

Official newsletter of the
Atlanta Sail and Power Squadron

www.usps-atlanta.org



WATERLOG

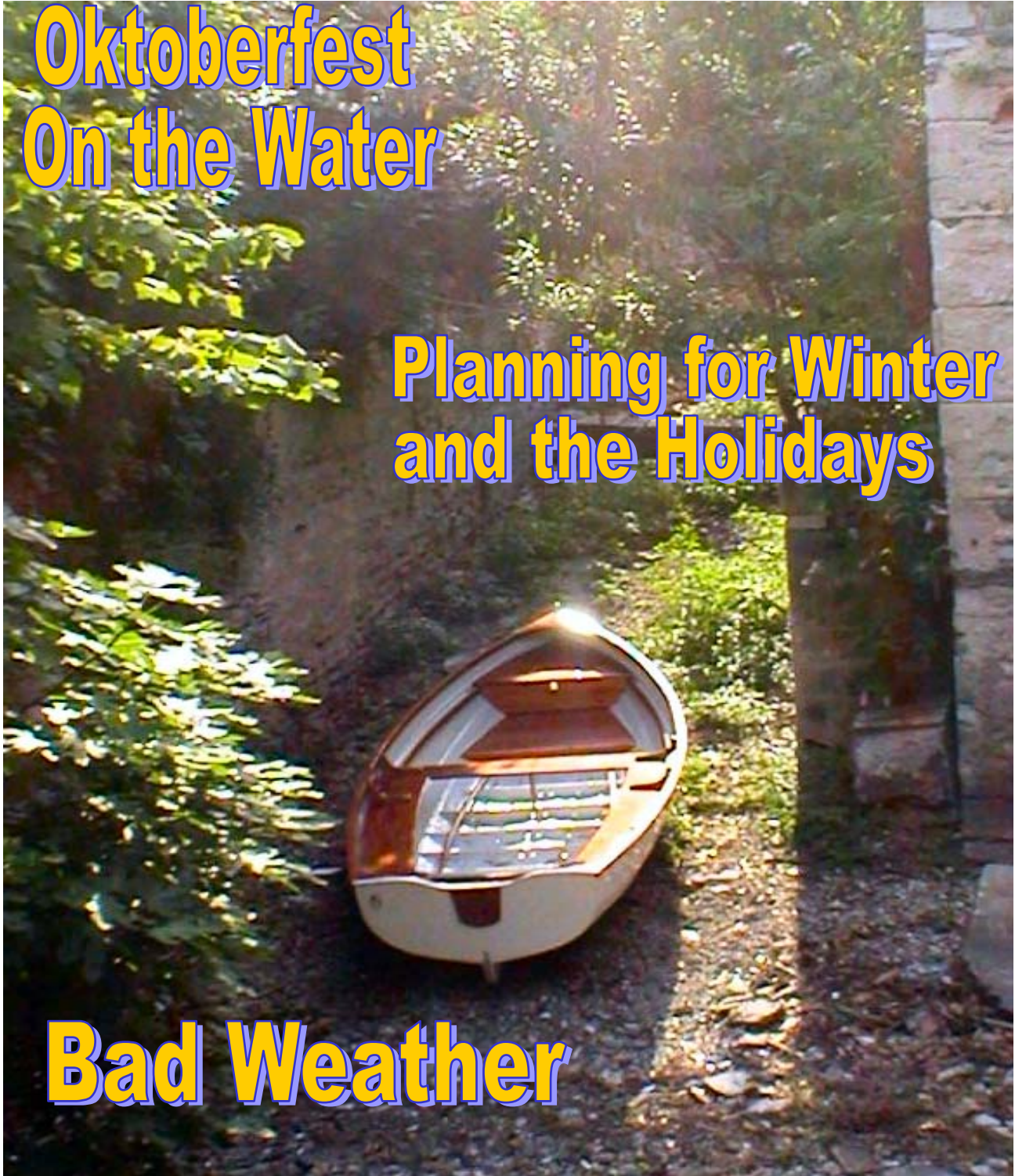
United States Power Squadrons
Sail and Power Boating - America's Boating Club®



**Oktoberfest
On the Water**

**Planning for Winter
and the Holidays**

Bad Weather



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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:-

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



Cover photo: "Lonely Rowboat in Como [Italy]"
 Photo by Laura Herndon

Commander's Message

Merit Marks and Members Needed



Cdr Hans Meier, JN

It is Merit Mark time. What are merit marks? Merit Marks are the method of reward used by the United States Power Squadron to recognize service performed by a member to the squadron during the year. Each member has the ability to earn one merit mark each year. These merit marks are earned by doing multiple tasks during the year for the squadron. Some examples are:

- Working at boat shows, safety events and other shows;
- Coordinating activities to help the club – on-the-water events, general meetings, special activities, etc.;
- Writing articles for the *Waterlog*;
- Working as a Vessel Safety Examiners (VSE); or,
- Teaching or helping to teach a class.

Anything that helps support the squadron may a valuable activity that we need to know about.

A big problem each year is the person responsible for submitting nominations for Merit Marks forgets about items or is unaware of the things that were done. They fail to complete the paperwork and the individual doesn't receive his or her Merit Mark. This year as Commander I do not want this to happen. If you have done things for the benefit of the squadron, e-mail, write or call a member of the bridge and remind us what you have done. With this information we will prepare the proper paperwork and submit it to the National Merit Mark Committee to make the decision. If we do not know and we do not send anything in, they will have no decision to make. I want every member to be recognized this year for their continued support of the Atlanta Sail and Power Squadron. Thank you for your help.

Another thing that is happening at this time is the solicitation and nomination of members to run the squadron for the next year. If you have some special skills or things you would like to do to support the squadron in the coming year please let a member of the bridge know of your preferences. This will enable us to get you involved from the very beginning. Just like merit marks and not knowing about your activities, the officers do not know everyone's skills or desires. Please let us know so we can make the remainder of this year and next the best that they can be using all the resources that we have available.

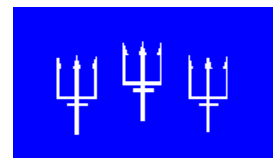
Remember we have a lot of items remaining this year. The fall section of classes, which started in September, are well underway, along with the ongoing BoatSmart class each Monday night. The Winter section of classes begin in January. We have great general meetings coming up along with some more on-the-water events. We have a Fall Leaf Cruise (maybe this year we will do better on the leaf color), then a Chili Cook-off coming up, and we will round out the year with our Holiday party.

I look forward to hearing from you and seeing you at an upcoming event. Remember the Power of One, and bring a friend to these events.

Thank you so much for your support of my year.

Respectfully,

Hans Meier



Squadron Happenings

OKTOBERFEST ON THE WATER

Polka music blared, German flags snapped in the breeze and great German food and beverages were consumed on Saturday 16 October as the Atlanta Squadron brought a bit of Bavaria to a cove on Two Mile Creek. In addition, there were hints that Halloween is only a few days away. Three power boats and two sailboats brought thirteen people and Marina, Mike and Beth Gulers's yellow lab, to the event. Guest and prospective member Mike Nolte joined the festivities as well. The pictures below tell the story.



L to r: Patti Watson, Eric and Mary Harrs. David Herndon, Sheryl LaBoda, Nan Putnam, Margaret Sherrod and Doug Watson



Marina, the Guler's yellow lab, ready to cast off.



Nan Putnam aboard the prize-winning Wind Dragon

OH, SAY CAN YOU SEE...?

September's on-the-water event gave the Squadron a chance to experience Lake Lanier under sail. Power boaters joined the sailors on three sailboats to tour the lake on their way to the raft-up at Naked Man's Cove. Eric and Mary Harrs' *A Dog's Life*, Ed and Genie Troncalli's *Sea Cat* and Faith Olson and Wayne Flanagan's *Rebel* formed the convoy to Naked Man's Cove.

Everyone wondered, "Why do they call this Naked Man's Cove" and, lo and behold, they got their answer as an uninvited visitor appeared on the beach. And who ever said ASPS functions were not full of surprises? Maybe attendance will be up next year!

FROM THE NOMINATING COMMITTEE

What has been the highlight of your membership in the Atlanta Sail & Power Squadron? Has it been our informative and fun meetings, our social activities on and off the water, vessel safety exams or other activities? We have over 200 members, of which only about a third are enjoying an area of responsibility in our Squadron.

Please review our Squadron Roster. You will see that we have over 100 opportunities for service available for your consideration. Then please discuss these opportunities with the squadron officers, committee chairs or the members of the nominating committee. The officers and committee members need volunteers to keep our Squadron exciting and active. We would also appreciate your recommendations so that we do not overlook the best candidates. Give us a call or e-mail us. We would be glad to meet you on selected Monday nights at the Heiskell School. We look forward to hearing from you.

P/C Ed Troncalli, SN

P/C Don Williams, SN

P/C Danny Tompkins, JN

OCTOBER MEETING— NO HURRICANE ALERTS PLEASE!

If you missed the September meeting due to little things like a tropical storm passing through, please join us on Thursday 14 October to hear a replay of Frank Taylor's trip through the Panama Canal. For those of you who braved the storm, come and enjoy the fellowship and don't give away any of Frank's secrets! Thanks to Frank for speaking at two consecutive meetings!

CROSSING THE BAR: ASPS MOURNS LOSS OF A CHARTER MEMBER

The Atlanta Squadron lost a charter member with the recent passing of J. W. Harvey, SN. Mr. Harvey joined the squadron on 3 Jun 1953, and he held twenty-seven Merit Marks. At the Squadron's Fiftieth Anniversary Change of Watch, he was honored as a 50-year Life Member and Charter Member.

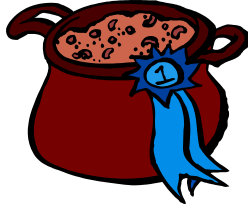


Chief Cdr Ted Stephens awards J. W. Harvey his 50-year membership at the Atlanta Squadron Fiftieth COW, Feb 2004

Squadron Happenings

GET READY FOR THE CHILI COOKOFF!

The Atlanta Sail & Power Squadron Auxiliary will host the Annual Chili Cook-off on Saturday, 20 November starting at 1400 (2:00PM). Squadron members James and Janet Dennison have graciously volunteered to share their home on Mount Paran Road with Squadron and Auxiliary members for this special annual event.



The contest rules build on those from previous years. Any squadron "active" member may enter his or her favorite chili. This year prizes will be awarded for the **Best Overall Chili**, the **Best Chili Moniker** (name) and, new this year, the **Most Original Chili** and the **Best Master's Chili** (for someone who has won an award within the last two years and is still sharing their love of chili with us).

The cost for the event will be \$10 for those not bringing chili and \$5 for those bring chili. This covers chili, salad, dessert and iced tea. . Other libations will be available, as usual. Please bring your chili in an electric crock-pot or other similar container to keep it at the appropriate serving temperature.

Watch for additional details, including driving directions, concerning this special event in upcoming issues of the *DR-mail*. Please RSVP by completing the form provided in a *DR-mail* announcement, by phone to Cathy Gruber at 770-922-4974 or by email to Margaret Sherrod at admin@usps-atlanta.org. Be sure to let us know if you are bringing chili.

IS IT TOO EARLY TO START PLANNING FOR THE HOLIDAYS?



Certainly not! Remember the wonderful silent auction we had at the holiday party last year? A great way to raise funds for the Squadron and also stash away those holiday gifts! If you have ideas for silent auction items, please contact Tim Tyson. More details to follow,

Mark your calendars now for the Atlanta Sail & Power Squadron's Annual Holiday Party! The date will be Saturday, 18 December. Our gala holiday celebration will again be held at the Roswell Founder's Club and will feature a fully catered dinner, a silent auction, music and dancing. The Roswell Founder's Club has a great history and a tradition for superb food and hospitality as we experienced last year.

More information will be provided through the *DR-mail* and next month's *Waterlog*, as they become available. Also, watch for your personalized invitation in early December.

This event will be a highlight of the holiday season so plan NOW to attend!

AUXILIARY PLANS CHANGE OF WATCH

The 2004 Change of Watch for the Squadron Auxiliary will be held at the Ansley Golf Club, 196 Montgomery Ferry RD NE, Atlanta, on 16 November at 1100 hours. Spouses and non-Auxiliary members are welcome to attend. Menu and cost to be determined. Contact Cathy Gruber at 770-922-4974, or Nancy Leathers at 404-636-6000 for details.

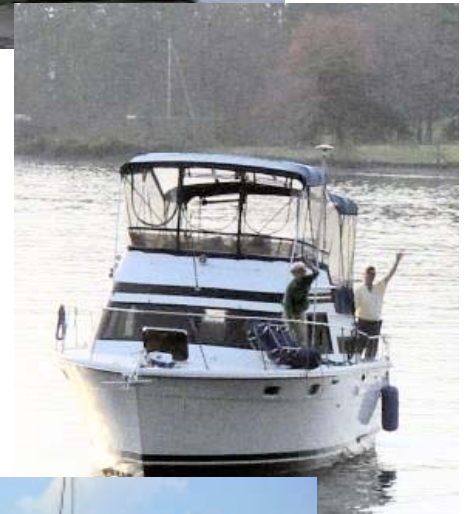
FAVORITES FROM THE FILES

How 'Bout them Boats?



Beth and Mike Guler, along with Marina

Doug and Patti Watson on La Vita Dolce



A classic raft-up



From the Bridge

IDEAS FOR 2005 TRIPS

This year our members have enjoyed two very successful excursions; the Intracoastal Waterway in May, and the Tennessee River in July. We want to offer even more outstanding opportunities next year. We've all had different experiences in different locations. We're looking for your suggestions and ideas on locations that you found to be interesting, exciting, unusual, or just plain fun.

Regardless of whether you'd like to go back to the same areas next year, or if you'd like to try some other areas, we'd like to hear from you, especially if you have first-hand knowledge. Some of the ideas we've heard include down-river from Chattanooga, the Black Warrior or Cumberland Rivers, the Intracoastal Waterway north from Savannah or Charleston, the James River and the Chesapeake, the St. Johns River south from Jacksonville, the Intracoastal West from Panama City, Destin, or St. George's, and sailing out of Tampa or Key West. We'd like to hear your preferences before we start planning. Drop an e-mail or a call to Frank Taylor (fatjr@ureach.com), Jeff Wise (Jeff@Wise-mail.com), or Doug Watson (ams-fab@aol.com) (Phone numbers are in the roster). Thanks, See you



FALL CLASSES IN FULL SWING

Monday nights are a busy time at the Heiskell School. Three USPS Courses are underway, with good participation in each.

Beginning this term, the BoatSmart course is taught on Mondays along with other USPS courses. It is offered in a continuously rotating three-week cycle. Students can enter the course at any time. The photograph on the near right is a recent session of BoatSmart.

At the far right, top, P/D/C Bob Leathers illustrates an important point about Engine Maintenance with a piston and a camshaft.

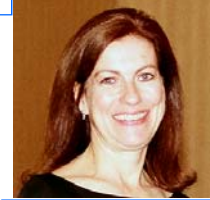
At far right, below, P/C David Sewell discusses navigational techniques in Advanced Piloting.



*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*



The Bulletin Board

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

Check Your Roster Entry
 Please check your listing in the roster and send all corrections to Lt/C Frank Taylor at frank.taylor@boatfanatics.com, or 770-843-2494. Please identify any errors or missing info,

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 located and any other pertinent details.

New addresses and contact info
 Bob Leathers
Leathers.R@comcast.net
 Bus/Cell 404-993-6000
 Bill Taylor
 P.O. Box 418, Emerson, GA
 30137-0418.
 Bill and Cathy Gruber
billcathygruber@bellsouth.net

MARK YOUR CALENDARS
HOLIDAY PARTY
18 DEC 2004
FOUNDERS CLUB
ROSWELL, GA

USPS EVENTS: OCT 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14 Ex-Comm Meeting	15	16 Oktoberfest Raft-up
17	18	19	20	21 Gen'l Members Meeting	22 D17 Fall Conf	23 D17 Fall Conf
24/31 D17 Fall Conf	25	26	27	28	29	30

USPS EVENTS: NOV 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 Fall Leaf Cruise
7	8	9	10	11 ExComm Meeting	12	13
14	15	16	17	18	19	20 Annual Chili Cookoff
21	22	23	24	25 Thanksgiving	26	27
28	29	30				3

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



GETTING READY FOR WINTER

Winterizing is hardly a boater's idea of fun. But if it isn't done properly, it can make that first outing in the spring a really bad experience. Proper planning is necessary for successful winterizing, and an appropriate amount of time should be set aside to do it right.

The following tips are excerpted from "Putting it away...for the Winter", *BoatUS Trailing Magazine*, Oct/Nov 2004. As the author says, these activities won't make you happy now, but they should put a smile on your face next spring.

1. Be careful where you park the trailer and boat. Under a tree is not the best location as winter snow and ice can cause branches—or even the entire tree to fall onto the boat. Parking on concrete is preferable to parking on grass or dirt. If possible, park so that the boat is facing away from the street.
2. If possible, remove the tire and wheels and store them inside. Block the hubs so they sit off the ground and cover them with heavy plastic. If the wheels must remain on the trailer, position the trailer so that each tire rests on a piece of plywood. Chock the wheels and cover the tires with heavy plastic garbage bags.
3. Top off fuel tanks and add stabilizer.
4. Remove the plug and place it in a safe place where you will remember to replace it in the spring. Some boaters like to attach it to the steering wheel.
5. Remove the bimini top and lower all frames and supports. Cover the boat in such a way that rain and melting snow will run off.
6. Remove the battery(ies), all documentation and all electronics and store them indoors. Be careful to store batteries in a safe place, and not in direct contact with a concrete floor.

7. Check all your safety equipment for expiration dates: fire extinguishers, first aid supplies, flares, etc. Be sure to replace equipment that will be out of date by next season.
8. Be sure to drain the live well, basins and other locations where water may freeze.
9. If possible, remove all cushions and store them indoors. If they must remain aboard, turn them on their edges to allow air circulation over a larger surface. Hang a moisture or mildew collector bag inside. Open all cabinet and locker doors.
10. It's better to tune up before winterizing. For outboards, follow instructions for winterizing in the owners manual carefully. Change the lower unit oil, unplug the gas line and run the engine to remove all gas from the line and carburetor. If applicable, drain the engine block and sea strainer, and check the petcocks that drain water from the engine to ensure there are no clogs.

???OCTOBER PUZZLER ???

OK, all you Pilots and Advanced Pilots out there, you remember 60D=ST, right? Well, here's a little apiary dead reckoning for you.

A boat is on a true heading of 000 at a speed of 7.5 knots. A second boat is on a true heading of 180, also traveling at 7.5 knots. The two boats are on a collision course. There is no wind or current. A very fast, but not particularly intelligent, bee is on the bow of the first boat. At the moment the two boats are exactly 15 nautical miles apart, the bee starts flying directly toward the second boat. When it arrives there, it immediately reverses direction to the first boat, and continues this back-and-forth motion until it is squashed when the two boats collide head on. The bee flies at 13.75 knots. How far did the bee travel before he met his ugly death?

???SEPTEMBER PUZZLER ANSWER???

My wife asked me to teach her to play poker. I patiently explained to her the ranking of the cards, what made a straight, what made a flush, and the rank order of winning hands: high card, a pair, two pairs, three-of-a-kind, etc. She listed carefully, made some notes, and said, "Let's play a game to see if I've learned anything." She spread out all the cards face up on the table. She said, "Each of us will pick five cards and see who wins."

"That's silly," I said. "We'll both pick a royal flush and we'll always tie."

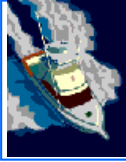
"Oh, there's one more thing," she added. "After we both choose 5 cards, we can then discard any or all of them and choose up to five more."

"We'll still end up tied," I argued.

"I don't think so," she said confidently. "I'll pick first."

She was right, I was wrong. What cards did she choose first to ensure she would always have the winning hand?

Answer: She chose four tens. With four tens, she will always have a better hand because she can choose a ten-high straight flush. The best I can do is a nine-high straight flush.



Life on the Water

BAD WEATHER

by Lt/C Jeff Wise

When did you learn that the Coriolis Effect causes the water in a sink (or toilet) to rotate one way as it drains in the northern hemisphere and the other way in the southern hemisphere?

Well, the idea is right, but the application of the science is dead wrong. Certainly, the Coriolis Force is what causes global weather patterns to rotate counter-clockwise around low pressure areas in the Northern Hemisphere (e.g. Hurricanes), and clockwise around low pressure areas in the Southern Hemisphere. The reverse occurs for high pressure areas. However, the Coriolis Force is VERY small; one rotation per day. With weather patterns, it has time to have an impact.

By comparison, water draining from a sink occurs in a much shorter time and is much harder to move. The force of water being poured into a sink, or rotating after washing your hands is thousands of times stronger than the Coriolis Force. If you don't believe me, try slightly spinning the water in a round sink or large funnel, then open the drain and watch which way it rotates going down the drain. By the way, the shape the sink (oval, square, etc.) and where the drain is located can bias your results. Do you suppose that the angle with which water is injected into the toilet when you flush it has anything to do with the direction it rotates going down the drain? Virtually all toilets were designed by engineers who thought that by angling the water to rotate counter-clockwise, the Coriolis Effect would help the toilet flush effectively. The Federal government even believed it enough to write into the law governing toilet design that the water should be force to rotate counter-clockwise. Those same engineers have designed everything from washing machines to downspouts and have built the same bias into most of their inventions. Hence the water almost always rotates the way it was designed to. I wonder if engineers in the Southern Hemisphere rotate the other way.

Don't feel disappointed by this news. Better people than us have been fooled. To wit, PBS aired a BBC special entitled "From Pole to Pole." In it, they showed a demonstration by a Kenyan in which he held one pan a few feet north of the Equator with the water going down the drain in one direction. Then he moved the pan a few feet south of the Equator and showed it going down the drain in the other direction. BBC/PBS studiously explained it as an excellent example of the Coriolis Effect. Unfortunately, no one told the Kenyan that it was supposed to be counter-clockwise in the North. His water was going down the drain backwards in both hemispheres. BBC/PBS didn't notice, they simply pressed on perpetuating the myth. So what was the Kenyan charlatan's secret? As he picked up the pan to allow the audience to see the demonstration better, he turned one way to face the audience in the North and the other way in the South. He was using a square pan to help the effect of his personal "Coriolis." *Sports Illustrated* made a similar statement in their swimsuit issue. Unfortunately, they chose to describe the effect in Costa Rica, but forgot to check the globe to notice that Costa Rica is a very long walk from the Equator. NPR and even high school and undergraduate physics textbooks have made the same mistake.

Where did you learn it? It doesn't really matter. This is just another example of good science being extrapolated into bad explanations. In a 1945 movie, Clark Gable explained that women's hair naturally curls in one direction in the Northern Hemisphere and the other in the Southern. The Farmer's Almanac used to claim that dogs always turn one direction before lying down in the Northern Hemisphere and the other in the South, and that vines naturally wrap around a supporting branch in a direction based on their hemisphere. No wonder my boat turns easier one way than the other!

"Next Month: Does The Coriolis Effect Help My Boat Turn?"

[Editor's note: from weather.com/glossary: **CORIOLIS EFFECT** A force per unit mass that arises solely from the earth's rotation, acting as a deflecting force. It is dependent on the latitude and the speed of the moving object. In the Northern Hemisphere, air is deflected to the right of its path, while in the Southern Hemisphere, air is deflected to the left of its path. It is greatest at the poles, North and South, and almost nonexistent at the equator.]

THE JOB'S NOT DONE 'TIL THE PAPERWORK IS FINISHED

A secluded honeymoon cruise in the Caribbean for newlyweds Tiger Woods and Elin Nordegren got unexpectedly crowded when armed officers of the Coast Guard boarded the couple's new megayacht Privacy.

Coast Guard officials say the yacht, reportedly a wedding gift from the champion golfer, ran afoul of a law intended to ensure U.S. homeland security. U.S. Coast Guard officials told CNN the yacht docked in San Juan Harbor Thursday without notifying authorities it was entering San Juan, Puerto Rico, violating U.S. maritime security laws.

Vessels of 300 tons or greater must file advance notice of arrival. The Privacy is 498 tons.

Around noon, a Coast Guard harbor patrol boat spotted the Privacy and noted it was not expected to be in port, said USCG Lt. Tony Russell. "They conducted an armed security boarding, the standard practice in these situations. It was fueling at the time."

Russell said the Coast Guard notified officials with Customs and Border Protection and the ship departed at 3 p.m. under escort.

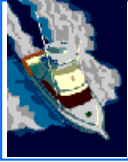
The Coast Guard said the advance notice provision and routine patrols do not prevent the occasional ship from slipping by.

"That's certainly an issue we're working on," Russell said. "You've got to understand there are 361 ports and 95,000 miles of coastline and while we'd certainly like to know everything that's approaching the United States, we're not quite there yet." Thorough boardings and checks were done, he said.

"There are no indicators that anything was done wrong other than failing to comply with the notification requiring," he said.

U.S. law required ships to give 96 hours' notice before arriving in U.S. ports, except in cases where ships are arriving from nearby ports, in which case 24 hours' notice is required.

[Excerpted from a CNN news article.]



Life on the Water

THE FORCES OF NATURE

The pictures below are from various locations in Florida following the four hurricanes that ravaged that state over the past several weeks. The pictures are from AP and Reuters.





AFTerthoughts

TIDES



The photographs to the left was made at high tide, while the photograph below was made at the same location about six hours later at low tide. About six and one-half feet of water move into this creek and its tributaries, and overflows into the marsh every six hours. Then it all flows back out again. A volume of water approximating

the half the capacity of Lake Lanier repeats this cycle in from the sea and back out again just in the area around this relatively small island in the Low Country. Imagine if Lake Lanier fell to half-full, then refilled every six hours or so. That's an incredible amount of water.



Just past half way through the tidal cycle, when the tide is coming in or going out, the current in the creek shown in these photos can

exceed six knots. A boat heading in the direction of the current with the engine in reverse at idle speed will actually move backward in a current that strong. Add the ever-present winds, and you've can have some interesting challenges when maneuvering a mid-sized boat in these creeks.

It is said that the pace is slower in the Low Country, that nothing much happens there. Those who make such statements should observe more closely. Diurnal changes of the magnitude described above are the very pulse of life in these areas. Nearly everything that happens is influenced, if not controlled, by the tides. Tidal charts are given away at local business like book matches are given away in similar businesses away from the coast.

Boaters especially are governed by the tide tables. The captain of any vessel larger than 17 feet must consider the tides in his or her plans, or risk possible damage and embarrassment by grounding or losing control wind and current.

Someday, after mastering the winds, the waves, the tides and gravity, we shall harness for God the energies of love, and then, for a second time in the history of the world, man will have discovered fire.

Pierre Teilhard de Chardin

Happy boating!

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

