

Official newsletter of the
Atlanta Sail and Power Squadron

www.usps-atlanta.org



WATERLOG



Atlanta Squadron Begins Second Half Century



In this issue:

- Celebrating the holidays in style
- USPS turns 90
- Spring Cruising on the ICW
- Atoms or bits?
- What "Mean" Means

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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



Cdr. Ed Troncalli, SN

Congratulations for electing an excellent slate of officers to be sworn in at our upcoming Squadron Change of Watch! I know they will enjoy the awesome support that you gave the 50th Bridge.

Since the last Waterlog, it has been my pleasure to present the "Helm Award" to Lt. Roger Bernot, our Boat Show Chairman. Most citizens are first made aware of our Squadron at a Boat Show.

Safety is a high priority in our Squadron. Lt. Elliot Hammer, our General Safety Chairman, was awarded the Helm Award for making a positive safety impact in the greater Atlanta area for the past eight years.

Thanks Roger and Elliot for your dedication!

It is the responsibility of the Flag Lieutenant to take care of the Squadron Commander. Not only did Flag/Lt Tim Tyson take care of me; he also took care of our Squadron's financial condition with his Silent Auction at our Holiday Party last December. If it were not for Tim and the support he received from the members that were budget minded all year, Patti Watson's excellent social planning, and the merchants and members that contributed to the Silent Auction, there would have been a deficit on my Watch. Tim not only was awarded the Helm Award but was also awarded the Ends Meet Award. Thanks Tim!

Our Squadron delegates Lt/C Hans Meier, II and Lt/C Jeff Wise and I attended the USPS National Meeting in Orlando, Florida the third weekend of January. Also attending was D/C Gary Meinken, P/C Don Williams, P/D/C Bob Ginsberg, D/Lt/C Philip MacArthur and our Associate Member from Chattanooga, P/D/C Norm Oien. Norm received his well-earned Life Membership Award. The Atlanta Sail & Power Squadron received the **Distinction in USPS Journalism Award** and the **Website Award for Excellence**. Congratulations are in order for our committees earning these awards for our Squadron which were led by Editors David & Lisa Herndon and Web Master Jeff Wise.

America's Boating Club®, known to us as The United States Power Squadrons®, is in excellent shape with dedicated leadership. We do save lives. You are going to enjoy all the new programs and educational updates to be announced by the incoming Bridge.

This is my last Waterlog Commander's Message. I have really enjoyed your friendship, cooperation and support this past year in the Atlanta Sail & Power Squadron. We did live up to the USPS Mission Statement: "*To promote recreational boating safety through education and civic activities while providing fellowship for our members*". Thank you!

May the New Year be a Happy Year for you, your family and friends!

Enthusiastically!

Ed Troncalli



Squadron Happenings

CELEBRATING THE HOLIDAYS

Sixty-nine members of the Atlanta Squadron and their guests celebrated the holidays with cocktails, dinner, a silent auction, dancing and great fellowship at the Roswell Founders Club on December 20. "Everyone had a wonderful time. I think it was a great success," said Lt. Patti Watson, S, who planned and coordinated the event.

Lt. Tim Tyson, S, handled the silent auction. Under his leadership, several members obtained contributions of merchandise or services from area merchants. At the end of the evening, Tim reported proceeds from the auction of just under \$1000.



Lt/C Jeff Wise, N, recognizes Lts Patti Watson and Tim Tyson

Following an excellent dinner, the party got underway in earnest as the DJ cranked up the music and people took to the dance floor.



Cdr Ed Troncalli conducted a brief business meeting, which was begun with the Pledge of Allegiance followed by Lisa Herndon singing our national anthem. Ed presented a Commander's Helm Award to Lt. Roger Ber- not, AP, in recognition of his work on the Boat Shows in 2003.



HAPPY BIRTHDAY, USPS!!



Left to right: Col. Ron Bailey, Governor Sonny Perdue and Cdr Ed Troncalli, SN at The Proclamation of the Governors signing ceremony on 25 Sept 2003. Col Bailey commands the GA Dept. of Natural Resources and is the senior law enforcement officer for boating safety in Georgia.

The United States Power Squadrons celebrate their 90th anniversary in 2004. In celebration of this major milestone, and to commemorate the significant contributions to the boating public and our nation, USPS has launched *The Proclamation of the Governors* project. The proclamation recognizes our organization for its long and distinguished record of promoting boating safety and education.



The proclamation will bear the signatures of the governors of all fifty states plus Puerto Rico and the U.S. Virgin Islands. To assist in obtaining these signatures Admiral Thomas H. Collins, Commandant of the U.S. Coast Guard, wrote to each of the governors asking their assistance by participating in a signing ceremony with his state boating law administrator and our local USPS district representative.

A facsimile of the proclamation will be presented to each governor. The governors' signatures will be affixed to a set of master proclamations which were presented at our Annual meeting in January to be used during the year to promote our anniversary. One completed document will be passed among our 33 districts for all member to see.

50th CHANGE OF WATCH

The Atlanta Squadron's fiftieth Change of Watch will be Sunday, 22 Feb, at the Dunwoody Country Club. The Social Hour begins at 1130, with dinner at 1230. D/C Gary Meiken, JN, will install the new bridge. The cost is \$28 per person. Please RSVP to Lt/C Margaret Sherrod, JN, 404-351-2976 no later than 15 Feb.

Squadron Happenings

SQUADRON PLANS FIVE-DAY ICW CRUISE

Lts Doug and Patti Watson have announced tentative plans for an exciting five-day cruise on the Intracoastal Waterway. The proposed schedule is as follows:

- Sat 1 May: travel to Savannah, put in boats, prepare for the cruise.
- Sun 2 May: cruise to Jekyll Island, approximately 90 statute miles
- Mon 3 May: cruise to Fernandina Beach, approximately 30 statute miles
- Tue 4 May: explore Fernandina Beach, visit Cumberland or St Mary's Islands
- Wed 5 May: cruise to St Simon's Island



The Jekyll Island Marina

Thu 6 May: return to Savannah

“We expect this to be a major highlight of the boating season this year,” said Doug. “The ICW is a totally different boating experience for those used to lakes and rivers. We know we don’t have to convince those who regularly cruise there. It’s a great opportunity for first-timers to experience the ICW in the company of more seasoned veterans. And it should be a great time of the year to be on the coast. We’re looking forward to participation by a large contingent of our members and their guests and friends.”

Please contact Doug and Patty at 770-458-1647, or amsfab@aol.com by 7 Feb to indicate if you are interested in this event. This is not a commitment, but tentative reservations need to be made early for dock space, etc.

Other on-the-water events planned for 2004 are a Low Country Boil in April, a gourmet raft-up in May, a Beach Party in June, a Caribbean party featuring the Annual Cardboard Boat Race in July, and a Tennessee River cruise in July.

Waterlog RECOGNIZED FOR “DISTINCTION in JOURNALISM”

At the national USPS meeting in January, Cdr Ed Troncagli received the Distinction in Journalism Award - 2003, recognizing this newsletter, *The Waterlog*, as one of the outstanding squadron publications in the nation. *The Waterlog* also won the DiJ Award in 2002.



THE FINANCES OF COMMUNICATION



Approximately 185 people reading this publication received it via first class US Mail. An additional 40 or so members receive *The Waterlog* only in its electronic form, making our total distribution approximately 225 copies.

More than 100 people who receive paper copies also receive notification of the electronic version.

The cost of printing and mailing *The Waterlog* in paper form is about \$1.80 per copy. The cost of distributing an electronic copy is essentially zero. If the 100 people who now receive both paper and electronic distribution were to choose electronic only, our newsletter costs would be reduced about \$1,800 this year. That’s a substantial opportunity for savings.

The content of the electronic version is identical to the printed version. The format, however, is a little different. The electronic version is presented in a single column format rather than the two-column layout used for print. The single column is more conducive to reading when scrolling down a computer screen.

How does electronic distribution work? When a new *Waterlog* is distributed, you will receive an e-mail notification. The e-mail will contain a link to the USPS-Atlanta web site where the *Waterlog* is stored. Just click the link, select the issue you want to view, and you’re there. (Continued on page 5)



From the Bridge

Education Officer



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

Course Update: For most of you, the Fall Semester ended just before the Christmas holiday's got into full swing. For others of us, the finale will come sometime in the near future as we progress forward in some of the higher order Advanced Classes. Regardless, the Fall Semester was a big success with 49 students working to improve their boating knowledge and expertise. Those having fully completed their respective programs include:

Seamanship (S)

James & Mavis Benton, James Cleveland, Richard & Sarah Graham, Eric & Mary Harris, James & Carol Jordan, Glenn & Sheryl Laboda, H. Michael Lofton, John & Cynthia Means, William Nation, James O'Neil, Earl Smith, John Speiser, Roy & Mary Stegall, Ron & Lisa Marcotte, Paul Buechele, Jeff Clark, Jim Jordan, and Rick Fried.

Sail (Sa)

Margaret Sherrod, Jeff Wise, Robert Leathers, Tim Tyson, Ned Nielson

Also, a great deal of thanks goes out to our outstanding instructors who did a super job preparing and teaching these classes: Don Williams –S; David Sewell –AP; Mickey Hayes –JN; and Margaret Sherrod –SA.

Winter Classes began on 12 January with 42 students in attendance. Classes include Marine Electronics (Ed Troncalli), Piloting (Ryan Troncalli), and Cruise Planning (Bob Ginsberg).

Boat Smart: The next Boat Smart is scheduled for the Saturday's of 7 February and 14 February, from 10:00AM to 3:30PM. The classes will be held at the New Horizon Computer Learning Center in Tucker, GA. Sign-up is on going and will be until the first class starts. Tell your friends!!

Anyone interested in helping out with student registration, test grading, membership sign-up, or general assistance, should contact ASEO Lt. Roy Stegall, S for available assignments.

Anyone Have An Old Computer? The Education Department is looking for a few good computers. There is much we want to do to improve the way our classes and programs are handled. Of particular note would be the increased use of computer graphics, video clips, and PowerPoint software. If you have an old fully functional laptop computer that is Windows based and capable of meeting our needs that you would be interested in donating to the cause, please call me immediately: Lt/C Kevin Schoonover, SEO, 404-372-1328.

SQUADRON ELECTS NEW BRIDGE

At the General Membership meeting on 24 January, the Atlanta Squadron elected a new bridge for 2004. The incoming officers are: Commander-Hans Meier; Executive Officer-Jeff Wise; Administrative Officer-Margaret Sherrod; Secretary-Frank Taylor; Education Officer-Kevin Schoonover; Treasurer-Sheryl LaBoda

*Commander-elect Hans A.
Meier II, JN*



Treasurer



Lt/C Margaret Sherrod, JN

The squadron ended 2003 with a small surplus in operating funds. Any member who did not receive a full year report at the annual meeting may request one from the treasurer, Margaret Sherrod, by sending an email to treasurer@usps-atlanta.org, or by calling 404-351-2976. Please include your name and current mailing address in your request

THE FINANCES OF COMMUNICATION

Continued from page 4

All you need is a computer, an Internet connection, an e-mail account and *Acrobat®* reader software. If you don't have *Acrobat®*, you can easily download and install it from our web site. Once you have accessed the electronic version, you can read it from your screen, or you can print it on your printer.

In addition to being significantly less expensive to produce, the electronic version is available sooner. And those black-and-white pictures you see in the printed version are displayed in "living color" on the electronic version.

Give it a try. If you decide to go all-electronic, just send an e-mail to waterlog@usps-atlanta.org and let us know. The printed version will continue to be available for those who need or prefer that format.

The Bulletin Board

Check out the latest
District 17 Newsletter at
<http://www.usps-d17.org>

*Ladies Auxiliary Luncheon
Monday, 1 Mar 2004*

*Grayson House Restaurant
Everyone welcome.*

Directions:
*I-285 to east to Hwy 78 exit
Follow Hwy 78 East to Hwy 84
Left on Hwy 84
Follow Hwy 84 approx 3 miles to light at Rose-
bud Rd. Grayson House is on right just past
light.*

Questions? Call Cathy Gruber 770-922-4974

Thank You!!!

Special thanks to Brandon Smith at West Marine. Brandon manages the store on Friendship Rd, and has been a long time supporter of squadron activities. Most recently, he contributed several items to our Holiday Party Silent Auction. Let's show Brandon our appreciation by patronizing his store when we need parts and supplies.



- Things to Do**
- ☐ Call Patti Watson, 770-458-1647, before 7 Feb to let her know I'm interested in the ICW trip.
 - ☐ Call Margaret Sherrod, 404-351-2976, before 15 Feb to RSVP for 50th COW

USPS EVENTS: FEBRUARY 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 ICW trip deadline; BoatSmart
8	9	10	11	12 Ex Comm Mtg	13	14 BoatSmart
15 Dead- line for COW RSVP	16	17	18	19	20 Wa- terlog input due	21
22 Change of Watch	23	24	25	26	27	28
29 Leap Year Day						

USPS EVENTS: MARCH 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Ladies Aux. Lunch	2	3	4	5	6
7	8	9	10	11 Ex Comm Mtg	12 D17 Spring Conf	13 D17 Spring Conf
14 D17 Spring Conf	15	16	17	18 Gen'l Members Mtg	19 Water log input due	20
21	22	23	24	25	26	27
28	29	30	31			

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

WHEN IT ALL GOES WRONG

The U.S. Coast Guard, Atlantic Area issued the following press release on 25 January 2004:

One Man Rescued After Boat Sinks: Coast Guard Still Searching For Another

PORTSMOUTH, Va., -- The Coast Guard pulled one man from the water to safety and is searching for another this morning after their vessel sank overnight 23 miles off Fort Macon, N.C.

Zach Shaffer, 33, of Charleston, S.C., is still missing after the 56-foot sport fisher Physical Therapy began taking on water and capsized as he and Joe Harris, also of Charleston, donned their lifejackets and abandoned ship.

Coast Guard Rescue Coordination Center Miami first received notification of the distressed vessel at about 4 this morning when the Physical Therapy's Electronic Positioning Indicator Radio Beacon (EPIRB) was activated, sending the vessel's name and position.

Following the EPIRB broadcast, a C-130 airplane from Coast Guard Air Station Elizabeth City, and a 47-foot rescue boat from Coast Guard Station Fort Macon immediately launched to assist. Around 7a.m., the C-130 noticed a strobe light and directed the rescue boat to their position. Crewmembers from the rescue boat pulled Harris to safety and continued searching for Shaffer, who had reportedly removed his lifejacket and begun swimming towards the airplane when he had seen it.

Coast Guard Cutter Staten Island, a 110-foot patrol boat out of Fort Macon, and a Coast Guard helicopter from Elizabeth City, are also heading out to assist in the search.

Shaffer and Harris were delivering the Physical Therapy to Moorhead City, N.C., from Charleston.

This tragedy happened despite a number of precautions that were taken prior to departure to ensure all safety equipment was available and updated. New life vests were put aboard, the EPIRB was updated and the life raft was serviced. For reasons still unknown, during the night of 24 Jan the *Physical Therapy*, a 53-ft Hatteras sportfisher, began taking on water and going down by the stern. In a frantic attempt to escape the sinking vessel, the occupants tried to launch the life raft. However, the raft would not deploy and Joe Harris broke his foot in the effort to launch the raft.

The owners of the boat live in Greenville, SC and were not aboard. They are mutual friends of a friend of the author. The mutual friend is a member of the Lake Murray Squadron. The boat was being delivered from Charleston to Morehead City for some follow-up paint and repair work after a major refitting last year, including installation of new engines.

Both Harris and the captain, Zach Schaffer, were very experienced boaters and quite familiar both with the boat and with the waters where they were sailing.

Where boating safety is concerned, there is no such thing as too much caution and preparation, nor too much respect for the sea.

WHAT "MEAN" MEANS

As every fledgling Advanced Pilot knows, charted depth contours are either Mean Low Water (MLW) or Mean Low Low Water (MLLW). To determine approximate depth of water, one consults the tide tables and calculates an adjustment to charted depth based on the time since the last slack water. So much for the theory! The mean can be pretty mean sometimes.

Last September, we were returning to Edisto after a day cruise down the ICW from Edisto to Beaufort, SC. Because we were coming in near dead low tide, we were watching our charts and depth finder closely. As you can see, the charted depth here is ten feet. Also, the excerpt from the tide table printed below clearly says that the adjustment to charted depth for low tide on 27 Sep is -0.38 feet. Based on this, one would reasonably expect to find at least nine feet of water under the boat.

Well, it didn't work out quite that way. We ran aground just east of the G "3" marker in what turned out to be about 18" of water right where the chart, after adjustment, says there should be 9-12 ft. Luckily, we were moving only a little faster than idle speed when the ship hit the sand, so no damage was done (except for the captain's pride).

We set the main anchor, asked a passing skiff to carry out our auxiliary anchor to the east, and settled in to wait for the rising tide to float us off. That's when we discovered we had not put aboard sufficient refreshments to sustain the crew during the wait. After about 90 minutes, the tide had risen sufficiently for us to kedge off using the auxiliary anchor and continue the last three or four miles home, late but none the worse for wear.

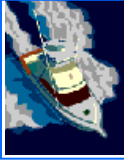
Proceed carefully in tidal waters especially within two hours of low tide. Silting and constant tidal action move the sandbars around, and chart data are not always correct.



Tide Table

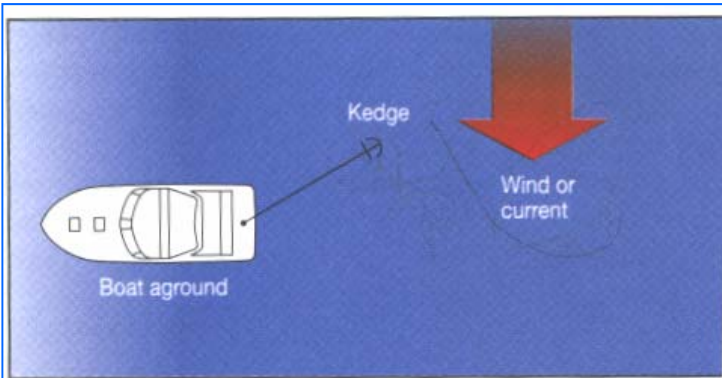
2003-09-27 15:49 EDT -0.38 feet Low Tide

Source: <http://tbone.biol.sc.edu/tide/tideshow.cgi>



Life on the Water

WHEN YOU GO AGROUND: USING A KEDGE



The first thing to do after going aground is to check hull integrity; next, to get out a kedge anchor to keep from being driven farther aground. It also may provide a means of pulling free as waves or the wake from another craft lifts your boat.

The one right thing to do immediately after grounding is to take out an anchor and set it firmly; this is called a “kedge,” and the act of using it is “keding.” Unless your boat has really been driven on, the everyday working anchor will usually be heavy enough. Put the anchor and line in the dinghy, make the bitter end fast to the boat’s stern cleats, and go out as far as possible; let the line run from the stern as it uncoils. Taking the line out this way makes it much easier to row the dingy or control it if an outboard motor is being used. With sailboats, it is often helpful to put out a “kedge” anchor with the line running to or near the top of the mast to heel the boat over, reducing draft.

If you have no dingy, you may be able to swim out with an anchor, providing sea and weather conditions do not make it hazardous to go overboard. Use one or two life jackets or buoyant cushions to support the anchor out to where you intend to set it. Be sure to wear a PFD; it is essential to save your energy for the work. And have a light line attached to your boat so that you can be pulled back to the boat if you become exhausted.

When setting out the kedge, consider the sideways turning effects of a reversing single screw and, unless the boat has twin screws, set the kedge at a compensating angle from the stern. This will give two desirable effects: when pulling the kedge line while in reverse, the boat will tend to back in a straight line. When used alternately, first pulling on the line and then giving a short surge in re-

verse, the resulting wiggling action of stern and keel can help in starting the boat moving.

Source, *Chapman’s Piloting*, 63rd edition, pgs 248-249.

SPEAKING OF RUNNING AGROUND....

Driving home from a fishing trip in northern Michigan with his boat in tow, a man had engine trouble a few miles inland from Lake Huron. He didn’t have a CB radio in his car, so he decided to use his marine radio to get help. Climbing into his boat, he broadcast his call letters and asked for assistance.

A Coast Guard officer responded, “Please give me your location.” The man answered, “I’m on Interstate-75, two miles south of Standish.”

The officer paused, “Could you repeat that?” Again the man answered, “I-75, two miles south of Standish.”

There was a longer pause.. .then an incredulous voice asked, “How fast were you going when you hit shore?”

FUEL FACTS

The quantity you need to carry depends on the design of your boat and the intended use. In a sailing vessel, for instance, a 50 gallon tank of diesel feeding a 25 hp auxiliary engine cruising at 80% of top speed could propel a 33 foot sailboat 300 miles at 7 knots in calm weather. That same amount of fuel would take a twin engine 40 foot sportfisher only about 33 miles at 40 knots. This boat would need 450 gallons to cover 300 miles at that speed.

Planing hulls need much more power than displacement hulls and use more fuel per mile. However their ability to carry fuel is limited because their ability to achieve a plane is affected by weight. Many naval architects build in as little tank capacity as possible taking into consideration the design of the boat, reasonable usage and the distance between refueling stops in and around its normal area of operation.

Gasoline weighs about 6.1 pounds per gallon. Diesel weighs about 7.1 pounds per gallon. Both gasoline and diesel engines use about 0.6 pounds of fuel per horsepower per hour. On the average, diesel fuel contains about 140,000 BTUs per gallon or 10 percent more energy than the same volume of gasoline.

Your engine uses fuel in several ways:

- 35% is given up to the atmosphere in heat
- 25% is given up in heat and vibration to the surrounding water
- 10% is given up to overcome wave resistance.
- 6% to overcome wave formation and prop wash against the hull
- 7 % to overcome skin friction.
- 2% is wasted in friction at the propeller shaft.
- 1% to overcome air resistance.

This leaves about 13-14% of the original energy to propel the boat. Diesel engines consume about 1 gallon per hour for every 18 hp used. You can estimate the number of gallons consumed per hour by multiplying horsepower used by 0.055.

Gasoline four stroke inboard engines need about 1 gallon per hour for every 10 hp used. The number of gallons consumed per hour can be estimated by multiplying horsepower used by 0.100. Two-stroke outboards use considerably more fuel than four-stroke engines.

Source, *Files and Profiles*, Feb, 2004



AFTerthoughts

THE RED SPINNAKER

Our daughters gave us an original oil painting for Christmas. The painting is of a sloop, maybe 28 feet LOA, under sail in open water. The view is from the port stern quarter. The weather is clear, there is an obvious fresh breeze, and the seas are choppy. The boat is heeled slightly to port.

Four people are on board; one is forward apparently working with the halyards, one has the rudder, and two are lounging on the starboard gunwale.

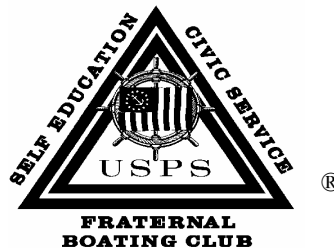
The painting captures the essence of freedom and relaxation on the water, while subtly reflecting the many things that have to go right for sailors to have that experience: a sturdy boat, a good and knowledgeable crew, the appropriate equipment, and the cooperation of Mother Nature.

As far as it goes, this makes a good painting. But there's more. The sloop is flying its spinnaker, a bright red vertical slash just off center through the painting. In the general background of blues and grays and whites, the dramatic crimson slash forces your attention to the boat, its sailors and their circumstances.

??? PUZZLER ???

You have 10 bags, each containing 20 coins, and a very sensitive scale. Nine of the bags contain legitimate coins; one bag contains very good counterfeit coins. The counterfeit coins are identical in every way to the legitimate coins except that each counterfeit coin weighs 0.1 gram less than a legitimate coin. How can you tell which bag contains the counterfeit coins with one, and only one, weighing? (*Answer next month*)

Lisa & David Herndon
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STAMP

