected by magnetic fields on the boat itself.

This is caused by the iron in the engine or the electrical fields of the instruments. This...deflects the compass from its alignment with the magnetic meridian (magnetic north) to a different alignment called compass north. The difference between these two norths is called *deviation*.

Source: *Piloting Student Manual*

# The Bulletin Board



**Limited Time Offer!**  
 The USPS has a reciprocity agreement with the Yacht Clubs of America for the use of their facilities through December 2003. This is a privilege, not a right, and YCA events may preclude offering reciprocity to USPS members at any time, so always call to confirm dates and availability. You can visit their website at [ycaol.com](http://ycaol.com) for information on club locations, their services and contact numbers. Use **IDname: club1040, and password: y10046c**. You must present a current USPS membership card as identification. Enjoy these benefits as they may not be renewed in 2004.

**Reno Governing Board, Tue-Sun, 2-7 Sept**

Fellow USPS Member, District 25 and the Reno Hilton are always a winning combination for providing an exciting and entertaining governing board meeting. However, if you have not made your hotel reservation as yet please note the following information:

There is another large group in the hotel in addition to USPS whose reserved block of rooms was sold out long ago. They are looking for more rooms. While we have plenty of rooms reserved for USPS, our cutoff date is midnight 11 August. After that, our block will be released and the other group could fill them very quickly as there is a waiting list.

If you are planning to attend our wonderful meeting in Reno, please make sure that you have your hotel reservation made by **MIDNIGHT 11 AUGUST**. The toll free phone number is 800-648-5080 and the direct number is 775-789-2000.

R/C L. D. Brown, SN

**FALL CLASSES BEGIN 8 SEP**

At the Heiskell School. Sign up now at

<http://ww2.usps-atlanta.org:8080/BoatingEducation.htm>

**CONGRATULATIONS!**

...To Lt/C Jeff Wise, our Administrative Officer, on his successful completion of the requirements for Navigator. Future references to Jeff will include the "N" after his name.

...To Jim Lott, on his certification as a Vessel Safety Inspector.

**Thank You!!**

Thanks to all who have chosen to receive the *Waterlog* electronically. There are now forty-seven of you who receive this publication via a link to our website. This translates into about \$900 in annual savings. If you have not yet done so and would like to join the "E-generation", please e-mail us at [waterlog@usps-atlanta.org](mailto:waterlog@usps-atlanta.org).

## USPS EVENTS: AUGUST 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 D17 Summer Council	2 D17 Summer Council
3	4	5	6	7	8	9 Nat'l Marinas Day
10	11	12	13	14 Ex Comm Mtg	15	16 "Pirates" raft-up
17	18	19	20	21 Gen'l Membership Mtg	22	23
24/31	25	26	27	28	29	30

## USPS EVENTS: SEPTEMBER 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Labor Day	2	3 USPS Governing Brd	4 USPS Governing Brd	5 USPS Governing Brd	6 USPS Governing Brd
7 USPS Governing Brd	8 Classes begin @ Heiskell	9	10	11 Ex Comm Mtg	12	13
14	15 Classes @ Heiskell School	16	17	18	19	20 Instructor Apprec Shrimp Boil
21	22 Classes @ Heiskell	23	24	25	26	27
28	29 Classes @ Heiskell School	30				

General Membership Meeting at the Foghorn Grill, 3230 Medlock Bridge Rd, Norcross, GA

ExComm Meetings at the Hickory House, 5490 Chamblee-Dunwoody Rd, Dunwoody, GA



# Life on the Water

## FALL CLASSES

In his report on page 5 of this issue, Lt/C Kevin Schoonover, AP, Squadron Education Officer, notes that the boating education courses offered by the USPS are the reason many of us joined the squadron. Boating is a relaxing and enjoyable way to spend your leisure hours. That enjoyment is significantly enhanced through the confidence that comes from knowing more about your vessel, the environment around you and the rules of cruising and navigating.

The USPS courses cover all those areas very well. The time spent in class and doing homework can prove to be time well spent when confronted with an unexpected situation on the water. Fall classes begin Monday, 8 Sept, at the Heiskell School in Buckhead (see map on page 8).

Highlights of the courses offered by USPS are provided below. Those offered during the Fall session are indicated by \*.

### Seamanship\*



Building on the basics taught in the USPS BoatSmart courses, Seamanship is the recommended first course for new members, both power boaters and sailors. The student learns practical marlinespike, navigation rules, hull design and performance, responsibilities of the skipper, boat care, operating a boat under normal and abnormal conditions, nautical customs and common courtesy on the water. This course provides an introduction to the USPS educational program and a strong foundation for the other Advanced Grades courses, and the Elective Courses. No prerequisites.

### Piloting



Piloting is the first of a two-part program of study of inland and coastal navigation. Focus is on the fundamentals of basic piloting - keeping track of your movements on the water, determining where you are at any given moment, and laying out a course to your planned destination. A thorough study of charts and their use, aids to navigation, mariner's compass, bearings, dead reckoning, and developing skill at plotting and labeling are all included. Prerequisites: Seamanship

### Advanced Piloting\*



Advanced Piloting builds on the knowledge gained in Piloting and teaches safe navigation in coastal waters - predicting tides and tidal currents and their impact on boat position, advanced positioning techniques, and the use of electronic navigation systems for positioning and course planning. AP includes an extensive exercise in plotting and labeling ("The 1210 Cruise") to hone your skills and build your confidence. Prerequisites: Seamanship and Piloting

### Junior Navigation\*



Junior Navigator is the first of a two-part program of study in offshore (open ocean) navigation. It is designed as a practical, how-to course leaving the theoretical and more advanced techniques for the subsequent Navigation course. The subject matter includes: basic concepts of celestial navigation; how to use the mariner's sextant, and stars; the importance and techniques of accurate time determination; use of the nautical almanac; how to reduce sights to establish lines of positions (LOPs); and the use of special charts, plotting sheets, and other navigation data for offshore positions and passage planning. Prerequisite: Advanced Piloting

### Navigation



This is the second part of the study of offshore navigation. It further develops the student's understanding of celestial navigation theory, essential to shortcut emergency methods. The student is introduced to additional sight reduction techniques and develops greater skill and precision in sight taking, positioning, and the orderly methods of carrying on the day's work of a navigator at sea. Of particular interest and importance is the study of offshore navigation using minimal data and/or equipment, such as when on a disabled vessel or lifeboat. Prerequisite: Junior Navigation

### Weather

The objectives of this course are to create a heightened awareness of weather phenomena, to understand how to read the weather map and the sky, and to understand and anticipate weather developments for more pleasurable boating. Subjects studied include: characteristics and structure of the atmosphere, what weather is and its basic causes, normal development and movement of weather over the earth, factors considered in weather forecasting, instrumental and visual observations the skipper can make while afloat, cloud sequences and the weather they predict, air masses, fronts, storms, and fog; and the use of radio and television weather broadcasts. Throughout the course the student is encouraged to make observations and predications in order to gain experience in applying the principles taught and develop greater insight into weather phenomena. No Prerequisites

### Sail\*

This course provides a through study of the terminology of sailing; types of hulls, rigs, and sail-plans; running and standing rigging and their adjustment and tuning; and sailboat marlinespike. The dynamics of sailing are covered including: hull and water forces caused by wind and waves; forces versus balance; techniques of sailing; points of sail; sail handling; sailing under various wind conditions from light air to storm survival; boat operation and emergency techniques unique to sailboats. No Prerequisites

### Engine Maintenance

This course covers the general construction, operating principles, maintenance and repair of marine gasoline and diesel engines, cooling, electrical, fuel, and lubricating systems and associated propulsion components - clutches, shafts and propellers. Trouble diagnosis and temporary remedies are emphasized along with safety measures. No Prerequisites



# Life on the Water

## FALL CLASSES (cont'd)

### Marine Electronics

Essential knowledge about your boat's electrical and electronic systems is studied in this course. Proper wiring, grounding, electrolysis control, batteries and their maintenance are included. Depth finders, marine radio telephones, radar, loran, GPS, and advanced systems for electronic navigation are also studied. Information is provided on FCC requirements for station licensing and operator permits for radio telephone. No Prerequisites

### Cruise Planning

Whether cruising on rivers, lakes, the coasts, or across the oceans, very valuable information is provided by those who have been there. The topics discussed are: planning the voyage, financing the voyage, equipping the boat, crew selection, provisioning, voyage management, navigation planning, weather, communications, entering and clearing foreign and domestic ports, anchors and anchoring, emergencies afloat, medical emergencies and security. No Prerequisites

### Instructor Qualification

The objectives of the unique course are the development of practical skills and methods in preparing for both classroom and meeting presentations. The course includes practice assignments in preparation and delivery of presentations in the classroom, including the use of visual and other aids. All types of aids that can enhance a presentation are studied and the student is afforded the opportunity to become familiar with their best use. No Prerequisites

To register, point your browser to: [http://ww2.usps-atlanta.org:8080/Education/Boating\\_Education\\_Plan.html](http://ww2.usps-atlanta.org:8080/Education/Boating_Education_Plan.html)

Select the course you wish to attend, click the registration button and fill in the information.

Classes held at the Heiskell School. 3620 Northside Dr, in Buckhead.



## LAKE LANIER

Interesting data about Lanier:

**2001 wasn't the lowest year on record:** In 2001, the lowest lake level was 1055.61 on Jan 17th, but in Dec 1981 the lake was at 1052.66, and in Oct 1986, it hit 1054.85. Of course these were in years when the lake level was intentionally lowered during the winter months.

- Lowest June – 1988 at 1061.4
- Lowest July – 1986 at 1058.12
- Lowest Aug – 1986 at 1056.05
- Lowest Sep – 1986 at 1055.25

The month with the lowest average level? Dec 1981 at 1052.88. The year with the lowest average level? 1988 at 1060.28

Was there really a drought? Of the years with the lowest water levels, 1999, 2000, 2001, and 2002 are four of the worst eight.

**2003 isn't the highest year on record:**

The peak so far this year was 1073.79 on May 7<sup>th</sup>. The lake has been higher many times over the last 44 years, including 1963, '64, '76, '77, '79, '80, and '96, but the peak was in April 1964, when the lake was 1077.15, over three feet higher than this year's peak. In March and April of '76, '77, '79, and '80, there were long periods when the lake was above this year's peak.

- Highest May – 1964 at 1075.46
- Highest June – 1994 at 1074.77
- Highest July – 1963 at 1073.65
- Highest Aug – 1994 at 1073.58

The month with the highest average level? April 1964 The year with the highest average level? 1964

The year with the highest average level (Jan-Jun)? 1980 (2003 is close behind.)

So what does the future hold? During the spring and early summer of 1980, the lake was at its highest average level—by December 1981, it was at it's lowest!

Boat size ->	< 15'	15'-25'	26'-30'	31'-35'	36'-40'	41'-50'	51'-60'
Rode length (ft)	100	150	180	200	250	300	300
Rode size (in)	1/4	3/8	3/8	3/8	7/16	1/2	1/2
Chain length (ft)	7	8-12	13-15	15-17	18-20	21-25	25-30
Chain size (in)	3/16	3/16	1/4	1/4	5/16	3/8	3/8
Danforth std model	4-S	8-S	13-S	22-S	22-S	40-S	65-S
Fortress model no.	FX-7	FX-7	FX-11	FX-11	FX-16	FX-23	FX-37
Plow lbs	20	20	20	25	35	45	60
Bruce lbs	11	11	16.5	22	33	44	66
Delta lbs	14	14	22	22	35	35	55

Source: Chapman's Piloting, 63rd edition, pg. 261

### ANCHOR DATA

Suggested sizes for working anchors:





# AFTerthoughts

## CLOSE ENCOUNTER WITH MARS

Never again in your lifetime will the Red Planet be so spectacular! This month and next, Earth is catching up with Mars, an encounter that will culminate in the closest approach between the two planets in recorded history. The next time Mars may come this close is in 2287.

Due to the way Jupiter's gravity tugs on Mars and perturbs its orbit, astronomers can only be certain that Mars has not come this close to Earth in the last 5,000 years but it may have been as long as 60,000 years.

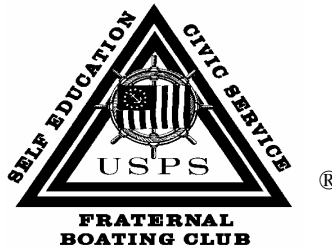
The encounter will culminate on 27 August 2003 at 0030 (highest point) when Mars comes to within 34,649,589 miles and will be (next to the moon) the brightest object in the night sky. It will attain a magnitude of -2.9 and will appear 25.11 arc seconds wide. At a modest 75-power magnification Mars will look as large as the full moon to the naked eye.

Mars will be easy to spot. At the beginning of August, Mars will rise in the east at 10 p.m. and reach its azimuth at about 3 a.m. But by the end of August when the two planets are closest, Mars will rise at nightfall and reach its highest point in the sky at 0030.

That's pretty convenient when it comes to seeing something that no human has seen in recorded history.



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STAMP

