

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®



A Case of Mistaken Identity



Covenant Cove Awaits

Swimming with the Sharks
may be safer

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Commander's Corner



Cdr. Jeff Wise, N

Can you believe it, the summer's only half over, the lake is above full pool, and the squadron is at or near its all-time high in membership! What could be better! Lisa told me that these articles are supposed to be encouraging and inspiring and if I didn't write one, she threatened to publish my life history, so thank me and be inspired.

Last Saturday was one of the most inspiring things that I've seen around the squadron in my short stay here. First, was the second of our "Summer Boat Smart classes." Ably conducted by Mary and Roy Stegall, we had 11 students, three of whom are new members. For those who may not know, this is the first year in many when we've tried having a summer Boat Smart and (because of Roy and Mary) it has worked wonderfully. We've had a total of about 30 students, several of whom have joined the squadron. And more than that, I think we've had fun doing it. The setting (Aqualand Marina Pavilion) worked especially well. In the winter, meeting in a building is OK, but in the summer, there's something to be said for teaching a class outdoors under the trees. I just wish the benches were a little softer.

After the Boat Smart class, and a cruise up Six-Mile Creek, we had one of the larger raft-ups in recent memory and for once, it didn't rain (very much). The raft-up was especially great because we had several new members with us, Jeff and Anne Batson and Mike and Tammy Litke. Mike and Tammy are making a habit of being our anchor boat. This is the second time in a row that they were the first boat on scene, ended up in the middle of the raft, and as a result, ended up with all the food! Nice going Mike! If the creeks quit risen', Jeff and Anne will be able to bring their boat over and we'll have twin Trojan's, complete with working air conditioners!

So, the summer's only half over! We've got a lot more planned. By the time you get this, the July General Meeting will be over, and we'll still be laughing about the pictures and the "awards." But we've still got more to come. Just a reminder, the Commander of the DNR has agreed to speak in September, we've got Chili cooking in November, and Patti and her team are working hard on the Holiday Party. There are more raft-ups to come, and Ed and Genie have invited us to a party at their house on the lake. Ed and Genie are two of the most gracious hosts I know and the location is gorgeous—don't miss it! But most of all, this is a boating club, and our second high-adventure trip is just around the corner. If you haven't made your reservations for the Tennessee River trip, it's not too late, but I've already sent the invitation to the other squadrons in the district, so you'd better hurry if you don't plan to sleep in a tent!

Just a final thought. Most of us join USPS for the classes—I know I did. And most of us stay year after year, because this is where our friends are. That should be a strong message. We need to "wrap our arms around" new members and draw them into our circle of friends. That's especially true of members who are in our classes but don't seem to participate in our social program. Let's do our best to get them with us at the Foghorn or at a raft-up. I've never met a more welcoming and open group than ASPS, let's make sure everyone feels that way. As for myself, thank you for taking Pat and me into your friendships.

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: June raftup by John Means

Squadron Happenings

LOTS OF NEW FACES AND BOATS AT THE JUNE AND JULY RAFT-UPS

Despite the daily torrential rains of a typical Atlanta summer, the ASPS had three successful raft-ups. Most recently, the June raftup, held 25 June, had 13 boats and 30 participants. The raftup 16 July had 9 boats and 27 participants. Each was preceded by a BoatSmart class at Aqualand with leaders encouraging the students to join in the fun on the water afterwards. The weather was kind and lots of food and water frolic abounded.

No one stays on the docks! If you do not have a boat and wish to participate, contact the On-the-Water chairperson, Carol Jordan to arrange a ride.



The port half of the June raftup

SAFETY FIRST! BOATSMART, SAFETY TALKS AND VESSEL SAFETY CHECKS

Mary and Roy Stegall organized and conducted BoatSmart classes prior to the June and July raftups, with good participation and all students passing the exam. Twenty five students participated on the sessions held 25 June and 16 July, enjoying the outdoor classroom at Aqualand. Roy also made a presentation to the U.S. Navy Reserve on 10 July, discussing common boating problems and little known facts on safety for about 300 attendees.

The most recent count of Vessel Safety Checks performed by the Squadron is 32 and growing. If you have not had your boat inspected, contact Doug Watson. Even if you don't pass, you'll know

what you need to do to have a safer boat and the ASPS will get credit and experience for the check-up.



New members Mark Pfaff and Pam Napier-Pfaff arrive at the June raftup with their boat dog, Abbie

13 AUGUST EVENT AT TRONCALLI HOME

Ed and Genie Troncalli plan again this year to generously open their home on Lake Lanier (and their docks) for a barbeque and "half water-half land" day on 13 August. It will be a full day, with the morning featuring a CPR class by Mary Stegall (space is limited but five seats remain—contact Mary) from 0900 to 1200.

Take this opportunity to get a Vessel Safety Check! Festivities begin at 1300 with Ed and Genie providing the meat course and all are asked to BYOB plus bring a dish as follows:

- (1) Power boaters bring an appetizer
- (2) Sailboaters bring dessert
- (3) "Interim non-vessel owners" bring a side dish

Arrive by boat or by car (Directions to follow in a DR). Those boaters wishing to remain overnight at the docks are welcome to do so—please advise the Troncalli's in advance.

JULY MEETING—MEMORIES OF THE ICW

Frank Taylor has collected approximately 2300 pictures from the ICW and will be showing the best as captains and crews share their favorite stories. Expect lots of laughter for those who were on the cruise as well everyone else who enjoys good boat stories!



Squadron Happenings

NOMINATING COMMITTEE CONSIDERS 2006 SLATE OF OFFICERS

Much planning goes into recruiting a strong set of officers and the succession of the leadership of the ASPS. If you are interested in being considered for an executive committee position or willing to chair or serve on a committee for the 2006 officer slate, please contact Past Commander Hans Meier

MEMBERSHIP INVOLVEMENT SURVEY

While approximately half of the 200+ ASPS 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 and return a survey. That includes spouses and non-members.

If you have not received your survey by mail or by email, please contact Lisa Herndon at herndons@bellsouth.net. Your name will be protected and all responses presented anonymously in aggregate so your candor is appreciated. Help us continue to build a better organization.

TENNESSEE RIVER CRUISE 22-25 SEPTEMBER

Time is running out to make reservations for the Tennessee River Cruise. If you have not done so, do it now!!! If you have any questions about the trip, contact Carol Jordan at got2shag@bellsouth.net or at 770-962-4725. Please indicate how many people are going in your group and whether or not you plan on taking your boat

Covenant Cove on Gunterville Lake offers eight golf courses, historic attractions, a martini and cigar lounge and more! Check out the pictures of Covenant Cove on www.covenantcove.com.

TN River Trip 2005 dates: Thurs. Sept. 22- Sun., Sept. 25



Reservations: [Covenant Cove Resort](http://www.covenantcove.com): 256-581-1000 (Pamela Lockhart, Manager); [Covenant Cove Marina](http://www.covenantcove.com): 256-582-1384

Room rates: \$80/per night for members of ASPS. You must state that you are with the Atlanta Power Squadron or you will not receive this negotiated rate for the group contract. Find out more info on Covenant Cove at [website](http://www.covenantcove.com)

www.covenantcove.com. There are lots of options for the itinerary:

- (1) "The Whole Enchilada": drive to Chattanooga Thursday for dinner; launch from TN Riverpark below Chickamauga Dam at 0830; cruise through Nickajack Lake and on to Gunterville Lake
- (2) "Early Risers": drive to Chattanooga Friday in time to launch by 0900



- (3) "Short Timers" Drive Friday to Jickajack Dam and rendezvous for lunch raft-up and on to Gunterville.
 - Options Saturday include a "lunch trip" by boat to Goose Pond Colony Resort or golf.
 - Other D17 squadrons are invited to join us so mix and mingle!

???JUNE PUZZLER ANSWER???

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?

ANSWER: He had the sporting goods shop put his fishing rod in a box that was four feet wide by 3 feet tall within the four foot constraint.... And the diagonal was five feet long which accommodated the rod

???JULY PUZZLER???

A group of friends enjoys a day of boating and as the sun goes down, they realize they're stranded when the motor does not start. The boat has no other means of reaching shore, and isn't equipped with a radio, but the friends do find some flares. Still, although they are within sight of hundreds of people on shore and in other boats, no one approaches to help them for at least an hour. Why does rescue take so long?

Squadron Happenings

FAVORITES FROM THE FILES



Lillian Cox enjoys the sites of New Hampshire and Maine



BoatSmart classes are held in the outdoor classroom at Aqualand Marina



Above: Teresa Schoonover celebrates her birthday with her family after successful leg surgery— Bravo Teresa!

Right: lots of fun and frivolity at the July raft-up



Left: Tommy Tompkins and Mary Simpson, along with Randy and Barbara Tahsler, prepare to raft-up with the refinished trawler-Rhonda... more stories about Rhonda in future issues!



Left: Guru Roy enjoys a moment of peace at the raftup
Right: Rare sunshine drove everyone into the water





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

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	

THE CLEAN ROUTINE FOR BOATERS

From The Boat U.S. Foundation published in the Boat Buyers Guide

Stash the Trash

- Reduce the amount of packaging and plastic taken aboard.
- Put a sturdy trash container on the boat.
- Keep all trash on board for disposal or recycling on shore.
- Establish a boat rule that no trash gets thrown overboard—even cigarette butts.
- Leave the water and marina cleaner than it was found—carefully pick up trash left by others.

Scoop the Poop

- Use onshore restrooms before leaving the shore.
- Keep untreated sewage out of all waters
- Heads should be equipped with a USCG-approved Marine Sanitations Device: Type I, II or III.
- Use enzyme deodorizers for holding tanks and portable toilets.

Stop the Drops

- Know how much fuel the tanks hold and don't top off!
- Make sure anyone fueling the boat knows which deck fill is for fuel.
- Use oil absorbent pads to catch drips while handing the fuel nozzle between the dock and the boat.
- Fill up trailerboats' gas tanks while the boat is on the trailer, not in the water.
- Maintain the Boat
- Regularly scrub the decks with fresh water and a brush to reduce the need to use heavy cleaners.



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

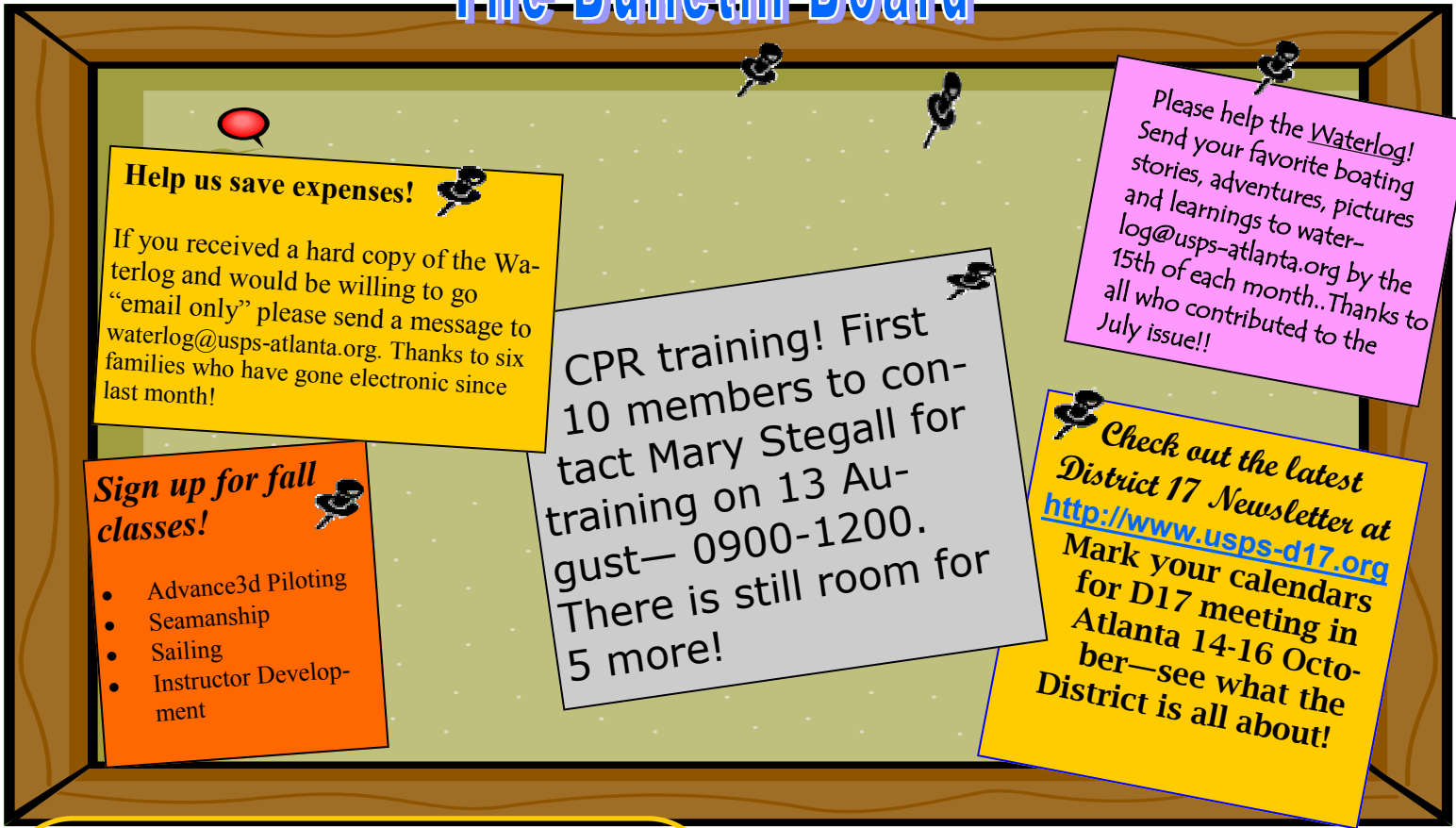
- Try to do large cleaning and maintenance jobs while the boat is out of the water. Ask the marina or underwater diver to recycle used zincs.

- Use a hard (non-ablative) antifouling paint if the boat bottom will be scrubbed while in the water.

So Many fish, So little Time

- Keep only those fish that will be eaten the day of the catch.
- Practice catch-and-release techniques to ensure the survival of those fish tossed back
- Use circle hooks
- Wet hands or gloves before handling a fish to be released

The Bulletin Board



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. Thanks to six families who have gone electronic since last month!

CPR training! First 10 members to contact Mary Stegall for training on 13 August— 0900-1200. There is still room for 5 more!

Sign up for fall classes!

- Advance3d Piloting
- Seamanship
- Sailing
- Instructor Development

Please help the Waterlog! Send your favorite boating stories, adventures, pictures and learnings to waterlog@usps-atlanta.org by the 15th of each month..Thanks to all who contributed to the July issue!!

Check out the latest District 17 Newsletter at <http://www.usps-d17.org> Mark your calendars for D17 meeting in Atlanta 14-16 October—see what the District is all about!

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						

USPS EVENTS: AUGUST 2005

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

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

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



Life on the Water

SWIMMING IN A MARINA? (Could Be the last Thing You Ever Do)

*Reprinted from the Carquinez Currents
Carquinez Sail and Power Squadron District 25*

It's a hundred degrees out and the grandkids are dying to go for a swim. Tragically, that could be just the outcome if they jump into the water at your marina. According to researchers, over 20 deaths have recently been attributed to electric shock drowning, all of them occurring in fresh water marinas leaking stray alternating current into the water "Electric shock drowning? How come I've never heard of that," you say. Well, until recently, most electric shock drowning were attributed to regular drowning because electric shock drowning leaves no distinctive post mortem indicators. The clues are typically multiple drownings in the same marina or the unexplained drownings of experienced swimmers.

In one tragic case a dog owner became paralyzed when attempting to rescue a dog in a "hot marina". The owner's husband then attempted to rescue his wife and dog. A second dog then entered the water thinking he was joining in the fun. All four died.

Electric shock drowning results when even small stray currents of less than 10 milliamps (1/100th of an amp) causes paralysis. These stray currents, which are commonly referred to as "ground faults", are caused by electrical code violations on docks and non compliance with American Boat and Yacht Council standards on vessels. Ground faults can occur when: (1) current carrying wires makes direct contact with the water, (2) when any portion of a faulty power cord falls in the water, or (3) when neutral (white) wires are connected to grounding (green) wires anywhere on the dock or on a vessel. Stray currents are also possible between boats sharing power from one generator. In addition to electric shock drowning, stray currents also cause fires and current induced corrosion.

Fortunately, there is detection equipment now available to detect ground faults. But even with the best detection equipment, one should never swim in a marina. It could be the last thing you ever do.

BOATING SAFETY

How long has it been since you have seen a Local Notice to Mariners? The Coast Guard will continue to publish electronic versions of these notices and make them available free of charge via the Internet, but will no longer print and mail copies of each notice. They are published weekly at the Coast Guard NavCen website: <http://www.navcen.uscg.gov/Inm/default.htm>

WORLD WIDE WEB

Reprinted from D17 Files and Profiles

The websites shown here are samples of the many site available on the World Wide Web. Using one of the many search engines available, you will be able to find many more that will help you in planning a cruise or learning more about boating in general.

General Information Marine Websites

Site: Charternet Purpose: Various types of charters: powerboat, fishing and sailing. URL: www.charternet.com

Site: Marina Finder Purpose: Provides a list of marinas. URL: www.marinafinder.com

Site: Marinas Purpose: Provides a list of marinas. URL: www.marinas.com

Site: BUCValu Purpose: The BUC Used Boat Price has been the "Blue Book" to the marine industry since 1961. It provides estimates on a boat's market value. URL: www.bucvalu.com

Site: NADA Guides. Purpose: Estimates a boat's value. URL: www.nadaguides.com

Site: *Marine Graphic* Boat Names Purpose: Provides a list of popular boat names and an estimate of how many boats use a name. The site also offers suggestions. URL: www.marinegraphics.com/boatname

Major Marine Websites

Each of these sites is a boating center from which you can explore the World Wide Web.

Site: Go Boating America Purpose: Home of *Sea and Go Boating Magazines*. URL: www.goboatingamerica.com

Site: BoatLinks.com Purpose: A well maintained list of links to boating sites. URL: www.boatlinks.com

Site: BoatU.S. Purpose: Home to the Boat Owners Association of the U.S. URL: www.boatus.com

Site: Sea Tow Purpose: The largest professional towing organization. URL: www.4seatow.com

Site: Yacht World Purpose: Includes boating yellow pages, charter information, a marine library, forums, and boats for sale. URL: www.yachtworld.com

Weather Websites

Be your own meteorologist. Find out what conditions you will be cruising into before you leave the dock. Site: NOAA Purpose: The main site of the National Weather Service. URL: www.noaa.gov

Site: AccuWeather Purpose: One of the best places on the Web to find up-to-the-minute weather maps and reports. URL: www.accuweather.com



Life on the Water

Chesapeake Bay—A Case of Mistaken Identity

Capt. Gregory D. Clark

June 24, 2005 - We flew into BWI airport Baltimore. Twenty minutes later with carry-on luggage we found ourselves at Anchorage Marina in Baltimore Harbor. After settling into our trawler, a 36 foot Nova chartered from Blue Goose Charters, we walked the red brick road that surrounds the Baltimore Harbor instead of taking a water taxi. As it turned out that was a good idea. We soon over filled ourselves with fresh crab, the local desserts and drinks. Fells Point in Baltimore Harbor is a wonderful place.

June 25, 2005 – We departed the docks at 0800 and set our course for Annapolis. The speed limit inside the harbor is strictly enforced at 6 mph. Leaving Northwest Channel behind and passing Ft. McHenry on our starboard side, we headed out Brewster Channel. We had to pay strict attention to tugs, barges, and large ships. Looking behind I told my daughter to always remember to make a good mental picture of the city and harbor for your return. The view ahead was open bay, but large city harbors can be confusing when you return.

Soon we came to our Green Marker 3 and starboard turn into Craighill Channel. Bay Bridge just north of Annapolis was in view. Entering Annapolis harbor was an experience our daughter will remember. We had decided to pilot and navigate using paper charts and seaman's eye instead of GPS plotters to review and renew our skills. That turned out to be a challenging task this day. With winds gusting 15-20 knots, seas 1-2 foot, and what appeared to be every sailboat club in the local area on the water, we struggled to find our markers, towers and landmarks.

I was pleased when my daughter drew from her experience on our other boat trips and began comparing depths charted to our depth readings. Suddenly, we were all startled by a LOUD BANG..... and then another, and again another.... The impact of the sound felt like a puff of wind. Not being the 4th of July we scanned the boats around for smoke or other signs of an explosion. Fairly certain we weren't being fired upon from the nearby Naval Academy, we soon realized that we had arrived just as three separate regattas were starting. Lindsey quickly scanned the local charts for safe water to circumvent the mass of sailing vessels that created a forest of sails ahead. Passing them we now entered a minefield of crab traps and crab boats, followed by a sea of regulatory markers. First came the "float free area" markers and then the speed limit markers well outside of Annapolis harbor. With Annapolis in sight, we called the marina for local information and assistance for our final approach.

Annapolis is a wonderful town. That night we ate in a restaurant once occupied by General George Washington. During the next three days we visited the United States Navel Academy and many of the historic locations in town. As Gail and Lindsey explored the local shops, I found myself lost in Faucets, a local marine store that stocks everything a boater could want and hasn't been able to find. Gail soon rescued me explaining that she had already spent our budget for me.

We took a day trip to St. Michael's across from Annapolis. The 26-mile journey was an enjoyable ride as we passed Thomas Point Lighthouse. St. Michael's is an enchanting, small town with a wonderful Maritime Museum and more excellent food.

On our return to Annapolis, Lindsey learned another lesson on trusting your instruments, the value of having a deviation chart, the increasing significance of variation as you go north, and what you see is *not* necessarily what you think you see. As we rounded Bloody Point to head north returning to Annapolis, I told Lindsey to set a course for the Thomas Point Lighthouse. The weather was deteriorating and scattered showers were accompanied by a low-lying mist that made seeing the shoreline difficult. Barge and ship traffic played part in the confusion to follow. As we cleared the shoal area marked by Bloody Point light to starboard, a very familiar shape and set of colors appeared in the distance. The bearing seemed slightly off, but the flood tide against the stormy N wind had build short steep waves that made holding a steady course difficult. We noted the distinct flared red roof, and white base with dark foundation on the horizon matched the many pictures of the Thomas Point lighthouse we had taken on our way to St. Michael's. Later, as we traveled north, the radio towers in Annapolis appeared out of the mist on the horizon. Soon we questioned why they seemed more to the left of the lighthouse than they appeared on the chart. Our portable GPS heading confirmed there was something amiss, but what? As we continued, the lighthouse seemed larger than before, but the familiar shape and color was even more convincing. That is when the large freighter that had been shadowing us on our port bow fell back revealing the answer. It was not the lighthouse we had set course for, but an anchored freighter with a bow aspect and the perfect image of the lighthouse.

The weather lifted and the front passed quickly as forecast. We entered Annapolis with few boats out. Our daughter Lindsey had to fly home that day, leaving Gail and myself to return to Baltimore the following day. Overall, this was a wonderful trip and great review for our seamanship skills and knowledge.



Shapes on the horizon, especially in fog or dim light, can be very misleading. Above are the Thomas Point lighthouse and the freighter that Captain Clark and his family were tracking



AFTerthoughts

BOATERS' HIERARCHY OF NEEDS

I've been doing some thinking about the next thing I want to add to the equipment on the boat. It's a difficult question. There are so many choices and so many "needs."

I've discovered that what guides us in setting priorities for outfitting our boats is analogous to Abraham Maslow's Hierarchy of Needs, his sociological theory for what motivates human behavior. Maslow said that the Physiological needs; food, clothing and shelter, come first. Until these basic needs are met, higher order needs cannot be satisfied. Then come Safety, Love, Esteem and finally Self-Actualization in that order. Until a lower level need is met, the higher order needs cannot be fully satisfied. For example, you're not terribly worried about installing a security system in the house when there's no food in the fridge.

Don't boaters experience a similar hierarchy of needs? First, you want something that separates you from the water below. Then you want some kind of propulsion. All the necessary safety equipment, basic navigation and communications equipment, comes next. Then we start adding the amenities: a head, a GPS device, trim tabs, sleeping berths, on-board fresh water, etc. Of course, all the while the boat is changing form – becoming bigger at the rate of about two feet every two years on average. And as the boat grows, so does the list of "needs."

You get the picture.

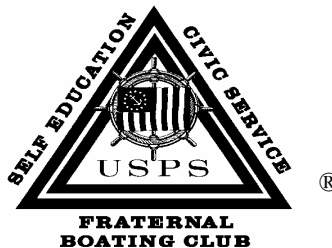
I think I'm somewhere in the early Esteem stage of boat outfitting. All the basics and a few extras are in place, and I look for excuses to spend time on a boat (much of it spent repairing or maintaining all the paraphernalia already on board). The next item added should move me further up the ladder.

I'm thinking maybe a laptop with nav software is next. Or maybe an anchor windlass. Of course, a generator would be nice, too.

By the way, I'm guessing that I'll never see the top of the boater's hierarchy of needs, but climbing the pyramid will bring a lot of enjoyment – and will ensure the disposition of a lot of boat dollars.

Happy boating!

Lisa Herndon
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STAMP