

Official newsletter of the
Atlanta Sail and Power Squadron

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WATERLOG

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



Touring the Panama Canal



2005 Cruise Plans

Fall Colors and Competitive Rowing

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Cdr Hans Meier, JN

Commander's Message

The year is passing quickly and has been a lot of fun.

Special thanks to the twenty members that supported me by going to the District meeting in October in Nashville.

It really makes the Commander proud to have that kind of support. Thank you!

I also want to thank Frank Taylor for presenting his program on the Panama Canal a second time at the October General meeting. When he presented it the first time at the September meeting, Atlanta was getting hit with Ivan and attendance was very low. A program that good should be seen by as many members as possible.

More kudos to Doug and Patti Watson for another great on-the-water event, the Leaf cruise on 6 November. The trip upriver on the Chattahoochee to the rowing venue was great. Starting out with temps in the mid 30's and the mid-day temps around 75 degrees, it was truly a great day for boating. It was a great day that began at breakfast and continued through the day as we watched the rowing event. Thanks, Doug and Patti, for all your work on the on-water-events in 2004.

I look forward to seeing everyone at the Chili Cook-off on Saturday, 20 November; the Holiday Party and Silent auction (need items for the silent action) on 18 December; the annual meeting on 20 January 2005 at Foghorn Grill (this is a change from the original calendar); and the final event of my watch, the Change of Watch on Sunday 20 February 2005. Please come join us. It is your squadron and thanks for allowing me to be your commander.

We live in Georgia and some of us boat year around, while others may need to winterize their boat. Attached to my ramblings this month are the 25 steps to help you winterize your vessel.

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.

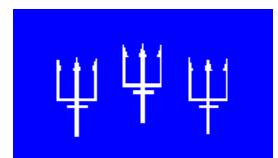
The editors reserves the right to revise, change or reject any materials submitted to the Waterlog, consistent with standards of accuracy, fairness, good taste and available space, subject to the approval of the Squadron Commander.

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Cover photo: Sailboat regatta on Lake Lanier on a November day. Photo by Lisa Herndon



Squadron Happenings

OCTOBER MEMBERS MEETING FEATURES PANAMA CANAL TOUR



Lt/C Frank Taylor points out the details of the Canal

The October members meeting at the Foghorn Grill featured a repeat performance by Lt/C Frank Taylor. Frank reprised his slide show of his extensive tour of the Panama Canal that he first presented at the September meeting. Because that meeting coincided with the arrival of Hurricane Ivan in the Atlanta area, attendance was light, and Frank graciously agreed to a repeat performance.

Frank Taylor, Sr., Frank's dad, was among the several guests at the meeting. Frank, Sr. spent about four year in the Canal Zone on military duty. His connections there enabled Frank, Jr. to view the canal operations literally from the inside out.

A few fun facts about the Panama Canal:

- The canal is 50 miles long. The average time of transit is 8-10 hours.
- A series of locks on the west side of the canal lift eastbound vessels a total of 26 meters to Gatun Lake. Passage through another series of locks lowers the ships to the Atlantic
- Each of the six locks is 1000 ft long , 110 ft wide. and holds 8,800,000 cubic ft of water.
- Tolls for transiting the canal are a function of size and tonnage. The average is about \$180,000. The highest toll paid was \$236,000. The lowest was 36 cents for a man who swam the canal.

Cdr Hans Meier presented a Commander's Lighthouse Award to the staff of the Foghorn Grill in recognition of their excellent hospitality at our member's meetings at their restaurant.



Lt/C Margaret Sherrod ,l, and Cdr Hans Meier, r, honor the staff of the Foghorn Grill

Cdr Meier also recognized Paul and Edy Marsal for their excellent work in coordinating the ICW trip in May.

Glenn LaBoda received "The Power of One" Award for his work in inviting others to squadron events.



Edy and Paul Marsal receive the Lighthouse Award



Glenn LaBoda, recipient of "The Power of One" Award

P/R/C EARL MOON, Jr. CROSSES THE BAR

by Lt/C Jeff Wise

Past Rear Commander Earl W. Moon, Jr. passed away Saturday, 30 October. P/R/C Moon was a member of the Atlanta Sail and Power Squadron for 38 years and earned 31 Merit Marks. Earl was a 25-year member, a Life Member, and a Senior Navigator. He was the husband of D/Lt/C Nelle B Moon. in whose name our annual Membership Involvement Award is presented. Earl was an active member of the squadron for many years and continued to attend squadron functions until his death. Those of us who knew him, took classes from him, or passed his way will miss him.

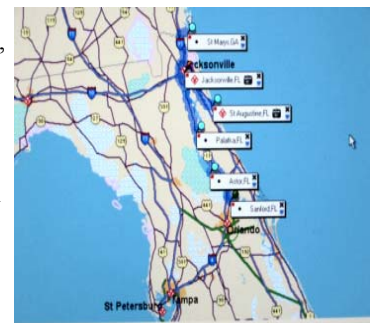


From The Atlanta Journal-Constitution on 11/2/2004.

A native Atlantan, born on October 26, 1920, Mr. Moon was instrumental in developing much of Atlanta's early residential areas. An avid boatsman and golfer, Mr. Moon was a life member of the Ansley Golf Club and the **USPS (United States Power Squadron)**. He was a World War II veteran having served in the U.S. Army. He was preceded in death by his wife, Nelle Bryant Moon. Survivors include a son, Earl W. Moon III, Atlanta; and two daughters, Jackie Ganaway and Dawn Fitzgerald, both of Texas.

SQUADRON PLANS 2005 COASTAL CRUISE

The Atlanta Squadron's program planning for 2005 is well underway, and another exciting series of on-the-water events are already on the calendar. On Monday, 1 Nov, incoming On-the-Water Chairperson Carol Jordan held a meeting to plan next years coastal cruise. The group agreed on a cruise somewhere in the northeastern Florida area.



Following that meeting Ed and Genie Troncalli spent a few days in the area scouting the possibilities. P/C Troncalli reported to the Executive Committee on 11 Nov. The ExComm agreed to start the at St. Mary's and take the ICW south to St. Augustine, with a stop in Jacksonville. The cruise is planned for 23-30 April 2005

Squadron Happenings

FALL COLORS AND COMPETITIVE ROWING

Beginning the day with breakfast with Elvis at the Lantern Inn, and ending with a brilliant fall sunset in a cloudless sky, the squadron enjoyed a beautiful day on Lake Lanier on Saturday, 6 Nov. Following breakfast, the squadron cruised up the Chattahoochee to the Olympic rowing venue north of Gainesville at Clarks Bridge. A rowing competition was in progress at the venue. The seven boats and twenty-one boaters enjoyed a day of good food and fellowship on a beautiful autumn day in the South.



New members Donna and T.J. Convery



New members Ron and Bernadette Foster with Jim and Carol Jordan



*A Cingular Sandwich
Cingular employee David Herndon surrounded by Verizon
employees Sheryl LaBoda and Mary Simpson.*



The Rowing Venue



From the Bridge

NOMINATIONS FOR 2005 BRIDGE

In accordance with our bylaws, the annual meeting and election of officers and elected committees will take place on Thursday, 20 January 2005 at the Foghorn Grill. The 52nd Change of Watch will take place Sunday, 20 February 2005. The Atlanta Squadron Nominating Committee, consisting of P/C Ed Troncagli, P/C Danny Tompkins and P/C Don Williams, has submitted the following slate of officers for 2005.

EXECUTIVE COMMITTEE 2005

SQUADRON OFFICERS

Commander	Jeff Wise
Executive Officer	Margaret Sherrod
Administrative Officer	Frank Taylor
Secretary	David Herndon
Education Officer	Kevin Schoonover
Treasurer	Sheryl LaBoda

EXECUTIVE COMMITTEE

Cdr Jeff Wise, Chairman	
Lt/C Margaret Sherrod, Vice Chairman	
Frank Taylor	David Herndon
Kevin Schoonover	Sheryl LaBoda

If any member who has not been nominated desires to run for any of the open positions, he or she may be nominated by a written petition designating the candidate and the office, and signed by five or more members of the squadron who are in good standing. Such petition must be in the hands of the Squadron Secretary, Lt/C Frank Taylor, no later than Wednesday, 5 January 2005. No nominations from the floor will be allowed unless all nominees for the position withdraw.

* * * * *



P/C Robert J. "Bob" Bruhns, c, is recognized for his fifty years of membership in the USPS at the D17 Conference in Nashville.



*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*

??NOVEMBER PUZZLER??

Given the digits 2, 3, 4, 5, one plus sign "+", and the equals sign "=", write an equation that balances using only these six elements.

??OCTOBER PUZZLER ANSWER??

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?

Answer: On their present course and speed, the boats will collide in exactly one hour. Since the bee flies at 13.75 knots, he will travel exactly 13.75 nautical miles before he is squashed.

The Bulletin Board

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

Annual Meeting Date has Changed!

Please update your calendars so you won't miss our Annual Meeting this coming January. Due to the availability of facilities, we are changing the date of this meeting to Thursday, 20 January 2005. The meeting will be held at the Foghorn Grill with social hour and dinner at 1800 and the meeting at 1900. Reminders about this change and the agenda for the meeting will be included in future a issue of the *Waterlog* and in the DR-mails.

New addresses and contact info

Ron & Bernadette Foster
gottashag@evenlink.com

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Robert Thornton
R_gthornton@netzero.com

MARK YOUR CALENDARS

HOLIDAY PARTY

18 DEC 2004

FOUNDERS CLUB

ROSWELL, GA

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				

USPS EVENTS: DEC 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9 Ex Comm Mtg	10	11
12	13	14	15	16	17	18 Annual Holiday Party
19	20	21	22	23	24	25 Christmas
26	27	28	29	30	31 New Years Eve	

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

FLAGS

We love to fly our flags! But did you know that, like most things in boating, there is a right way and a wrong way to show your colors? The table below, excerpted from *Chapman's Piloting*, summarizes the proper display of the most commonly flown ensigns, burgees and pennants.

The size of the flag is also important. Here are the guidelines for properly sized flags:

- The flag at the stern of the boat—U. S. Ensign, yacht ensign or USPS ensign—should be one inch on the fly for each foot of length overall. A twenty-four foot boat should fly an ensign at least twenty-four inches wide.
- Other flags should be approximately 1/2 inch on the fly for each foot of length overall on power boats, or for each foot of the highest mast above the water on sailboats

Flag	When flown	Power yacht without mast	Power yacht with signal mast	Sailing Yacht with one mast	Power or sailing yacht with two masts
U. S. Ensign U. S. Yacht Ensign	0800 to sunset	Flag staff	Flag staff	Flag staff. Optional if underway: peak of gaff if so rigged or 2/3 up leech of mainsail	Flag staff. Optional if underway: peak of aftermost gaff if so rigged or 2/3 up leech of aftermost sail
Foreign Ensign	According to local custom when in foreign waters, and when a foreign dignitary is on board	Bow staff	Starboard spreader (outboard halyard) Bow staff for foreign dignitary	Starboard spreader (outboard halyard) Forestay for foreign dignitary	Starboard spreader (outboard halyard) of foremost sail Bow staff or forestay for foreign dignitary
USPS Ensign	Day and night except 0800 to sunset when flown in lieu of U. S. Ensign.* Only when in commission and under the command of a USPS member	Antenna amidships or if no suitable antenna, from bow staff	Starboard spreader. If foreign ensign flown, inboard starboard spreader halyard, if equipped, or port spreader	Same as power yacht with signal mast	Foremost starboard spreader
Officer, incumbent or past	Day and night when in commission	Radio antenna beneath USPS Ensign, or bow staff	Masthead	Masthead	Aftermost masthead
Private signal (house flag)	Day and night when in commission	Bow staff	Masthead	Masthead	Aftermost masthead
Squadron burgee, Yacht Club burgee	Day and night when in commission	Bow staff	Bow staff	Masthead, or bow staff if so equipped	Foremost masthead, or bow staff if so equipped
Cruise Pennant	Day and night during organized water activity	Radio antenna above USPS Ensign	Where best seen	Where best seen	Where best seen
Owner absent	Day and night when owner not on board	Not flown	Starboard spreader inboard of foreign or USPS Ensign, if flown, or port spreader if necessary	Same as power yacht with signal mast	On foremost starboard spreader, same as power yacht with signal mast
Guest	Day and night when owner absent and guest in charge	Not flown	Same as Owner Absent	Same as Owner Absent	Same as Owner Absent

* In U. S. waters, the USPS ensign may be flown in lieu of, and at the same time and locations as the U. S. ensign



AFTerthoughts

CHANGES

The leaves are about gone from the trees and the year is evenly divisible by four, so in case you just returned from an interstellar space voyage and were not aware, there was an election recently. A record number of us got up early and stood in line at the polls to exercise our precious right to select the men and women who will lead us for the next few years.

“Off Broadway” versions of this quadrennial national drama are playing out in clubs, churches and other organizations across the land as new slates of officers are nominated and new budgets are proposed. Even some corporations are getting into the act this year with major reorganizations.

Organizational changes are like the seasonal changes: they are usually refreshing, not always pretty, but absolutely necessary. We mourn that which passes: “Why can’t it be May all year round?”

We look forward to that which approaches: “This summer we’re going to take that cruise in the Caribbean we’ve been talking about.”

Likewise, we celebrate and appreciate the service of those who have

led our organizations to this place—“How will we survive without Joe in charge?” And we look forward to the guidance of the new leaders soon to take the reins—“Sally is a natural choice to chair that committee.”

I am frequently amused at the rhetoric that surrounds a Presidential election. Pundits proclaim that Western civilization as we know it will end in immediate decay or as a smoking hole if we don’t vote for their candidate of choice. Yet somehow we survive. Hey, we even survived Millard Fillmore.

Once we’ve made our choices at the polls, in the board meetings and in the committee rooms, then comes the hard part of the job as a citizen of a democracy. We are obligated to actually follow the leaders we select. Maybe you didn’t realize it, but that’s the real source of our strength. The men and women we select are only as good as we choose to make them.

Leaders-elect, we promise you our strength. We’re counting on you. Happy boating!

Lisa & David Herndon
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STAMP

