

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®



Cruisin' the Tennessee

Limbo and Palm Trees
On the Lake

A Modern
Noah

Make Your Fuel
Take You Further

In This Issue

Commander's Message	2
Atlanta Squadron Cruises the Tennessee	3
A Beachin' Party	4
Troncalli's Host Dock-Up and House Party	4
Members Learn Details of Detailing	4
August Raft-up	4
August Puzzler	4
From the Bridge	5
Answer to June Puzzler	5
Bulletin Board	6
The Boat the Jack Built	7
Remember Your Seamanship	7
Ten Ways to Stretch Your Fuel Budget	8
Al Unser, Sr., Receives U. S. Coast Guard Meritorious Public Service	8
Ahoy, Matey!! Make Sure You Are Seen and Heard	9
AFTerthoughts	10

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, AP
 1332 Cambridge Ct.
 Atlanta, GA 30319
 Tel: 404-239-0513
 E-mail: waterlog@usps-atlanta.org



Cover photo: The Atlanta and Knoxville Squadron Raft-up on the Tennessee River. Photo by Sheryl LaBoda.

Commander's Message



Cdr Hans Meier, JN

Highs and Lows of my fifth month of my watch.

Raft up and Salmon Roast – Doug and Patti Watson coordinated a great event. The food was outstanding and the beach location was superb. This ranks as one of high and low points of my fifth month. The event itself was a high point - and the limbo contest was a low point. I still have not figured out how I made it under a limbo bar that was 4 inches below my knees. (I felt it the next morning in my back) And congratulations to the LaBodas for the best decorated boat and their matching outfits.

The July general meeting was another high point. The program featured an excellent speaker who told us how to keep our boats looking show-room new, by cleaning everything from top to bottom, decks to canvas.

The next high was a great trip on the Tennessee River to the Euchee area 70 miles up river from Chattanooga. This event was planned by Paul and Edy Marsal. At Euchee, we met the Knoxville Squadron which came down river 60 miles. During the weekend we enjoyed wonderful food, made new friends, explored several nice boats, and from time to time got a little wet.

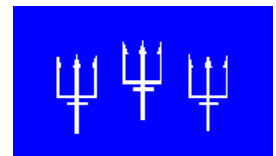
Thanks to our four boat captains and their boats that made the trip possible: Captain Ed Troncalli and "Sea Deck", Captain Paul Marsal and "Uptick", Captain Glenn LaBoda and "Melee" and Captain James Dennison and "Knots"

The final low for the month came when Captain Troncalli allowed me to drive and navigate "Sea Deck" on the last leg of the return trip. After taking a short unexpected sight seeing trip, and happily not finding any "Sandy Beaches," Captain Troncalli was able to get us back on course quickly. I might be required to take Chart Smart course again.

Don't forget the education classes that will be starting next month, Monday, 13 September. Also remember that we will be teaching a section of Boat Smart every Monday night.

Finally, please remember the "Power of One" and bring a guest to the next meeting or activity that you attend.

Thanks for your support of my watch.



Squadron Happenings

ATLANTA SQUADRON CRUISES THE TENNESSEE

The Atlanta Squadron cruised the Tennessee River from Chattanooga to Watts Bar Dam and back on 23-25 July. For this second annual event, 17 members in three boats departed the docks at Chickamauga Marina about 1030 hours Friday morning. The boats making the cruise were the *Up-tick* captained by Paul and Edy Marsal, the *Seadeck* captained by



Sequoyah nuclear power plant

Ed and Genie Troncalli, and the *Melee* captained by Glenn and Sheryl LaBoda.

Arriving at Watts Bar Dam at about 1400 hours, they had a brief wait, then locked through and continued the cruise to Euchee Marina.

At Euchee, the cruisers were joined by James and Janet Dennison on the

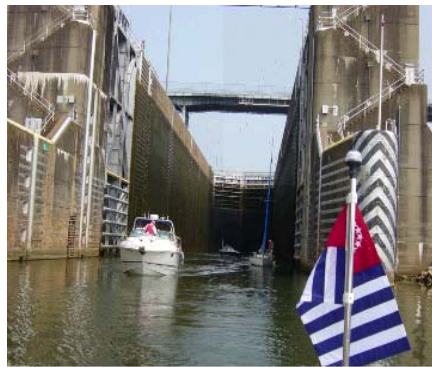
and a lively battle ensued. It was Atlanta's assault squirts against Knoxville's water cannon and bucket brigade. Knoxville claimed victory but most impartial judges would probably have ruled it a draw.

The Knoxville squadron displayed their generous hospitality by hosting Atlanta to a cocktail hour Saturday evening. That was followed by dinner at the marina restaurant and karaoke in the bar.

Highlights of the return cruise on Sunday included a bald eagle snatching a fish from the water a hundred yards behind the boat, and passing an interesting barge (picture below).



Cdr Meier defends the fleet



Negotiating the locks at Watts Bar

Knots, and by Bill Gruber and Nan Putnam who came by car.

The Atlanta group hosted the Knoxville squadron at a Friday evening happy hour. The Knoxville consisted of about fifteen people on four boats.

Saturday featured a day of relaxing in and on the water at nearby Sand Island. The seven boats at Euchee were



Rafted up at Sand Island

joined by three more boats from the Knoxville squadron for an impressive 10-boat raft-up.

The WMDs (Water Movement Devices) soon came out



Karaoke masters Lisa Herridon, Nan Putnam and Glenn LaBoda



The barge for all seasons—a pickup truck, an RV, a backhoe and a pilot-house made from a diesel cab.



Squadron Happenings

A BEACHIN' PARTY

Palm trees, grass skirts, a limbo contest and Jimmy Buffett music. A Lake Lanier island was transformed into a Caribbean paradise on 26 June as the squadron held its annual beach party raft-up. Eleven boats and about thirty members and guests enjoyed the sun and feasted on salmon grilled over coals on the beach.



A textbook raft-up formation

In addition to serving as main chef, Cdr Meier also won the limbo contest after defeating tough challenges by Mia Amodio and Lisa Haddon. Glenn and Sheryl's Boat, the *Melee*, won the prize for best decorated boat.



Cdr Meier demonstrates his winning form



The prize-winning boat—a jet-powered island

TRONCALLI'S HOST DOCK-UP AND HOUSE PARTY

Ed and Genie Troncalli hosted the squadron at a house party and "dock-up" at their home on Lake Lanier on Sat 10 July. Approximately twenty-five members and guests attended to enjoy an afternoon of good food and relaxation in and around the water.



Cdr Meier enjoys a respite from the burdens of command at P/C Troncalli's lakeside home.

MEMBERS LEARN DETAILS OF DETAILING

The July general membership meeting on 15 July featured Ken Hodge of AquaMarine Care. Ken spoke about maintaining the finish on boats. He described the proper care and maintenance procedures boat owners should follow to protect their boats, as well as those procedures requiring a more professional touch.

AUGUST RAFT-UP

The on-the-water event for August will take place on 28 August. The raft-up will be a 19550s "Happy Days" theme. Watch the DR and the website for more details.

???'AUGUST PUZZLER'???

In the Podunk Power Squadron, there are 14 power boaters and 8 sailors. Of those members, 5 are women, and half are on the ExComm. Of these 14, only 2 are both female ExComm members, neither of whom are sailors. If 6 power boaters are men and not on the ExComm, and 3 sailors are on the ExComm, how many power boaters are women? How many sailors are men and not on the ExComm?



From the Bridge



*Lt/C Kevin Schoonover, AP
Education Officer*

EDUCATION UPDATE

by Lt/C Kevin Schoonover, AP

New Instructors Graduate: Congratulations are in order to the new Instructor Development, (ID), graduates. The following individuals have completed all the course work and passed the written exam:

Keith Blanton, Margaret Sherrod, Kevin Schoonover, Glenn LaBoda and Patti Price.

Additional praise should be extended to Instructor Nan Putnam for a job well done in teaching the course material.

Fall Classes: Go to the website and sign up now for the Fall Classes. The offerings this semester include Seamanship, Advanced Piloting, and Navigation. Classes will begin on Monday, 13 September, at 1900 hours at the Heiskell School. We look forward to seeing your smiling faces.

Seamanship Challenge: In looking at the 2004 AS&PS Roster, I noted at least 53 members who have not taken or completed Seamanship. This is an excellent course and provides most of the basics you will need to know when out on the water, including:

- Marlinspike and Line Handling
- Safety on the Water
- The Skipper's Responsibilities
- Weather & Wave Forms
- On Water Emergencies
- Before Leaving the Dock

This Fall is an excellent time to take a course and improve your boating knowledge, so consider signing up and get educated.

Boat Smart: Beginning Monday, 13 September, Boat Smart will have a new look and format. Instead of being offered 3-4 times a year, we will be offering the class in a continuous revolving format. Each three weeks we will begin again in repeating the materials covering in the three sections. We believe that this format has several important advantages including:

- No sign-up is required – just show-up.
- You can begin on any date, as the sections are independent of each other.
- Missing an evening is not a problem, as it will be repeated again in 3 weeks.
- People can come to as many classes as they like.
- Students can take the exam whenever they feel they are ready.

The cost is still only \$25.00 to cover the course materials. Tell all your friends about the new format. The start time is 1900 hours..



*Lt/C Jeff Wise, N
Executive Officer*



*Lt/C Margaret Sherrod, JN
Administrative Officer*



*Lt/C Sheryl Laboda, S
Treasurer*



*Lt/C Frank Taylor, P
Secretary*



*Lt/C Kevin Schoonover, AP
Education Officer*

???JUNE PUZZLER Answer???

Puzzler: An American pilot was shot down over occupied France in 1943. He is rescued by the French resistance. They keep him hidden for several weeks while arranging to smuggle him out of the country. During this time, the pilot perfected his French until he could speak like a native. On the appointed night, he was taken to a small local tavern to meet his escort. While there, several German soldiers suddenly burst in. The officer in charge took one look around the room and said, "That's him. Arrest him!" The pilot had no distinctive clothing, looked no different from any of the other patrons, and spoke fluent French. How did the German officer identify him so quickly?

Answer: The astute German noticed that even though his prey looked and sounded like all the other patrons, the pilot was the only person eating with his fork in his right hand, American style, instead of fork in left and knife in right hand, European style.

The Bulletin Board

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

AUGUST MEETING: SAVE A LIFE!

Boaters of necessity must be self sufficient; we often enjoy our sport beyond the reach of the local EMT service. Are you confident of your skills to administer CPR if it became necessary in an emergency? Can you save your partners life? (Or would you live with the regrets?)

Our next session will include an overview of CPR techniques. Mary Stegall, RN, is a certified American Heart Association instructor. She will cover the basics of CPR, including recent changes that simplify the process. Early access to CPR can dramatically reduce disability and death caused by heart disease and stroke. You should know the warning signs and how to act quickly. Mary will provide a demonstration, and answer your questions.

Looking for property
 If you have in your possession any items that belong to the Atlanta Squadron or the district organization, please notify the Squadron Property Officer, Lt. Ryan Troncalli. Send him an e-mail at rtroncalli@troncalli.com identifying the property you have, where it is lo-

General Meeting
 September 16 — Frank Taylor will be telling about his experiences in the Panama Canal... including seeing how it works behind the scenes.

New E-mail Address
 Richard and Linda Morrison: rem_lcm@bellsouth.net

New mailing address
 Haim M. Zukerman
 8750-12 Gladiolus Dr.
 Ft Myers, FL 33908

Corrected phone number
 Paul and Edy Marsal
 (h) 770-394-5247
 (w) 678-421-0058

USPS EVENTS: AUGUST 2004

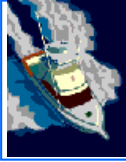
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12 Ex Comm Mtg	13	14 Boat Smart
15 Waterlog input due	16	17	18	19 Gen'l Members Mtg	20	21 Boat Smart
22	23	24	25	26	27	28 Raft-up and party
29	30	31				

USPS EVENTS: SEPT 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6 Labor Day	7	8 USPS Natl Gov Brd	9 Ex-Comm Meeting	10	11
12	13 Fall classes begin	14	15	16 Gen'l Members Meeting	17	18 Raft-up
19	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

THE BOAT THAT JACK BUILT

(excerpted from an article by Robert Tomsho that appeared in the Wall Street Journal)

The hull of the 50-foot schooner that Jack Christensen built is so broad and deep that friends ribbed him about being a latter day Noah. But at least the biblical patriarch got to sail his ark.

After 17 years meticulously crafting the *Queen Jean*, Mr. Christensen has found the cost of getting it into the water



and finding a dock to be unaffordable on his retirement income. Because the self-taught boat builder has no sailing experience, insurance is unavailable.

Thus, the imposing craft rises from makeshift scaffolding in Mr. Christensen's back yard. Its twin 56-foot masts are detached and resting on sawhorses; the trapezoidal sails are stowed in a nearby workshop.

And while a manufactured boat of similar size might be worth as much as \$400,000, the quest to put the *Queen Jean* to sea has hit another shoal. "I can't give it away," says the burly 68-year old builder.

Large-craft boating...has become a more complicated and expensive pastime. Boats are bigger and there are more of them fighting for dock space. In 2002, there were an estimated 17.3 million recreational boats in the U. S., up 16% from 1997. Over the same period, annual sales of outboard motorboats longer than 21 feet increased by 90%, to 46,000.

Meanwhile, developers have gobbled up waterfront acreage, and marina operators who want to expand have run into a rising tide of environmental regulations. At New Hampshire's Lake Winnepesaukee, boat owners now pay up to \$60,000 to buy individual docks. The waiting list to rent one of 24 city-owned boat slips in Delray Beach, FL is 375 names long.

Not that Mr. Christensen was paying attention to such trends during the years he was teaching himself to build the schooner...An engineering gradate of the Massachusetts Institute of Technology, he figured [learning to sail] would be a snap compared to piloting a bomber, which he had done in the Air Force.

Mr. Christensen has always relished a challenge. In the 1970s he surprised his wife and four sons by coming home one day in a battered Greyhound bus that he then spent months transforming into a motor home. Later, he taught himself to build violins.

...Mr. Christensen used his own calculations to expand on a small blueprint he found in [a] boat book. He laid out the schooner's wooden ribs in a local church hall. To make his anchor, he taught himself to weld. When someone advised his sails were too small, he went back to his sewing machine and started over.

"He tackled things that would just boggle the mind of a weaker individual," says...a friend who frequently stopped by to check on the project's progress.

By the time Mr. Christensen finished work on his schooner last year, long voyages with his family as crew were no longer in the cards...Still, having retired...[he] was determined to sail, if only for a season.

[He learned that] the price for a five-mile trip to [transport the boat] to the water [would be] about \$2,500. Mr. Christensen was further rattled to learn that docking spaces for 50-foot boats were few, and nearly all the marinas were full anyway. The waiting lists for less expensive public marinas were exasperatingly long. {In addition,} some insurance companies didn't even respond to his application for coverage...

In the end, wrestling with such seemingly insolvable problems proved too much for Mr. Christensen. One day in March, he walked into a busy barbershop near the harbor and handed the proprietor...a snapshot of the *Queen Jean*. "I'm giving it away," [he announced].

But giving away the schooner hasn't been easy either...With his schooner still high and dry, the boat builder has tried to focus on what he has accomplished. "I have truly enjoyed building it and that's almost enough," says Mr. Christensen, who has also begun mulling new challenges.

That makes his wife a bit edgy. "Now," says Mrs. Christensen, "he's talking about building an airplane."

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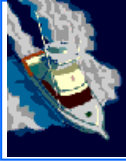
REMEMBER YOUR SEAMANSHIP?



There's an incorrect way to tie up to a cleat...

...and a correct way to do it.





Life on the Water

TEN WAYS TO STRETCH YOUR FUEL BUDGET

(excerpted from *BoatU.S. Magazine* July 2004)

Gas prices are soaring. The news is that it's still less expensive than bottled water, but since you can't run your engine on Perrier, here are some tips to help stretch a tank of fuel:

- (1) **Leave the extra "junk" at home...** Don't load the boat up with weight you don't need.
- (2) **Go on a "diet": This isn't about Atkins....** Why keep tanks topped off if you're only going a short distance, and not off-shore.
- (3) **Tune her up:** An engine with fouled plugs, dirty air filter, erratic timing or sputtering carburetor will gobble up fuel....
- (4) **Tune your prop:** You can lose up to five mph of boat speed with a poorly tuned prop
- (5) **Clean the boat's bottom:** A fouled bottom is like a dull knife; it takes a lot more effort—fuel— to push it through the water... use a good bottom paint and periodically clean off growth.
- (6) **Keep the boat in trim:** Either by using trim tabs or with weight distribution
- (7) **Install a fuel flow meter:** ... A fuel flow meter ...allows you to select a comfortable cruising speed that optimizes the amount of fuel being consumed.
- (8) **For sailboats only:** ... all of the above apply but the real savings begin when the engine is shut off and the sails are raised.
- (9) **Get a discount:** Many of the 750 BoatU.S. Cooperating Marinas around the country offer up to 10 cents off per-gallon of gas... all you have to do is to show your BoatU.S. membership card.
- (10) **Pass the hat:** Stand up comic and .. humor columnist Cap'n Drew : " You can always drop anchor just outside the gas dock, and sit there staring at the pump, sighing wistfully. Your guests will get the hint."

Trailerboaters and other motorists may also check

Gaspricewatch.com for a local gas station offering the cheapest gas.

AL UNSER SR. RECEIVES U. S. COAST GUARD MERITORIOUS PUBLIC SERVICE AWARD

(Provided by USPS District Files and Profiles)

The U. S. Coast Guard recently awarded the Coast Guard Meritorious Public Service Award to racing legend Al Unser, Sr., for his contributions on behalf of the Coast Guard's national campaign to raise awareness about the dangers of carbon monoxide while boating.

In 1995, the four-time Indianapolis 500 winner almost died for CO poisoning while boating at Arizona's Lake Powell. "Of all people, I should have known better," Unser said of his attempt to untangle lines from his boat's propeller, which resulted in his breathing in dangerously high concentrations of CO released from the generator. He was rushed to the hospital for emergency treatment. "When they pulled me out, I couldn't even crawl. I was lucky. Real lucky."

There is growing evidence that CO-related illnesses, injuries, and fatalities on the water may be far greater than reported. CO is an odorless, colorless, tasteless, and highly toxic gas produced by boat engines, generators, and stove. Some boaters are aware that CO can accumulate inside engine compartments, but few understand that the gas can quickly pool in deadly concentrations outside the boat as well – around engine and generator exhaust outlets, under and around swim platforms, and even in an open cabin. First responders and hospital personnel may miss telltale signs of CO poisoning, and medical examiners may not know to check for possible CO poisoning when dealing with drowning victims. Potentially, many deaths listed as drowning could actually be CO poisoning.

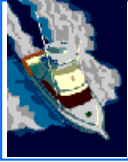
DID YOU KNOW:

- CO symptoms are similar to seasickness or alcohol intoxication?
- CO can affect you whether you are underway, moored, or anchored?
- CO cannot be seen, smelled, or tasted?
- CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal?

(Editor's note: ASPS' own Mac Barrier, a very experienced boater, has told his story of being rushed to the hospital from CO poisoning. An investment in a CO detector could be the best dollars ever spent.)



The *Waterlog* staff hard at work getting the story. Battlefield reporters Lt Lisa Herndon and P/C Ed Troncalli get full coverage of the great Sand Island Water Battle on the Tennessee River.



Life on the Water

AHOY, MATEY!!

MAKE SURE YOU ARE SEEN AND HEARD

(Ed's note: the following article was taken from the Coast Guard's Office of Investigations and Reports, which addresses marine safety issues for commercial vessels and uninspected passenger vessels. Though they deal primarily with commercial vessels, the lessons learned in this and other articles often apply to recreational boats as well.)



A 60' eastern rigged trawler and a 770' tanker collided in the Gulf of Maine on 5 September 1996. The trawler suffered heavy damage in the incident. Only the evasion action taken by the tanker at the last minute prevented the loss of the trawler and possibly the lives of the two fishermen involved.

While many factors contributed to this collision, Coast Guard investigators believe that commercial fishermen, and boaters of all kinds, routinely overestimate the collision avoidance capabilities of large ships and do not typically recognize what the need to do in order to reduce the risk of being involved in a collision.

For example, most of the ships that transit the Gulf of Maine each year use advanced collision avoidance computer systems that work off a ship's radar. These computers automatically or manually acquire and track radar targets, and will sound an alarm to the vessel's deck officer if a risk of collision is calculated. They are usually very accurate and are relied upon by mariners worldwide to avoid collisions at sea.

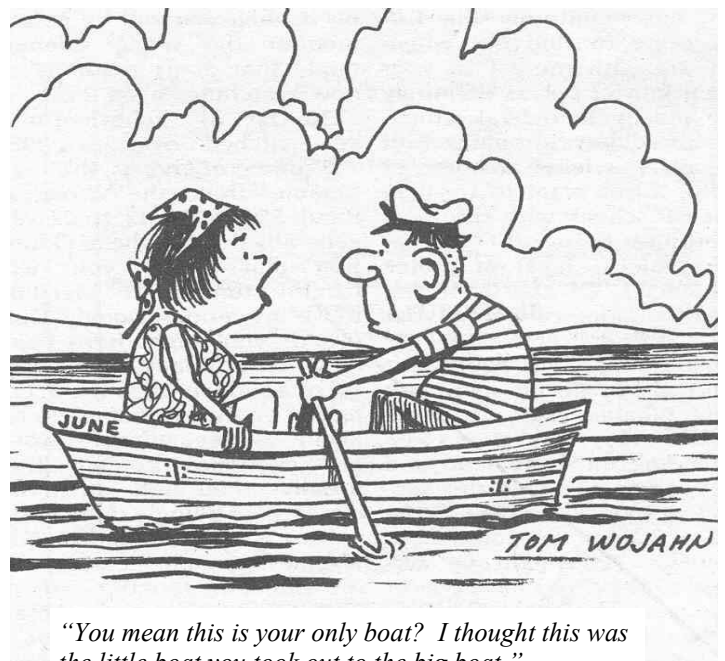
Unfortunately, in order for these systems to operate effectively, they must detect and track radar targets continuously over a period of time. Vessels that provide intermittent, weak, or virtually no radar signatures (as in the case for many small recreational boats) significantly hinder the ability of the ship to accurately calculate true vessel movement. This can lead to cases where a vessel being tracked by computer may be maneuvering quite differently than what is indicated from the computer data. Because of this, small vessel operators should be wary that, just because a ship is large and apparently sophisticated, there is no guarantee that the ship is fully aware of your vessel's movements.

Wood and fiberglass are particularly poor radar reflecting materials and produce weak or no radar signatures. Vessels constructed of

wood and fiberglass can significantly improve their radar signatures and increase their radar visibility by ensuring that flat metal surfaces or radar reflectors are provided on the vessel's exterior. These devices should be located in unobstructed areas on the vessel as high above the waterline as possible.

Equally important in reducing the risk of collision is to make sure your vessel complies with all navigational lighting requirements. Besides being required by law for all boats over 21 feet., navigation lights (often referred to as running lights) provide the best opportunity for mariners to visually verify or quickly assess the heading of another vessel. If the navigation lights are incorrect or are missing altogether, a deck officer cannot easily determine the other vessel's heading.

One of the best collision avoidance tools at sea is the proper and early use of a VHF radio. When calling another vessel via VHF, clearly give a description of your vessel, its position and movement, as well as an approximate description, position and movement of the vessel you are calling. It is best to avoid the use of local terminology and slang when hailing another vessel, because a ship's officer might be unfamiliar with a specific locality. The use of vague terms such as "calling the ship on my bow" should also be avoided because the range of a VHF radio can be significant, and calls such as these can cause a great deal of confusion, especially if there are other vessels in the vicinity.



"You mean this is your only boat? I thought this was the little boat you took out to the big boat."



AFTerthoughts

WHEN BOATERS GET TOGETHER

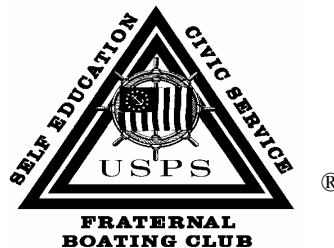
The Tennessee River cruise was, in every sense, a relaxing and enjoyable couple of days in stunningly beautiful country. The river is scenic, the channel is well-marked and there aren't the challenges of tides, undredged channels and unmarked shoals that characterize the ICW.

In addition to the pleasures of being on the water, the deeper enjoyment came from meeting and sharing food and fellowship with our compatriots from the Knoxville squadron. There's nothing like swapping cruising and engine repair stories to strike the spark of conversation among people who were total

strangers a few minutes earlier. With the common interest in boating as an automatic icebreaker, it didn't take long before other common interests were discovered and acquaintances began to evolve into friendships.

Boating is like that. You begin by investing in a boat and all the stuff you need to use it. Before you know it, you're investing time and energy in new friendships with dockmates and other squadron members. Through this experience, you discover that there's more enjoyment to this boating thing than just cruising the lakes, rivers and waterways. You thought it would be a nautical adventure, and it turns out to be a complete social experience.

Lisa & David Herndon
1332 Cambridge Ct.
Atlanta, GA 30319



STAMP

