

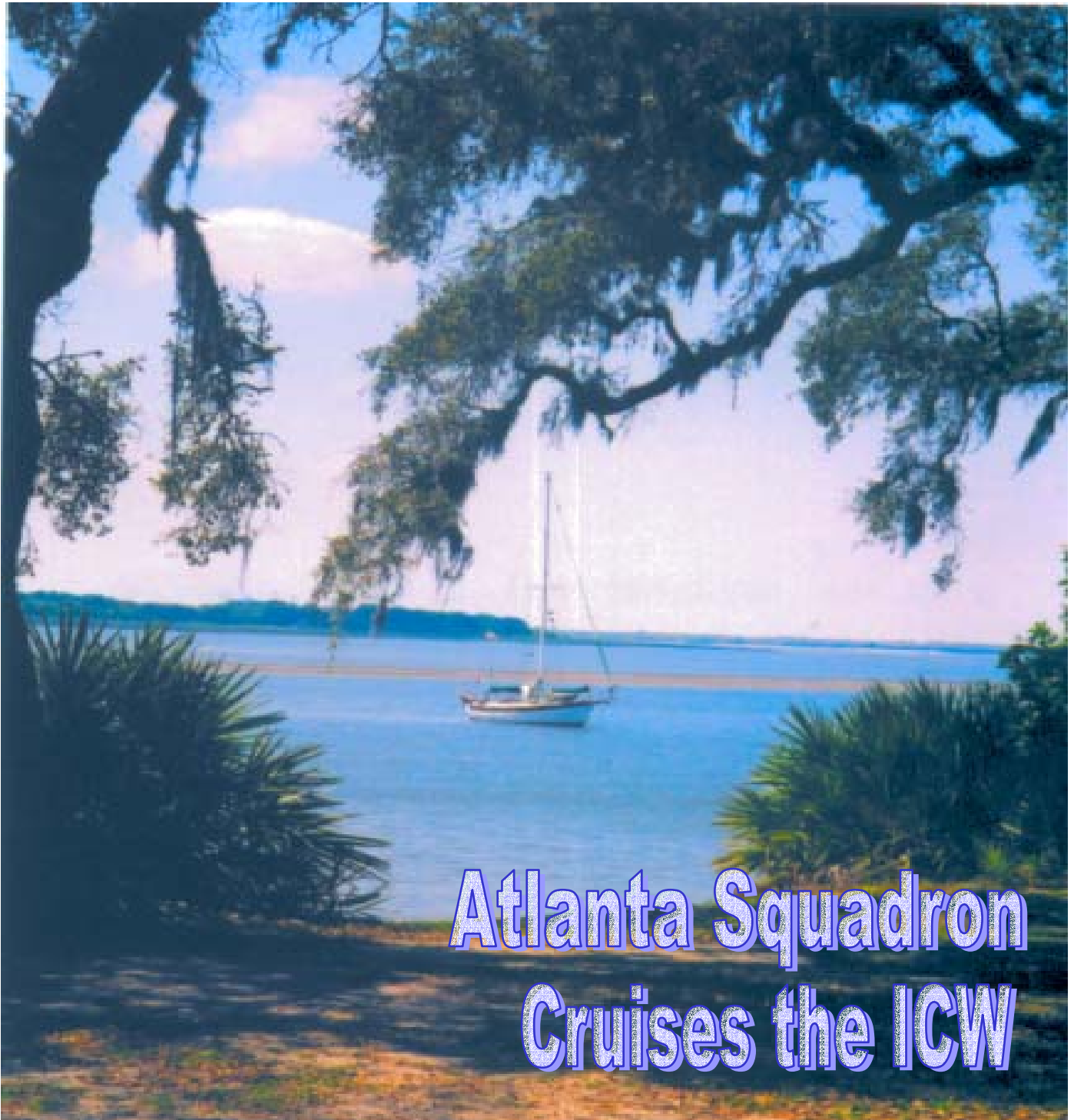
Official newsletter of the
Atlanta Sail and Power Squadron

www.usps-atlanta.org



WATERLOG

United States Power Squadrons
Sail and Power Boating - America's Boating Club®



**Atlanta Squadron
Cruises the ICW**

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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.

Please send comments and suggestions to:-

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Cover photo by Lt/C Margaret Sherrod: a sailboat anchored off Cumberland Island

Commander's Message



Cdr Hans Meier, JN

On Thursday April 8th, 2004 Faith Todd P 81 years old and a long time member "Crossed the Bar" It is one of the hardest duties commanders have during their watch. Thanks to P/D/C Robert Leathers for guiding me during this event. I hope that sometime soon we will be able to get P/Lt/C Jake Todd out to some of our events.

Thanks also to Lt Eric HARRS for his timely DR's and the work he is doing on our new web site, which we should all be able to see in about six weeks. It will be a real treat.

Lt/C Frank Taylor has reported that he has distributed all the directories are distributed. Every squadron member should have all the information for the year.

Thanks to Lt. Mac Barrier for doing a great job on the new member orientation. Thanks as well to Lt/C Margaret Sherrod and her team for putting on a great Low Country Boil. Also thanks to all the instructors that taught classes during the past year. Without your dedication and time we would not learn the fine points of boating.

Congratulation to all members who took classes and I hope the information learned will be helpful to you.

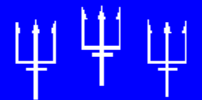
I am also looking forward to Lt. Elliot Hammer's Safety Day on 22 May in nine locations in metro Atlanta. If you can help him, please give him a call or stop by one of the locations that day.

Thanks to Lts. Doug and Patti Watson for planning a great ICW experience. As you can see from the pictures in this months *Waterlog*, the group had a great time. I am really looking forward to the General meeting this month when the group will be giving a presentation on this trip.

I hope everyone has a great summer. I look forward to seeing you at a number of events. If I can help you in any way just e-mail or call me.

Please remember that one of our membership initiatives this year is the "Power of One."

You are encouraged to bring guests to any and all squadron events – and be sure to wear your name badge.



Editor's note: This issue of the Waterlog includes a number of differences from regular monthly editions.

First, its publication was delayed approximately two weeks in order to include coverage of the ICW cruise. This edition devotes several pages of pictures to that event.

Because of that extensive coverage, the "From the Bridge" section is not included and the "Life on the Water" section is reduced considerably. These sections will return in their regular format next month.

Finally, beginning this month, the printed version of the Waterlog will be all black and white. The electronic version posted on the squadron website will continue in full color. See the article on page 7 for more information on this change.

Squadron Happenings

CRUISING GUIDE AUTHOR ADDRESSES ASPS MEMBERS

The thirty-eight members who attended the General Membership meeting on Thursday, 15 April, were treated to a special evening. The featured speaker, Fred Myers, is the author of several popular cruising guides, including *The Tennessee River CruiseGuide*, *The Cumberland River Cruise-Guide* and *The Tenn-Tom Nitty-Gritty CruiseGuide*. He and his wife, Joan, were special guests of the squadron.

Focusing his remarks mostly on the Tennessee River, Fred made a number of interesting and important points for prospective river cruisers:

- Chattanooga has invested \$200M to connect the river with the city.
- Chickamauga may be in jeopardy because of under funding of the Corps of Engineers. He urges members to contact their congressional representatives on this issue.
- The Nickajack Marina is under new ownership, with a lot of improvements expected.



Fred Myers shares his insights on cruising the southeastern rivers.



Lt Randy and Barbara Tahsler, left, and P/Lt/C Richard Morrison, right, welcome Joan Myers to the April Membership meeting.

- Goose Pond Marina at Guntersville is an excellent stopping-off point with great golf and accommodations.
- The Cumberland River is largely “an undiscovered solitude of beauty.”

Fred also offered some highlights and insights on the Great Loop. The entire circuit is between 5500 and 6200 miles. On the Tenn-Tom Waterway, there is a stretch of 135 miles between marinas, the longest on the Loop.

“If you’re thinking about doing the Great Loop, don’t try to do it in one six-month trip,” Fred advised. “It’s a far better experience to do it in two six-month segments.”



Lt Glen LaBoda, l, waits while Fred Myers autographs a book for Rick Stroud, c.

ASPS ORIENTS NEW MEMBERS AND HONORS INSTRUCTORS

On Saturday, 24 April, new members Jim and Carol Jordan and Jim O’Neil attended New Member Orientation at the Holiday Marina Pavilion. Following the orientation, approximately 30 members congregated for the annual Instructor Appreciation Low Country Boil.

Cdr Hans Meier took charge of the kettles, and turned out a wonderful feast that was enjoyed by all. It was a fitting warm-up for the ICW cruise.



Standing l to r: New Member Chairman Lt Mac Barrier, Jim and Carol Jordan, Jim O’Neil, Judith Rice. Foreground: Cdr Hans Meier



ASPS Instructors: Back row l to r—Lt Ryan Troncalli with daughter, P/C Ed Troncalli with grand-daughter, Lt Nan Putnam, Lt Roy Stegall, James Dennison, Lt Ike Grove, and Lt G. Michael Smith. Front row, l to r— Lt/C Kevin Schoonover, Lt/C Margaret Sherrod, P/C Don Williams, and P/LT/C Bill Gruber.

Squadron Happenings

ATLANTA FLEET CRUISES THE ICW



A Bon Voyage Low Country Boil

“What an incredible week!” Cruise planner Lt Doug Watson, S, sentiments were echoed by all twenty-eight squadron members and guests who spent the first week of May on the ICW.

The flotilla gathered in Savannah on Saturday, 1 May. They enjoyed a “Bon Voyage” low country boil graciously hosted by friends of the squadron, Bill and Cathy Dougherty, at their beautiful home overlooking the Wilmington River. As added entertainment, a few friendly bets were placed on the Kentucky Derby, which was running during the dinner.

On Sunday, 2 May, the fleet of five boats—Glen and Sheryl LaBoda’s *Melee*, Ed and Genie Troncalli’s *Sea Deck*, Roy and Mary Stegall’s *Gideon*, Paul and Edy Marsal’s *Uptick*, and the Dougherty’s *Pelican Rock*—headed south for Jekyll Island. The run of approximately 100 miles involved dodging a few showers and thunderstorms along the way, but the weather didn’t seem to dampen spirits at all. They arrived at Jekyll Harbor Marina mid-afternoon on Monday, and spent the night at hotels on the island.



Our hosts, Bill and Cathy Dougherty

Monday, 3 May, saw continuing showers in the morning, followed by clearing skies and beautiful weather for the remainder of the week. The group planned a late departure for the 30-mile run to Fernandina Beach. They arrived at the quaint little town on Amelia Island at about dinner time, checked into the hotel adjacent to the marina, and enjoyed a pleasant dinner and evening. They were joined there by the *Hooked*, Roger and Margaret Bernot’s Hatteras.

Tuesday, 4 May, was spent relaxing, and exploring Fernandina Beach and Cumberland Island. The *Quintessence*, captained by David and Lisa Herndon, joined the fleet late on Tuesday, having been delayed by weather and other problems.

The return trip began about 1300 on Wednesday, 5 May. The first leg was the short trek north to Jekyll Island. Along the way, four of the smaller boats detoured along the Brickhill River. On their detour, they spotted an eagle and an alligator. They rejoined *Uptick* and *Quintessence* just south of St. Andrews Sound.

Wednesday evening, an “End of the Line” celebration took place at the Holiday Inn on Jekyll Island. The crew of each boat presented a poem—most to the tune of the Gilligan’s Island theme—that recounted their experiences during the week. Awards were presented for various misadventures along the way.

The final leg, the cruise from Jekyll Island to Savannah, got underway about 0900 on Thursday. The picturesque, but uneventful, trip took about 6-1/2 hours. The group enjoyed a wonderful seafood dinner at the Crab Shack on Tybee Island.



*Typical scenery along the cruise:
A view of the Low Country from Cumberland Island,*



Carol Jordan, Margaret Sherrod, Barbara Tyson, Genie Troncalli, Tim Tyson, Kevin Schoonover and Ed Troncalli, aka the Magnificent 7, sing of their adventures.

Squadron Happenings



The Sea Deck: Margaret Sherrod, Barbara Tyson, Genie Troncalli, Kevin Sherrod, Carol Jordan, Tim Tyson, and Capt. Ed Troncalli



The Hooked: Roger and Margie Bernot



The Quintessence: David and Lisa Herndon



Bill and Cathy Gruber aboard the Quintessence



The Pelican Rock: Patti Watson, Doug Watson, Cathy Dougherty, and Capt. Bill Dougherty

Squadron Happenings



The cruisers during a rest and refueling stop at Kilkenny's Marina. Front row l to r: Lisa Herndon, Cathy Dougherty, Genie Troncalli, Mary Stegall, Roy Stegall. Second row l to r: Edy Marsal, Carol Jordan, Patti Watson. Third row l to r: Paul Marsal, Danny Thompkins, Margie Thompkins, Cheryle LaBoda, Glen LaBoda, Kevin Schoonover. Back row l to r: Bill Dougherty, David Herndon, Ed Troncalli, Tim Tyson, Doug Watson, Margaret Sherrod. Not pictured: Barbara Tyson, Bill and Cathy Gruber, Bob Ginsberg



The Gideon: Barbara Tyson. Mary Stegall, Capt. Roy Stegall



The Uptick: Capt. Paul Marsal, Margie Tompkins, Edy Marsal, Bob Ginsberg, Danny Tompkins

The Melee: Sheryl and Glen LaBoda



Squadron Happenings

2004 PROGRESSIVE BOAT TOUR, COOKOUT AND AWARD CELEBRATION!

By Lt/C Margaret Sherrod

The Barefoot Sailing Club and its cruising group are sponsoring a **Tour of Boats and Cookout** on 22 May. The tour will take place at Aqualand Marina, docks D, E and/or F between 1100 and 1500 hours. An awards ceremony and cookout to follow at the Aqualand Pavilion area at 1530 hours. This event offers a rare chance to view boats of different classes and sizes, both racing and cruising boats. Boat owners and non-boat owners alike are invited.

Please email or call Carole and Rick Fried velero2@charter.net (770-641-8449) to register your boat or tell them you are coming just for the festivities. Please respond **as soon as possible**, so that we will have a good headcount from which to plan.

Boat owners who want to have their boats included in the Tour should send an e-mail to Carole Fried to register and to receive a boat profile form, which you will complete, describing your boat and its unique features. We request that you complete these profiles and have copies available for our Tour participants on the day of the event.

If you don't have a boat, Carole and Rick also want to hear from you! This is a great chance to see some the boats that our BFSC members are sailing today and vote for your favorites for fun and wacky awards! There is a rumor that a number of our boat owners will be attempting to influence the vote with some rather tasty *hors d'oeuvres* or possibly plying you with some top of the line Mimosas! If you are considering buying a boat, this is a wonderful opportunity to see a wide variety of boats that can help you decide what size, type or brand may suit your needs.

ASPS KICKS OFF BOAT SAFETY WEEK ON 22 MAY

Did you know...

- 38% of all water-related fatalities involve boats.
- 71% of these fatalities involve recreational boats

Of this 71%, 53% involve small powerboats; 30% involve canoes

Conclusion: *Small, open boats continue to be the type of craft most involved in fatal boating accidents.*

Did you know...

- Young adult males, 18 to 24 years of age, have the highest preventable water-related death rate, mostly due to alcohol consumption and not wearing a Personal Flotation Device.
- Drowning is one of the leading causes of accidental death among those under 55 years of age.

Only 10% of boating-related drowning victims were wearing an approved flotation device properly.

Conclusion: *Drinking and not wearing a PFD are major safety concerns.*

Did you know...

- Pleasure craft account for more than 50% of the average reported 6,000 Search and Rescue incidents.

Conclusion: *Better boating education and safety practices are required to reduce the number of incidents and reduce both health care and rescue costs*

Under the leadership of Lt. Elliot Hammer, ASPS members will be at seven marine store locations in the North Metro Atlanta area on 22 May to raise awareness of Boat Safety Week. These locations are: West Marine, 2510 Cobb Pkwy; West Marine, Doraville; Outside World, Dawsonville; West Marine, Gainesville; Boaters World, Duluth; Boat US, Doraville; Boaters World, Smyrna; and West Marine, Friendship Rd.

Take the safe boating test posted on the USPS National website at <http://www.usps.org/cgi-bin/nsbt/index.cgi>.

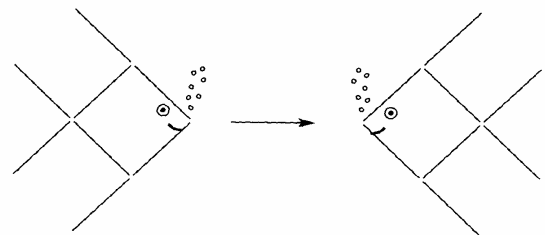
WATERLOG UNDERGOES FORMAT CHANGE

As noted in previous editions, the *Waterlog* is undergoing a format change beginning with this edition. To reduce production costs, the printed version of the *Waterlog* will be produced completely in black and white. Previously, the cover page was printed in color, and the remaining pages in black and white. Eliminating the full color cover page will reduce costs approximately eighty cents per copy, or about 40% overall.

The full color version will continue to be available on the website.

??? May PUZZLER ???

Harry the Happy Halibut is swimming to the right. Move 3 lines (and his eye, smile and bubbles) so that he swims to the left.



??? Apr PUZZLER Answer???

Cruising north off the South Carolina coast headed to Charleston, a boater heard about bad weather. He decided to go inside at the South Edisto River, and follow the ICW to Charleston. Remembering to keep the red markers on his right, he was fine for about 3 miles where he ran aground with a red marker about 100 feet off his starboard beam. What happened?
Answer: *The rule governing lateral channel markers in the ICW is RED, RIGHT, RETURNING TO THE SOUTH; meaning red markers should be kept to starboard when returning from the sea and southbound. When our captain went in at the South Edisto, he correctly kept the red markers to his right. However, he failed to notice when he intercepted the ICW. Because he was northbound to Charleston, from that point onward he should have kept the green markers to starboard.*

The Bulletin Board

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

Hear what happened on the ICW. The participants will present their stories of the cruise at the Membership meeting at the Foghorn Grill on 20 May

Congratulations!
To Sheryl Laboda, our first, and only, graduate of the new ChartSmart course.

TN River Cruise
The Tennessee River Cruise is set for 22-25 July. Cruise Coordinator Paul Marsal has held 10 rooms at the Euclhee Marina for the Atlanta Squadron. Contact Paul at 770-394-5347, or tootiesfun@mindspring.com to reserve your room.

Watch for information on ASPS in upcoming editions of *This Lakeside News*

Party Alert!
Ed and Genie Ironcalli will be hosting the squadron at their home on Sat 10 July. It'll be a great event, so mark your calendars.

USPS EVENTS: MAY 2004

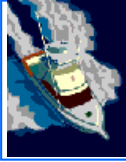
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 ICW Cruise
2 ICW Cruise	3 ICW Cruise	4 ICW Cruise	5 ICW Cruise	6 ICW Cruise	7 ICW Cruise	8
9 Mothers Day	10	11 Auxiliary Luncheon	12	13 Ex-Comm Mtg	14	15 Anchoring clinic & raft-up
16 Waterlog input due	17	18	19	20 Genl Members Mtg	21	22 Boat Walk Safe Boating Week
23 Safe Boating Week	24 Safe Boating Week	25 Safe Boating Week	26 Safe Boating Week	27 Safe Boating Week	28 Safe Boating Week	29

USPS EVENTS: JUNE 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
May 30	May 31 Memorial Day	1	2	3	4	5
6	7	8	9	10 Ex Comm Meeti-	11	12 BoatSmart
13	14	15	16	17 Genl Members	18	19 BoatSmart
20 Fathers Day	21	22	23	24	25	26 Beach party raft-up
27	28	29	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

WHATEVER FLOATS YOUR BOAT

An article with this title by Elaine S. Silver in the 12 April 2004 issue of *Business Week* highlights a trend growing in popularity among families—building your own boat. “...Families coast to coast are discovering that building a boat can be an enjoyable way to learn new skills and create something tangible together,” writes Ms. Silver. The article features the Nimr family of Southport, CT: Kristen, Amer and their sons Rakan, 13; Ramzi, 11; and Rashad, 8, who are nearing completion of their new 17-ft kayak.

Family Boat Building Week is coming up 19-25 July. During this week, you can attend a two- or three-day course at 24 venues across the country and not only learn the basics, but actually assemble your new vessel. Details can be found at familyboatbuilding.com.

WATCH OUT FOR THE OTHER GUY



With improving weather comes increasingly crowded lakes and waterways. And more boats on the water means a greater risk of collision. It is every boater's duty to operate his or her vessel in a safe and responsible manner, and to do everything reasonably possible to avoid collisions with other boats. The U. S. Coast Guard's *Navigation Rules* includes the following verbiage regarding the risks and the actions to avoid collisions.

—INLAND— Steering and Sailing Rules

RULE 7: Risk of Collision

(a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

RULE 8: Action to Avoid Collision

- (a) Any action taken to avoid collision shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.
- (b) Any alteration of course or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course or speed should be avoided.
- (c) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.
- (d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.
- (e) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.
- (f) (i) A vessel which, by any of these rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea room for the safe passage of the other vessel.
- (ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the rules of this part.
- (iii) A vessel, the passage of which is not to be impeded remains fully obliged to comply with the rules of this part when the two vessels are approaching one another so as to involve risk of collision.

(Source: U. S. Coast Guard *Navigation Rules*, Mar 25, 1999, pgs. 16-18)

THINKING OF A BIGGER BOAT? YOU AREN'T ALONE

In the April 16 issue of *Business Week*, an article by Stanley Holmes reports that, “Thanks to a resurgent stock market and the imminent retirement of many prosperous baby boomers, orders for luxury yachts of more than 80 feet are up 6% worldwide since last year. The 507 nautical behemoths now on order or under construction...represents the industry's ‘all-time high-water mark.’”

Typical amenities on these floating palaces include formal dining rooms; theaters featuring plasma screen TVs; pools and Jacuzzis; two or more “smaller” boats (up to 60 ft LOA) on board; and of course, a full staff and crew. One vessel, the 205-ft *Lady Lola*, even has an on-board golf course.

“With the push of a button, a section of the ...sun deck retracts and is replaced with an artificial grass surface replete with automatic golf tees that pop up 500 floating golf balls. With floating flag sticks, the crew sets the course in the water and uses laser range-finders to determine the winner.”

And I was just hoping for a head where I could stand upright...



LADY LOLA
Owned by an
Idaho publishe



AFTerthoughts

The ICW cruise the first week of May was certainly the highlight of the season to date. There are more great on-the-water activities planned, but it'll be hard to top this one.

Space in this edition is largely devoted to highlighting the good times that the twenty-six participants had during their week together. As we will learn in subsequent editions, there were some challenges that had to be confronted along the way, including uncooperative weather and difficult travel logistics. These challenges, however, just served to make the camaraderie stronger and the event more enjoyable.

Without question, the greatest challenge was the Waterway itself. Because it has not been properly maintained and dredged, there are any number of places where silting and shoaling have made the channel nearly impassable at low tide. As we made the leg from Savannah to Jekyll on a falling tide, we routinely encountered places in mid-channel that were shallower than the MLLW charted depth by several feet.

Coupling this with attempts to navigate with outdated charts caused more than one captain relating to line from an old riverboat song:

*"I hear that rumbling' sound,
Lord I think we've run aground.
No fathoms below,
You better pray that it ain't so!"*

There's a popular saying among coastal cruisers that goes something like: "If you run the Waterway, you've either been aground or you're going to be aground or you're a liar." Well, we've run the Waterway and we're not liars. For now, we'll leave it at that, but look for more on this and related subjects in the June edition.

Happy boating!

Lisa & David Herndon
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STAMP

