

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®



**It's a Chili
Time of Year**

Holiday Festivities

**Where Have All
The Members Gone**

Docking Doctor

In This Issue

Commander's Message	2
Whose Chili is this Anyway?	3
Atlanta Boat Show with the Knoxville Squadron	3
Get Ready to Cruise the ICW	3
Happy Holidays: Squadron Celebrates in Style	4
USPS Membership on Downward Trend	5
Education Update	5
Nominations for 2005 Bridge	6
January Puzzler	6
Bulletin Board and Calendar	7
Overboard	8
Docking Safely	8
Step-by-step Docking	9
AFTerthoughts	10

Commander's Message



Cdr Hans Meier, JN

Well, the year is gone and 2005 is here. To end the year, we had a wonderful Holiday Party at Roswell Founder's Club. Lt Patti Watson did a great job making this one of the best that I have been to. The food and music were terrific, along with the dancing. All the attendees went home with curved glass picture frames filled with photos from on-the-water events throughout the year. Flg/Lt Tim Tyson again ran a successful silent auction with many varied items, and there was some competitive bidding going on. With all of this under the Administrative Officer Lt/C Margaret Sherrod's area, she along with Jeff Wise, coordinated the gifts for the needy families. I know that there will be a number of happy children come Christmas Day. Everyone stepped to the plate and filled the needs that the family requested. I know along with a number of other items I saw four bikes and a washing machine.

The Commander was also happy to get off Sheryl LaBoda's "Bad List" from the 2003 Holiday Party where he made her do too much administrative work and there was no time left for dancing. This year she did the check-in process and then had a "LARGE DANCE CARD" (I hear tell she danced all the dances and even had the winning bid on the dance lesson package at the silent auction.)

Well, my Watch is coming to an end in about 40 days, but we still have a number of activities ahead of us.

Lt. Glenn LaBoda has been working since last year's boat show to create a top-of-the-line Boat Show booth display. Well folks, he did it. I saw it this weekend and it is the best display Atlanta Sail and Power has ever had. Please drop by our booth at the Boat Show to see it and thank Glenn for putting it all together. This year we will not be missed at the show.

Classes are starting on Monday night, 10 Jan, with the brand new Piloting class, just about all of it on the computer. I am really looking forward to see what the class members think. We will also be teaching Weather and the ongoing Boat Smart classes, which should be well received with the Boat Show this week.

I look forward to seeing everyone at the Annual meeting on Thursday, 20 January at Foghorn Grill, and at the Atlanta Sail and Power Squadron Change of Watch on Sunday, 20 February.

The year has gone by quickly and with all the members' help, it has been pretty smooth. Thank you.

The Waterlog

The Waterlog is published monthly, with at least 10 issues per year.

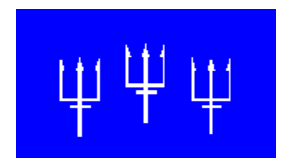
It is published by and for the squadron members by the staff of the Squadron Secretary and is mailed to the listed address of all current members and advertisers.

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



Squadron Happenings

WHOSE CHILI IS THIS ANYWAY?

Mmmmm, good!

That was the unanimous consensus as thirty-three squadron members and guests joined James and Janet Dennison at their home on Saturday, 20 November, for the annual chili cook-off. With eleven pots of chili to choose from, each concocted from a unique recipe, there was lots of good eating to enjoy.



Squadron members feast on eleven varieties of chili.

Chili Judges Charlie Cox, Carol Jordan and Ron Foster had a tough job selecting the following Chili Chef winners for 2004:

Best Name: Kevin Schoonover for his "Montana Mule Mix." (For the record, this chili was not made from actual mules. The recipe contained venison from a mule deer Kevin bagged on a recent hunting trip.)

Most Unusual: Sheryl LaBoda for her "Pepe Bianco," a spicy, white chili.

Best Overall: Bob Leathers for his "Original Unmolested." Bob chose not to enter his "Cinnamon Special" this year.

Best Overall Master, given to a previous winner: Don Williams for his "I Don't Know What Happened," a recipe containing buffalo.



Hosts Jan and James Dennison

Lt/C Margaret Sherrod gave recognition for outstanding boat decorations at the on-the-water events for the year.

Beach Party/Luau Raft-up: Glenn and Sheryl LaBoda for their tiki hut jet boat.

Fifties Raft-up: Dave Crumbley and Patti Price for their rock-and-roll sail boat, and Nan Putnam as the belle of the ball on a jet ski.

Oktoberfest Raft-up: Nan Putnam for her Rhineland sailboat.

Cdr Meier presented Lighthouse Awards to Cathy Gruber in honor of her service as outgoing commander of the Squadron Auxiliary, and to Sheryl LaBoda for her work in preparing for the recent district meeting.

P/C Don Williams gave a slide presentation of the effects of Hurricane Ivan on the area around Pensacola, and on his boat, the *Silver Moon*, in particular. The *Silver Moon* was totally destroyed by the storm. "Make sure you have a complete inventory of everything on and in your boat," Don advised. "Put at least two lines on every cleat, and make sure your insurance is up to date."



Cathy Gruber receives Lighthouse Award

ATLANTA BOAT SHOW AND SOCIALIZING WITH THE KNOXVILLE SQUADRON

JANUARY 12-16

The ATLANTA BOAT SHOW will soon be here to usher in another year of opportunities and adventures for all of us to share. The Atlanta Boat Show is a very important event for the squadron. It is the largest function we participate in and provides the greatest opportunity to present the USPS and our boating safety classes to the general public as well as meeting prospective members for our squadron. Contact Glenn LaBoda if you are able to volunteer—the booth will be especially eye-catching this year featuring Commander Meier's woodworking handiwork. If you would like to join the Knoxville squadron for dinner on the 15th, please call Sheryl LaBoda.

GET READY TO CRUISE THE ICW

The October *Waterlog* included an article describing plans for the 2005 ICW cruise. That event will take place the last 23-30 April 2005. The cruise will begin at St Mary's, will proceed south to St. Augustine, and return. Make your plans now to participate in this exciting event.



Lang's Marina at St Marys

Squadron Happenings

HAPPY HOLIDAYS: SQUADRON CELEBRATES IN STYLE

The Atlanta Squadron celebrated the holidays in style at the annual Seafarer's Ball on 18 Dec. The event was held at the Founder's Club in Roswell. As the photos below indicate, a good time was had by all!



Squadron members and guests enjoy cocktails before dinner.



L to r: Charlie and Lillian Cox, Ed and Genie Troncalli, Paul and Edy Marsal, Dave and Patti Crumbley

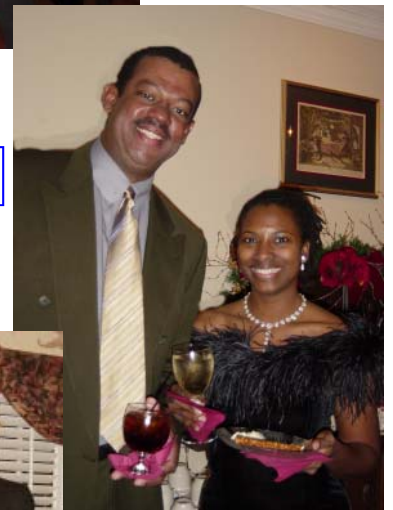


Ed and Genie Troncalli dancing the night away



Bill Dougherty, Nancy and Roger Bernot, Kathy Dougherty

Frank and Betty Taylor



Cdr Hans Meier presented the Commander's Lighthouse Award to Tim Tyson in recognition of Tim's work in arranging the annual Silent Auction



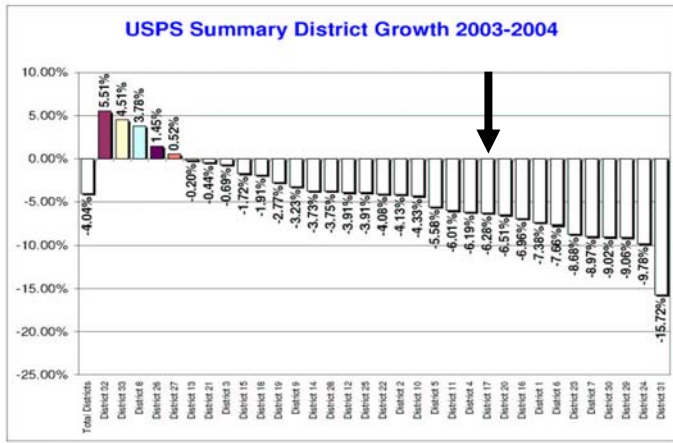
Margaret Sherrod, Nan Putnam, and the Phillip Macarthur's. Mrs. Macarthur is wearing the traditional Macarthur tartan plaid.

Squadron Happenings

USPS MEMBERSHIP ON DOWNWARD TREND

Membership in USPS continues to decline Twenty-eight of 33 districts lost members in 2004, resulting in an overall decline of just over 4%. Our home district, District 17, dropped by more than 6%.

On a national level, the USPS has lost more than 2000 members over the past five years, with most of the losses occurring in the past two years.



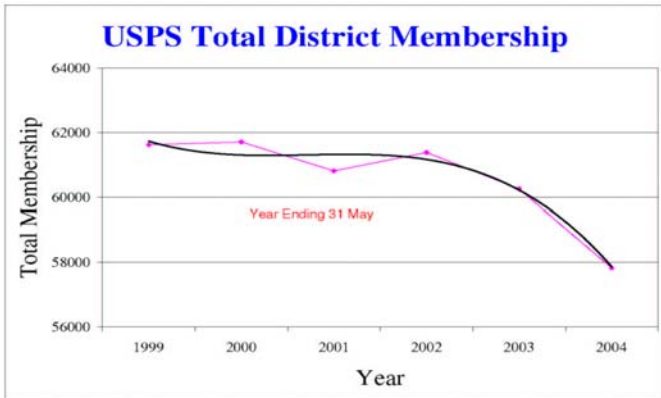
As a result, there is no specific start date, nor is there any finish date. Students can join the class on any Monday, stay for as many sections as they like, and take the exam when they feel they are ready. Last Fall, the program catered to 37 participants. Hopefully, after the Atlanta Boat Show, we will have a large increase in students. Lt. Mary Stegall, Boat Smart Chairperson, is asking for everyone's help in teaching a section. The class schedule is as follows:

- 31 Jan (sec1), 7 Feb (sec2), 14 Feb(sec3),
- 21 Feb (sec1), 28 Feb (sec2), 7 March (sec3)
- 14 Mar (sec1), 21 Mar (sec 2), 28 Mar (sec3)
- 4 Apr (sec1), 11Apr (sec2), 18Apr (sec3)

If you can help out on one of these Mondays, please contact Mary at your earliest convenience. Overheads are in place for all sections, so no additional preparation on your part is required.

Chart Smart Begins 31 January! Chart Smart, the USPS mini course that combines the highlights of both Seamanship and Piloting will again be offered this Winter. The class will run approximately 4 weeks and will begin on January 31 at the Heiskell School. P/Cdr Don Williams, SN, will be the instructor. Those interested in attending the class should sign-up on the website.

Congratulations: Congratulations to Lt. Keith Blanton, AP, who successfully bootstrapped the challenging ME course and passed all sections with flying colors.



Getting ready for the ICW...

Education Update – January 2005

By Lt Kevin Schoonover

Winter Classes Begin: Winter semester classes will begin on Monday, 10 January, at the Heiskell School. This winter, we are offering Advanced Piloting, and Weather. The Piloting course is a completely new curriculum from National and integrates the use of GPS and electronic charts into coastal navigation. We are all excited about this new material that contains outstanding graphics and hands-on electronic charts for students to practice with. The Piloting course will be taught by G. Michael Smith, AP, and the Weather course by Isaac Grove, JN.

Boat Smart Continues on 31 January: Our continuous format Boat Smart Program will recommence on 31 January. The program involves a rotating curriculum of all three sections contained in the Boat Smart mate-





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 Troncalli, 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
Asst Education Officer	Roy Stegall

EXECUTIVE COMMITTEE

Cdr Jeff Wise, Chairman	
Lt/C Margaret Sherrod, Vice Chairman	
Frank Taylor	David Herndon
Kevin Schoonover	Sheryl LaBoda
Hans Meier	Bob Leathers
Patti Watson	Patti Price
Carol Jordan	Tim Tyson
Lisa Herndon	Bob Ginsberg*
Nan Putnam*	

GENERAL COMMITTEES

Audit Committee

Chair: Lt Beth Guler
Michael Guler

Nominations Committee

P/C Hans A. Meier
P/C Edward P. Troncalli
P/C Daniel R. Tompkins

Rules Committee

P/C Hans A. Meier
P/C Edward P. Troncalli
P/C Daniel R. Tompkins

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.

*Because these nominations were not announced with sufficient lead time, they will be nominated by petition.



*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*

???JANUARY PUZZLER ???

Santa needed a break after all the work he put into Christmas 2004. Mrs. Claus suggested that they take a few days off and relax. He came across a travel brochure with discount fares to the Democratic Republic of Coleslawvania and decided that was the place. He and Mrs Claus took the plane to Timbuktu, where they made the connecting flight to Coleslawvania. While on the plane, they realized that none of the passengers spoke English, and they spoke no Coleslawvianian. Later as they were trying to get a cab from the airport to their hotel, the language barrier proved insurmountable. They were not able to make themselves understood to anyone. Just when they were about to resign themselves to spending the night in the airport, Mrs. Claus recognized someone and said, "Oh, there's someone who was on our plane who can help us!" And she was right. How did she know immediately that this person could speak English if none of her fellow passengers could do so and she had not exchanged a word with the person she recognized?

???NOVEMBER PUZZLER ANSWER???

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

Answer: $4+5=3^2$. The typical first response is $4+3=5+2$. However, that solution requires two "+" signs

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

Gus Acosta
265 Ponce de Leon Ave, NE, #2510
Atlanta, GA 30308
(h) 404-888-0762
Gustavo.acosta@yamanouchi-america.com

Robert Thornton
R_gthornton@netzero.com

USPS EVENTS: JAN 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 New Years Dar
2	3	4	5	6	7	8
9	10	11	12 ATL-Boat Show	13 Ex Comm/Boat Show	14 ATL-Boat Show	15 ATL-Boat Show
16 ATL-Boat Show	17	18	19	20 Gen'l Mbrs Mtg	21	22
23/30	24/31	25	26	27	28	29

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

USPS EVENTS: FEB 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10 ExComm	11	12
13	14 Valentine's Day	15	16	17	18	19
20 52nd COW	21	22	23	24	25	26
27	28					



Life on the Water

OVERBOARD!

*Reprinted from Coral Ridge Sail and Power Squadron;
author Steve Philpott, Safety Officer; editor Cynthia Ramey*

What would you do if one minute you were headed to secure a line on the boat, and the next watching the boat from the water line? For boaters that are used to day-to-day, year-to-year sailing/motor yachting, we may not give much thought to this. But we should. While we may trust ourselves, and think that something like that won't happen – well - guess what? It does!

Let's say it's nighttime and you fall overboard. Do you know what the chances of that boat you fell off of finding you? About 10-15% (unless you are in REALLY calm seas). Do you know what can increase your chances up to about 70%? Wearing something that is reflective. A piece of reflective tape on your arm, hat or clothing will do the trick. I don't know about you, but it would be a lot simpler to put a 5-6 inch piece of reflective tape on my arm than to float around in the ocean for 2-3 hours waiting for a rescue team to find me.

Some more ideas: IMMEDIATELY pitch a life buoy/jacket into the water when you realize someone is overboard, and yell at the top of your voice "Man Overboard!" If you were in the water, wouldn't you want to hear those words yelled so you realized someone knows you are gone? If you have a Man Overboard Button on your GPS, be sure to push it! It will assist you in getting back to the area, taking currents and sea conditions into consideration.

If there are two or more people on board, have someone continuously point to the person in the water, if the victim is visible. Did you know that if you are the only one left on the boat and it is night time, and you DO see the person in the water, it is recommended that you do NOT go to the helm and try to get the boat to the overboard victim? What happens is that most people end up getting disoriented and can't relocate the victim.

For a recommended "pattern" of search for MOB victims, visit www.boatingsafety.com. One more thing: if you can't find the MOB victim within a 10-minute window, STOP and take the time to call a mayday on your radio. Taking the time to do this could save a life.

DOCKING SAFELY

*Reprinted from Marathon Sail and Power Squadron;
author Gregory Absten, safety officer; Nancy Miller, editor*

See also page 9

Being the Port Captain for our local yacht club has provided me some interesting observations on the docking habits of boaters that I just never paid much attention to before. Now, before I sound like I'm preaching, let me admit that I've had my own share of dock crashes and fiascos. That being said, I'll highlight some key points and mistakes.

Two items that come to mind are preparation first, and use of rub rails second. You can't always know which slip you're going into, whether its port or starboard to, and how high to hang fenders, if any. However, if you can get this information, it is extremely helpful so you can prepare your lines and fenders in advance of ap-

proaching the dock. Hang off the marina for a few minutes to do this if needed.

If you don't know which lines you'll need, then prepare both sides of the boat. This also assumes you have enough lines of adequate size to do this (get them if you don't). A number of boaters have approached slips and just started to retrieve lines from the lockers as they were entering their slip. One boater entered the slip and threw me a coiled line that was not even attached to his boat! I politely suggested that it might help if he'd make it fast to a cleat on his boat first.

Controlling the boat into the slip is where things can get interesting, especially in wind or current. Practicing with your boat is the only way to acquire the necessary experience. Drop an anchored float offshore in calm water somewhere and just practice "dancing" your boat up to and around it to learn how to maneuver. One boater in a large twin engine cruiser tried to enter his slip by repeatedly going hard over on the helm to steer the boat into the slip. It obviously did not work because you don't steer a twin-screw boat with the rudder when it's not making way.

The reluctance to use rub rails for what they were designed for is why most people have problems entering slips in high winds. They seem to be afraid of leaving a mark on their boat or something. This is the only way to control your boat in or out of a slip many times when blown sideways. Get the bow or stern started into a slip, and then aggressively use your rub rails and bursts of power to "push" your boat off the pilings to keep it turning the correct direction. Use them similarly to "shove" the stern of your boat away from a dock when the wind is holding you against it.

Dock safely and don't get body parts caught between your boat and pilings.



Patti and Doug Watson and Mia Amodio enjoy some holiday popcorn and a New Year's cruise on the ICW



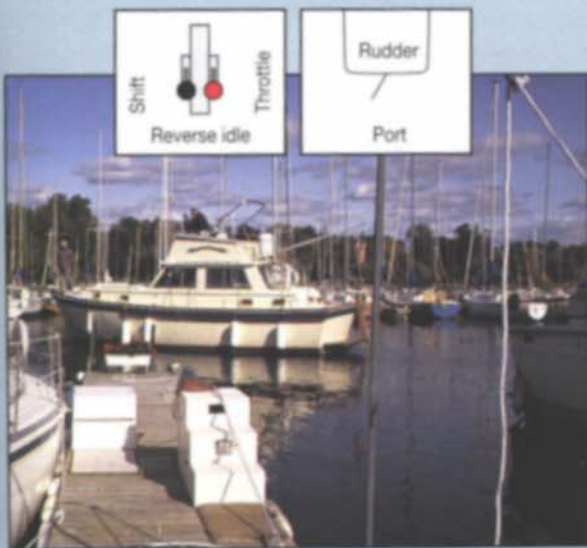
Life on the Water

STEP-BY-STEP DOCKING WITH A SINGLE-SCREW BOAT

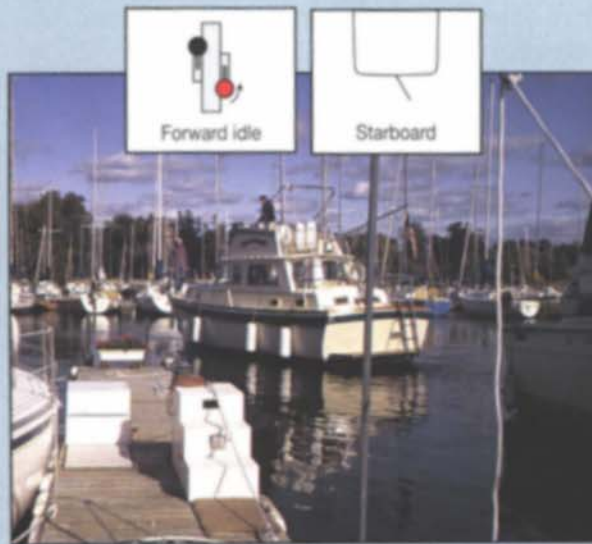
With a right-hand propeller, back to port when entering a slip. How fast you can turn your boat determines when to stop and when you should begin backing. A high freeboard and flybridge may respond to crosswind, so choose your moment so as to avoid sudden gusts.

Propeller action will help most single-screw boats turn to port when backing. With the helm hard to port, the boat should begin a turn into the slip.

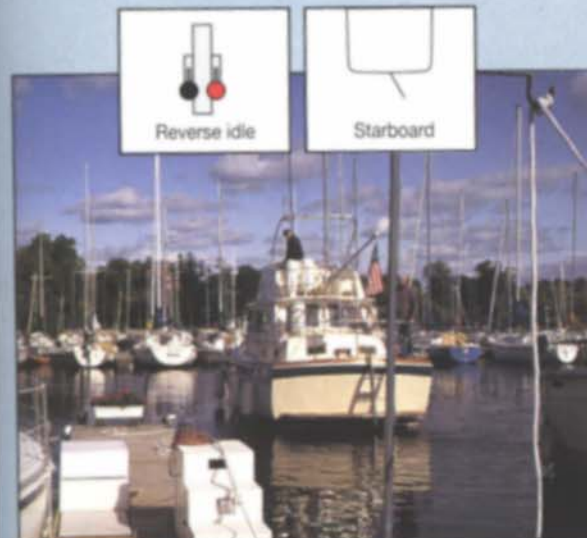
Usually the boat will need some help kicking its stern farther to port to align itself with the slip. Going ahead with a short burst of power, with helm over to starboard, will accomplish this. Some right rudder will probably be needed to make the boat back in a straight line into the slip, but remember that the torque of the propeller to port (in reverse) often has more influence than the position of the rudder. If a short burst of power is needed, position the rudder first, then apply the power.



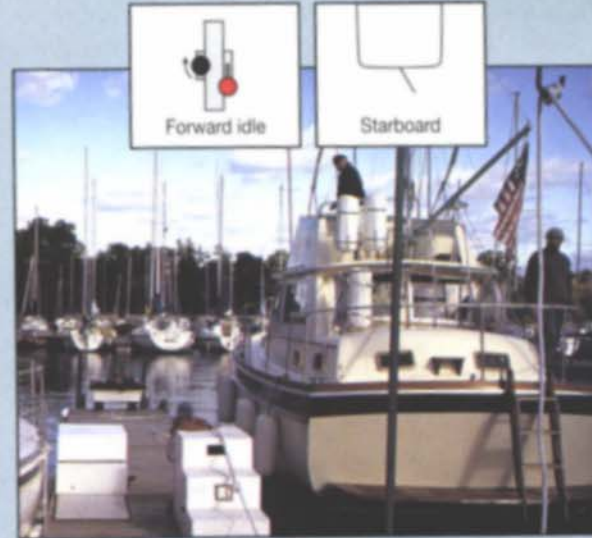
1. Shift into reverse to stop the boat, then put the helm over hard to port to start the turn into the slip. A slight increase in power will cause the boat to turn a bit quicker



2. Shift into forward as you enter, putting the helm over hard to starboard and open the throttle for a short burst of power. This kicks the stern to port, aligning the boat with the slip.



3. Shift into reverse and keep the helm to starboard to overcome the propeller walk to port (may not be necessary with a counter-rotating prop). Back straight into the slip.



4. When fully into the slip, shift into forward to stop sternway.



AFTerthoughts

WHAT'S IN A NAME?

The data on USPS's declining membership (see page 5) should be a concern for all members, especially the data for the past two years. The USPS provides unique opportunities for fun on the water, for fellowship with fellow boaters and for learning safe and effective boating. So why would our membership be declining at a time when the number of boats sold is increasing?

Maybe there's something in the name. The dictionary lists several definitions for "squadron," and each of which has a strong military connotation. Frankly, there's little about the military that inspires images of relaxation and fun with friends on the water. Could it be that today's boaters are looking for something a bit more civilian?

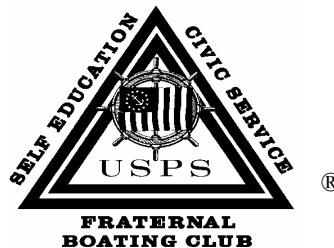
My guess is that it goes beyond the name. The pseudo-military structure of our organization, the military titles, the terminology we use, the uniforms all add to the overall impression of a military af-

filiation.

The question USPS members need to ask is what value these trappings add to today's squadron. Would prospective new members be more attracted to our extensive education and safety programs if they didn't have the strong martial connotations? Would the squadron lose anything of value if our officers were called President, Vice-President, etc; if we used civilian references to dates and times; and if our uniforms consisted of khakis and matching polo shirts? Several past issues of *The Ensign* have contained articles expressing similar thoughts.

Our proud tradition and heritage is rooted in a military affiliation; however, that connection no longer exists. Organizations that survive are those that adapt and evolve. The membership decline seem to imply that some serious adaptation is in order. Let's find ways to honor our roots while appealing to a broader base of boaters.

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



STAMP

