

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®

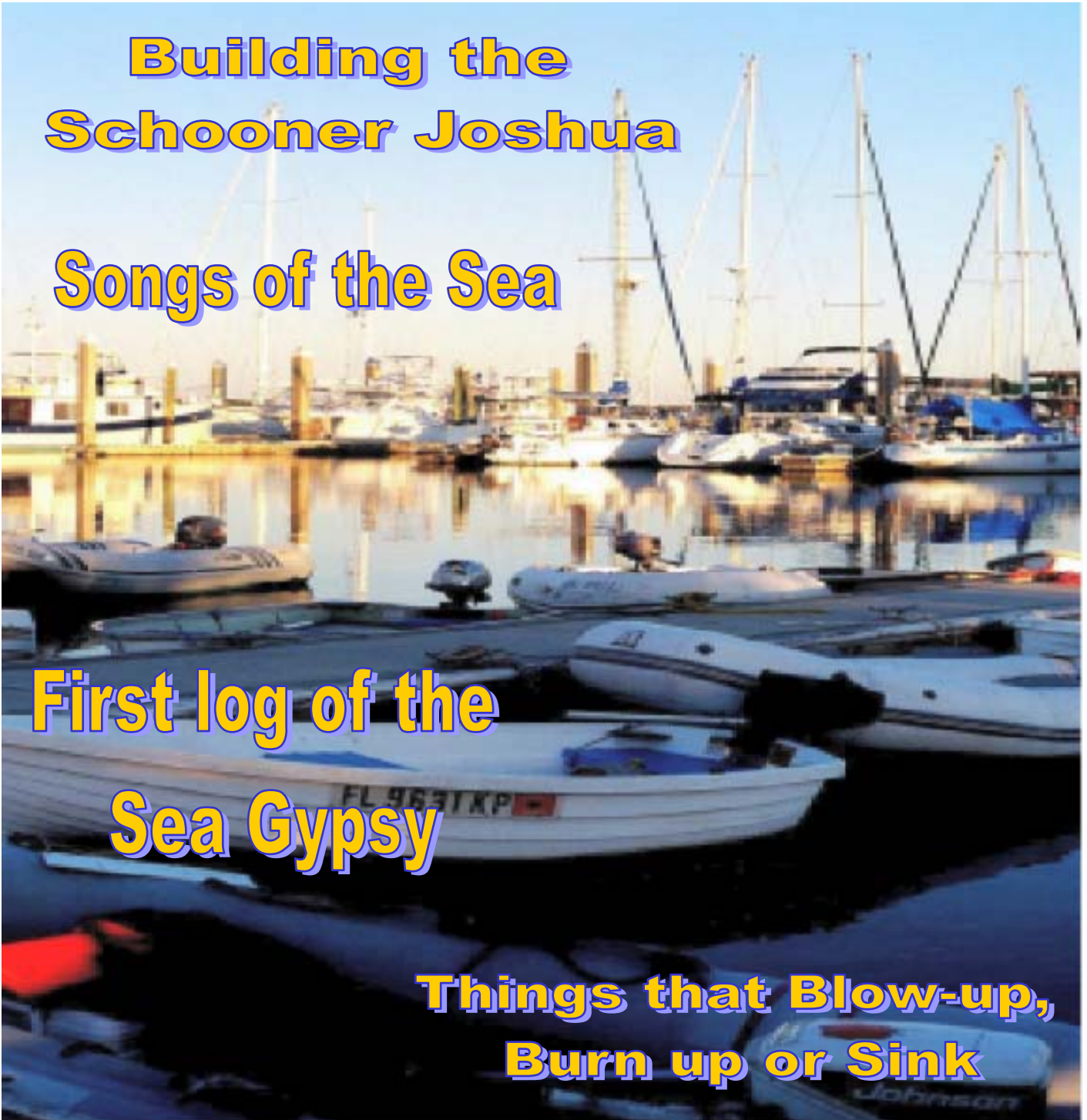


## Building the Schooner Joshua

## Songs of the Sea

## First log of the Sea Gypsy

## Things that Blow-up, Burn up or Sink



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The Waterlog

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

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

All members in good standing, and approved non-member advertisers may submit articles and items for publication. They receive no gratuity.

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

**Please send comments and suggestions to:-**

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Cover photo of dinghies at Marina in St. Augustine by Lisa Herndon

Commander's Corner



Cdr. Jeff Wise, N

Sitting here on a condo balcony overlooking on the beach in Panama City, I'm struck by several thoughts, mainly, that this is going to be a shorter than normal column, but here goes anyway. As we drove down last weekend, Tropical Storm Arlene was buffeting the beach. We didn't think much of it, except for the rain on the windshield. But, now I'm appreciating the lessons I've learned, even from a minor storm. From our condo balcony, I can see two boats washed ashore in the storm. Each tells a story.

The TV news had a clip about three boaters from North Carolina who where caught in the storm on their 35' sport fisherman. The first thing that hit me was the use of the word "caught." Years ago without radios and weather broadcasts, getting caught by a storm was understandable, but today, only a fool goes outside without an accurate understanding of the weather and the forecasts. We knew that Arlene was going to be a strong tropical storm, possibly a Category 1 hurricane three to four days before it impacted the coast. Computer models can accurately predict the path for at least 24 hours and reasonably accurately for 3 days. Yet the media indicated that these three "boaters" were "caught" 18 miles off-shore in swells of 12'-15', and winds of 65 knots. According to the report, their boat still had power, but was taking on water, and they were afraid that it was going down. A VHF call to the US Coast Guard station got them a free ride on a helicopter—probably their smartest move of the day. As luck and the seas would have it, their boat stayed afloat and washed ashore just down the beach from me. The owner even said on the TV interview, "If I had known that it was going to stay afloat, I would have stayed with it." It had been fully equipped, two VHF radios, GPS, depth sounder/fish finder. Unfortunately the thieves and vandals got to the boat before the owners and all that was left were dozens of empty beer cans and dirty dishes still in the sink. The lesson isn't that he should have stayed with the boat—abandoning it early was probably the smart move if they thought it was going down. The lesson is that with all that equipment, they were still dumb enough to get "caught" by the storm, less than an hour from a safe harbor. Perhaps a little discretion, a weather course, and a bit of cruise planning might have saved their fishing trip. As it turned out, the insurance company had the boat towed off the beach two days later. It still floated.

The second boat I can see from the balcony is a 23' sailboat, broken into four pieces over a concrete drainage culvert. It hadn't been in good shape to start with, but a quick inspection showed the same sort of poor planning as the boat above. Centered near the bow of the foredeck was a 1-1/2" hole where the bow cleat had been. A similar hole was on one corner of the transom (located about 30 feet away). The other corner of the transom had a perfectly good cleat, with a backing plate only slightly larger than the bolt pattern. The backing plates simply weren't big enough to keep from being pulled through the fiberglass. The remaining cleat indicated that the boat had probably only been tied with two single lines. Even a moderate tropical storm was enough to pull it free and the storm surge did the rest. A little bit of Seamanship and ten minutes of how to prepare a boat for a storm might have it. Again, discretion, planning, and education are the difference between boat owners and skilled boaters.

I can't go without Thank You's to a wonderful Bridge, Executive Committee, and a host of active members who are really making this squadron "GO" – they do more for us than we can possibly understand or ever say thank you enough. And a special Thank You to Margaret and Frank for covering for me while I'm enjoying the sun and surf.



# Squadron Happenings

## WELCOME NEW MEMBERS!

by Patti Price, new member chair

### Mark Pfaff and Pam Napier-Pfaff



*Mark Pfaff and Pam Napier-Pfaff took the ASPS oath at the June membership meeting*

Mark and Pam bought a Hurricane 237 Sun Deck last fall over the internet. Their boat was almost new; it only had 7 hours on the engine. The boat was located in Connecticut and delivered to Georgia on December 15. What a nice Christmas present! Mark says that the boat rides very well and anticipates lots of fishing and water

skiing this summer.

Mark is a residential home appraiser and Pam works for BellSouth. Their son, Bradlee, will be attending Georgia Tech this August. Pam and Mark are avid gardeners and members of the Lawrenceville Kennel Club. They show their pride and joy, Abbie, an Airedale Terrier. Abbie also enjoys riding in the bow of the Hurricane. So, Abbie is a show dog and a boat dog, or maybe a show boat dog! We hope to see them all at a raft-up this summer.

### Welcome to Jeff and Anne Batson

Jeff has been carrying around a membership application for about 2 years. The timing was finally right. Welcome Jeff!

Jeff grew up on Long Island Sound. He graduated from Vanderbilt University in 1988 and spent six years in the Navy as a supply officer and diving officer on the submarine *USS Simon Bolivar*. He has also taught coastal piloting. Jeff is currently in the silk screen printing business and is a co-owner of Quality Packaging and Leprechaun Promotions.

Jeff and his wife Anne have 2 boys, aged 15 and 10 years. Jeff has been very active with the boys, serving in the Boy Scouts and Naval Sea Cadets. Jeff and his family have enjoyed their Catalina 27 sailboat, *Tangent*, docked at Aqualand. Jeff is interested in a bigger boat (the kids need more room) and has had a survey performed on a Trojan Tricabin. Buying a boat is never easy. Good luck with this decision.



*New member Jeff Batson enjoys his first membership meeting*

## FIRST RAFT-UP OF THE SEASON!

by Carol Jordan, On-the-water activities chair

On 14 May the ASPS enjoyed the first raft-up of the season where food, friends and frivolity prevailed. Seven boats and twenty plus boaters enjoyed the afternoon. They tested their skills as they endured a short but intense storm, re-setting anchors, re-checking knots, line and fenders. There is a rumor that Carol Jordan now knows not to use clothes-line on her fenders... and that she found new retrieval skills while Jim held her ankles!



*Ed Troncalli enjoys the first raft up of the season*

The next raft-up will be on **Sat. 25 June starting at 1300 hrs**. This event will be coordinated with the BoatSmart class to be held at Aqualand. Following the completion of the day-long class, the attendees will be invited down to the docks where boats will be available to transport them over to the raft-up. The location is in a cove across from Aqualand, between markers 4FB and 6 FB, where the Lanier Yacht Club used to be. The coordinates are as follows:

Lat.: 34 degrees, 10.8 minutes N

Long: 83 degrees, 58.1 minutes W

Everyday's a great day on the lake!



*Nan Putnam arrives with guests Joyce and Gary Pelphrey*

# Squadron Happenings

## JUNE MEETING SURVEYS THE SITUATION

Don Nelson made a presentation on Boat Surveying at the general membership meeting held 16 June. "There are over 740 items to address in a boat survey," Don, a professional boat surveyor told his audience. He went through the main categories of checking a ship's papers, and advised asking for a seller's vessel disclosure. In estimating a ship's fair market value, Internet sites boat.net and NADA.com.



Don advised the three main categories to check are the items that will (1) blow up, (2) burn up or (3) sink a boat. He demonstrated examples of exhaust vents, fire extinguishers and faulty wiring. He strongly recommended checking the credentials of your boat surveyor to make sure they are accredited by either the National Association of Marine Surveyors ([www.nams-cms.org](http://www.nams-cms.org)) or the Society of Accredited Surveyors ([www.marinesurvey.org](http://www.marinesurvey.org)).

## JULY MEETING—MEMORIES OF THE ICW

Attention all members who went on the recent ICW trip! Please send your pictures to Frank Taylor so that he may consolidate the best and share these memories with everyone at the July general membership meeting! Call Frank at 770-843-2494 or e-mail him at [frank.taylor@boatfanatics.com](mailto:frank.taylor@boatfanatics.com).

## AUXILIARY LUNCHEON AND TOUR

The Auxiliary toured the historic William Payne House in Roswell on 26 May followed by a luncheon at the Brickyard Restaurant. Approximately 17 members of the Auxiliary ate together and enjoyed the fellowship of one another. For upcoming Auxiliary functions, contact First Officer Nancy Leathers or any Auxiliary member listed in the roster. Membership is open to men and women and dues are \$10 per year.

## MEMBERSHIP INVOLVEMENT SURVEY

At the June Excomm meeting, the officers discussed overall involvement of the membership. While approximately half of the 250+ members participated in at least one activity last year, what about everyone else? Are we offering something for everyone? Does everyone have an opportunity to get involved?

In order to help plan activities that will encourage and appeal to as many as possible, all Waterlog readers are asked to complete a and return a survey. That includes spouses and non-members.

Thanks in advance! Surveys will be mailed and e-mailed separately. Your name will be protected and all responses presented anonymously in aggregate so your candor is appreciated.

## VESSEL SAFETY CHECKS –GET ‘ER DONE!

Four Vessel Safety Examiners and two candidates completed eight safety checks at a recent Barefoot Sailing function. Even if you don't pass, the Squadron gets credit for VSE's, our inspectors and candidates get experience and you get to find out what you need to change in order to have a safe boat..... Get 'er done!

### ???JUNE PUZZLER ???

Joe Bassman's car was on the fritz and he needed a new fishing rod. He caught the bus down to the local outdoor supply store and spent a happy hour selecting the perfect rod—and he got it on sale. Pleased with his purchase, he waited at the bus stop for the ride home.

When the bus arrived, Joe started up the steps. The driver stopped him and said, "How long is that fishing rod?"

"Five feet," Joe replied.

"Sorry, sir," said the driver. "City ordinance 103.7/A, subsection 3.2.7.1, strictly prohibits objects longer than four feet on the bus. I can't let you on with that."

Joe watched the door close in his face and smelled the diesel fumes as the bus headed on down the road. Then he had an idea.

A quick trip back to the store, and when the next bus came, he got on with his new five foot fishing rod. The rod was not broken, bent, or taken apart in sections. How did he do it?

### ???MAY PUZZLER ANSWER???

Anagrams are words that rearrange the letters to make other phrases or words. Following are anagrams which can be rearranged into related, but fun, phrases. What related phrase(s) can you make out of THE MORSE CODE and ELEVEN PLUS TWO?

MORSE CODE becomes HERE COME DOTS and

ELEVEN PLUS TWO becomes TWELVE PLUS ONE



# Squadron Happenings

## FAVORITES FROM THE FILES



*Checking out the local establishments....*



*Frank and Betty Taylor enjoy St. Augustine*



*Jim Jordan has the attitude of the latitude*



*Melee in the suds*



*Sunset libations on Le Bonne Temps*



*Lisa Herndon learns about secondary fuel filters*



*Cruising the St. Johns River*



# From the Bridge

## THE 2005 BRIDGE EXECUTIVE COMMITTEE 2005

### SQUADRON OFFICERS

Commander	Jeff Wise	commander@usps-atlanta.org
Executive Officer	Margaret Sherrod	xo@usps-atlanta.org
Administrative Officer	Frank Taylor	admin@usps-atlanta.org
Secretary	David Herndon	secretary@usps-atlanta.org
Education Officer	Kevin Schoonover	edu@usps-atlanta.org
Treasurer	Sheryl LaBoda	treasurer@usps-atlanta.org
Assistant Treasurer	Tim Tyson	timtyson@earthlink.net
Assistant Secretary	Edy Marsal	asec@usps-atlanta.org
Asst Education Officer	Roy Stegall	rapidroy@bellsouth.net

### EXECUTIVE COMMITTEE

Cdr Jeff Wise, Chairman  
Lt/C Margaret Sherrod, Vice Chairman

F	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	

## Education Report

*Lt/C Kevin Schoonover*

### GPS Course to be offered!

The Education Department is pleased to offer an expanded GPS Course for all interested parties. The class will be taught by Douglas Townes, a certified instructor with the CGA and a very knowledgeable individual in the use and application of GPS electronics. The course will be conducted during the evenings of 23 June and 28 June. Each class will last approximately 2 hours with a homework assignment to be completed by the students between the two classes. The course location will be the New Horizons Computer Learning Center at 4053 LaVista Rd. in Tucker. Classes will begin at 1900 hours each evening. The cost of the class will be \$25.00 to cover materials. Our target audience for the class are people that have a GPS but do not know how to use it very well yet, those that are contemplating buying a GPS, and those that are comfortable with the GPS but are open to new ideas and techniques.

### Students Complete Courses

The Winter Semester is finally done and the following squadron members have completed all required class requirements:

**Piloting:** Karen Alexander, Steve Bethea, Bill Convery, Dave Delorme, Sheryl LaBoda, Ron Marcotte, Lisa Marcotte, Patrick McGrath, Rebecca Mortenson, Jonathan Mortenson, John Rodzik

**Weather:** Roy Stegall, Margaret Sherrod, Andrew Wilson, Jeff Wise

**Sail:** Keith Blanton

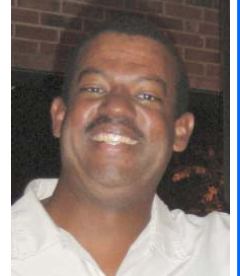
**Engine Maintenance:** Roy Stegall



*Lt/C Margaret Sherrod  
Executive Officer*



*Cdr. Jeff Wise*



*Lt/C Frank Taylor  
Administrative Officer*



*Lt/C Sheryl LaBoda,  
Treasurer*



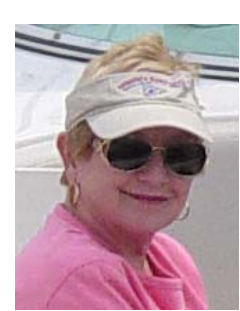
*Lt/C David Herndon  
Secretary*



*Lt/C Kevin Schoonover  
Education Officer*



*1st/L Roy Stegall  
Asst. Squadron  
Education Officer*



*1st/L Edy Marsal  
Asst. Secretary*



*1st/L Tim Tyson  
Asst. Treasurer*

*Education Report continued...*

### Comcast Digital Offers Boating Videos

For all of you who might have Comcast Digital service, the cable supplier has a Boating & Sailing Category in there On-Demand library. To get there, first go to channel 1, the On-Demand Channel. Then step down and select the Sports & Fitness category. Once inside you will find another menu. Step through this until you find Boating & Sailing. Select this and you have a full menu of choices including Sailing, Power Boating, Navigation-Safety, Cruising Life and Power & Motoryachts.

# The Bulletin Board

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

**Burgees, USPS Ensigns (and other fun boat stuff) available at: [www.boatfanatics.com](http://www.boatfanatics.com)**

**CPR training! First 10 members to contact Mary Stegall for training on 13 August**

**New email address: Brad Barks [bradbarks@earthlink.net](mailto:bradbarks@earthlink.net)**

**Please help the Waterlog! Send your favorite boating stories, adventures, and learnings to [waterlog@usps-atlanta.org](mailto:waterlog@usps-atlanta.org) by the 15th of each month**

**DATE CHANGE!! DATE CHANGE!!!**

**Tennessee River Trip dates changed to September 23-25**  
**September General Membership meeting changed to September 15**

**Help us save expenses!**  
 If you received a hard copy of the Waterlog and would be willing to go "email only" please send a message to [waterlog@usps-atlanta.org](mailto:waterlog@usps-atlanta.org). Thanks to six families who have gone electronic since last month!

**Sign up for fall classes!**

- Advance3d Piloting
- Seamanship
- Sailing
- Instructor Development

## USPS EVENTS: JUNE 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9 Excomm Mtg	10	11
12	13	14	15	16 General Membership mtg	17	18
19	20	21	22	23 GPS class	24	25 Boat Smart + Raft-up
26	27	28 GPS class	29	30		

General Membership Meeting at the Foghorn Grill, 3230 Medlock Bridge Rd, Norcross, GA

ExComm Meetings at the Hickory House, 5490 Chamblee-Dunwoody Rd, Dunwoody, GA

## USPS EVENTS: JULY 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14 Excomm Mtg	15	16 BoatSmart / Raft-up
17	18	19	20	21 General Membership mtg	22	23
24	25	26	27	28	29	30
31						



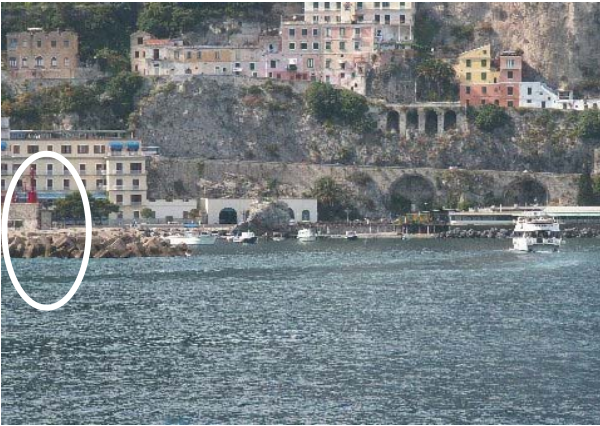


# Life on the Water

## TEST YOUR SEAMANSHIP KNOWLEDGE

by Capt. Greg Clark

**Can you see what is Wrong that should be Right, but really is Right because its not?** Greg and Gail Clark took this picture entering a harbor off the Almafi Coast of Italy on the island of Capri. As



you can see the left side of the harbor is marked with the RED Nun. See explanation below: Aids to Navigation in North & South America, Japan and the Philippines use

what is called **Lateral System B**. The rest of the world uses **Lateral System A**.

In Lateral System B, the even numbered, **red** colored aids must be on the right (**starboard**) side of your boat when you are returning from the sea; thus the saying: **Red Right Returning**. The odd numbered, **green** colored aids would then be on your left (**port**) side. As one can see, this system clearly marks where your water **highway** or **fairway** is located. In areas that use Lateral System A, the red markers are on the left (port) side when returning from seaward.

## SEA GYPSY LOG

By Eric Harrs

“It won’t take long before you’re unemployable,” he said. “Cruising will change you so that you just don’t have the ability to go back to your career.”

I’ve only known Lee for a couple months now, but during that time I think I’ve seen him in shoes only once. And that was just to walk from his condo to our boat where he gleefully took them off. I know that Lee was an executive in his former life, but just one look at him and you could tell by his dress and demeanor, that even though he doesn’t own a boat anymore, it’s with boaters that he definitely fits in. Cruisers just have this look



*Eric and Mary Harrs are living aboard their sailboat with their two dogs. Currently they are in Florida*

which is unmistakable. They’re slightly grungy, wear only shorts, a light shirt, and sandals. They are often topped off with a stupid looking wide brimmed hat which doubles as sun as well as rain protection, because they often have to walk to the grocery store during a downpour.

“I have to go back to work,” I said. “I don’t have enough money to retire indefinitely.” “That’s unfortunate. You’re going to have a hard time,” he mumbled shaking his head.

This was getting a bit silly, I thought. We all go to work because we do what we need to do to survive in life. There aren’t many people out there who would go to work even if not paid. Going to work in the future would be the same as going to work in the past. It’s just something I need to do, so I do it.

It was last week that we were invited to another couple’s house for lunch. They were non-cruisers, so we had to dress up a little. As Mary and I were getting ready, I’ll never forget what I said. “I really hate having to put on shoes and socks. They’re so uncomfortable. I can see why cruisers don’t hang out with non-cruisers much. It’s just too much work to try to fit in.”

Lee was right. In only four months I had gone from complaining about having to wear a tie to work, to now complaining about having to wear shoes and socks. I really wasn’t expecting that quick, or that extent, of a transformation. Now I wonder if I can find a job which will allow me to work in a swimsuit and sandals. This is going to be tough. We are currently in Titusville, FL, just across from Cape Canaveral. Seeing a night launch of a Titan rocket was spectacular. It lit up the sky as it took off. The last separation caused a starburst like a 4<sup>th</sup> of July skyrocket. We started our trip north to the Chesapeake Bay last week. Our engine overheated because the propeller was full of barnacles, so we had to come back to Titusville. We decided to take some shorter trips first to make sure there are no other major problems. Mary wants to see Cocoa Beach. That seems like a good a place as any. After all, it’s not like we can go back to work.

## ALABAMA BASS BOAT



*Apologies to everyone from Alabama... this one was too good to pass up...*





# Life on the Water

## A TALL ORDER

Reprinted from the *Lexus Magazine*



*Captain Carol Bramblett left a "model" career to build the 72-foot schooner*

As a child, Carol Bramblett had "vivid dreams" of a schooner named *Joshua*. Raised on the Tennessee River, Bramblett continued to be intrigued by water—and to dream of the ship. In 1991, when she was laid off from her job as a model builder at a paper company, she decided to skip searching for another position in her field. Already studying for her captain's test, Bramblett realized it

was time to turn her dream into a larger-than-life reality. She would build *Joshua*. Her choice wasn't as much about her desire to build a boat as it was about the realization that "the boat would be mine." Adds Bramblett, "My sister said it was a midlife crisis. I said it was a midlife adventure."

Bramblett, now 58, started collecting pieces of old boats and doing research in the archives of the University of South Alabama. "I took bits of this and bits of that," she says, "and a marine architect figured it all out." But building a 72-foot schooner is in no way a solo affair. "The construction was a lot bigger than I'd envisioned," says Bramblett. Over the nine and a half years it took to finish *Joshua*, friends and other volunteers were paid for their time with sandwiches, gumbo and mullet gizzard spaghetti. Bramblett also employed craftspeople to make *Joshua* shine. "there's too much talent not to use it," she says.

These days, Bramblett's not sure if *Joshua* belongs to her or to "three-quarters of Mobile Bay's people." At the launch in 2002, the dock was filled with its extended family.

Today Bramblett and her volunteer crew— who've been known to sing a sea chantey or two—sail *Joshua*, the official tall ship of Mobile, Alabama, on two-to-three hour charter and walk-on cruises (251-443-9453; [www.schoonerjoshua.com](http://www.schoonerjoshua.com)) "I think it's marvelous to see the faces of people as they come on board," says Bramblett, "You can see the dreams starting for the children." Those dreams continue for Bramblett: "I dream we're sailing out and the waves are perfect and the sun is a red ball in the sky." Smooth sailing indeed.



*The 72-foot schooner Joshua*

## INTRODUCING EILEEN QUINN

Written with permission

Anyone who loves music and boating will enjoy the sounds of Eileen Quinn, whose original music can be found on [www.eileenquinn.com](http://www.eileenquinn.com). From her songs, it's easy to see that Eileen is an experienced sailor who has spent many days at sea and who understands the wonder and agony of a boater's life. Her songs are witty, poignant, and offer a variety of styles from "*He's Building a Boat*," which will bring tears, to "*Gotta Regatta*," which will make you laugh out loud. Eileen grew up in Ottawa Canada and now has 35,000 sea miles behind her. She recorded 4 CD's in 1997. Eileen was a member of a local Power Squadron in Canada and took a few courses before she and her husband set out cruising. She played last fall for Power Squadrons in Maryland and South Carolina.

Following are excerpts from some of her songs

### **If I Killed the Captain** (from *Mean Low Water*)

...when the prop has snagged a net  
It's me who's over the side  
He says, "now darling, change the zinc  
While you're down there for the ride"  
I hold my tongue, I look for strength  
From powers up above  
For patience is the better part  
Of duty, honor and love

But if I killed the captain  
Really, who would know?  
We're two weeks out of port  
We've got one more week to go  
And all that it would take  
Is a timely little shove  
How swift the course the heart may run  
To hatred from true love  
True love, true love....

### **Gotta Regatta** (from *Degrees of Deviation*)

...we're slow even by corrected time  
Although we're often near the front of the buffet line  
Takes us a while to sail very far  
But we strike like lightning at an open bar  
Gotta, gotta, gotta regatta....  
To the ones who are serious about the cup  
All I can say is "lighten up"  
Some come to race, some to chew the fat  
Me, I came for the t-shirt and the hat  
Gotta, gotta, gotta regatta...



# AFTerthoughts

## THE NEXT BOAT

A few nights ago, my wife was paging through one of those boating magazines that features reviews of new boat models as they come onto the market. She paused at one article, and read intently for several minutes. When she looked up, she looked wistful and sighed, "I think I've found the One."

Waves of terror raced through my body. A statement like that could mean only one thing – she's seriously looking to upgrade. I had thought this was a future activity, something of passing interest now, but deserving serious study at some vaguely defined time a few years hence. "When the kids are out of college..." is what we've always said.

Choosing the next boat is not for the faint of heart. One certain lesson I've learned from the boats I've owned previously is what was wrong with them: the layout, the construction, the amenities, the location of the cup holders. I have the perfect boat inside my head. However, my perfect boat is a lot like Justice Potter Stewart's definition of obscenity: "I shall not attempt to further define [it, but] I know it when I see it." Thus, it is doubtful that any of the major manufacturers have yet picked up on my brilliant design.

So how could she have found "the One" so easily?

I took the magazine and pored over the article. Whoa, she may be right! This was a beauty – a 40-ft Carver cruiser with cherry interior and twin 400-something engines. I reread the detailed description of the interior layout and amenities, then carefully inspected the exterior design. All the cup holders were in the right places. We were in dangerous waters now.

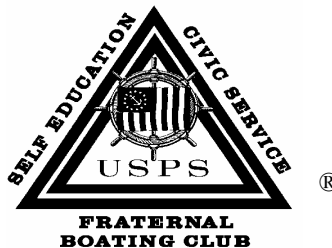
Then I came to the part about the sea trials. Cruising speed in the 30's with plenty of top end above that, good performance in a moderately choppy sea, good handling on the turns - things were looking very interesting.

And then the dagger through the heart: fuel consumption was 39.4 gallons per hour. Let's see...40 gallons an hour times \$2.80 per gallon comes to "O my God!" Operating this beauty could cost more than putting kids through college.

We're looking at trawlers now.

Happy boating!

Lisa Herndon  
1332 Cambridge Ct.  
Atlanta, GA 30319



STAMP

