

Official newsletter of the  
Atlanta Sail and Power Squadron

[www.usps-atlanta.org](http://www.usps-atlanta.org)



# WATERLOG

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



## Pirates of the Tennessee

## European Canal Boating

## Game Day!



## In This Issue

Commander's Message	2
Sept Meeting, "Game Day" Raft-Up, Chili Cook-off	3
Favorites from the Tennessee River	4
From the Bridge	5
Bulletin Board and Calendar	6
"I had no intention of leaving this boat"	7
Boat US Foundation Safety Grants Now Available	7
Cruising the Canals of The Netherlands, Belgium and France	8
Don't Let This Happen to You	9
The Puzzler	9
AFTerthoughts	10

### 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:-**

Lt. Lisa Herndon, AP  
E-mail: waterlog@usps-atlanta.org



*Cover photo: Peace on the Tennessee River photograph by Greg Clark*

## Commander's Corner



Cdr. Jeff Wise, N

What does it take to make a USPS squadron successful? We have 451 squadrons across the country, Puerto Rico, and Japan; and the Canadians have a bunch more. We continue to hear that, nationally, our membership is declining, squadrons are closing, and people are taking fewer classes. Our national leadership is working diligently to reverse the trend with programs like The Power of One, and opening some of our classes to attendance by the public. Even our own squadron membership

took a dip in recent years and is dramatically down from where it was 25 years ago. The good news is that our squadron is healthy and growing; financially we're solid, and our membership is at its highest in at least 6 years. New squadrons are being formed and provisional squadrons are receiving their full charters.

At the Change of Watch, you heard me say it; I've preached it at District Conferences; and I've talked about it in these pages before. In my mind there are only three things that a squadron (or the national organization for that matter) has to do to stay healthy, vibrant, and growing:

**Education** -- Offer high quality, frequent courses, with active, relevant, experienced instructors.

**Social** -- Offer a FUN, active, varied, program of speakers, dinners, on-the-water events, parties, and formal affairs—something for everyone, regardless of age, size of your boat, or interests.

**Marketing** -- There's a saying that if you have a better mousetrap (in our case education and social programs), the world will beat a path to your door. A management professor I once had started his lecture with, "If the world doesn't know about the mousetrap, grass is going to grow on your path."

As I look around USPS, I'm convinced that not every squadron has this vision. A young man once told me that USPS was a club of old men, for old men. Well, first I don't consider myself old; and second one of our very senior members once told me that "old age is a state of mind, and I'll be damned if I'm going to be old." Life is meant to be fun and rewarding. USPS and ASPS are both! That's why many of us stay, and that's why many of us volunteer our time and talents to help make the squadron go and grow. And who said that old men and women don't like to have fun—you're only as old as you think you are.

Now for the appeal! ASPS has a long record of talented people teaching, leading, organizing, and working—**WE NEED YOUR HELP**. This is the time of year when we recruit people to work on the myriad of committees for next year. We can use your help, regardless of your previous experience, available time, talents, and interests. Like to entertain? We have lots of room for people to help organize parties, raft-ups, and get-togethers. Want to learn something about Cruise Planning? Give us a hand planning an ICW or TN River trip. Want to stomp around on other people's boats—become a Vessel Examiner. Want to really help and have the most rewarding job of all? Start as Secretary and work your way up the bridge, learning as you go! None of these jobs is hard, none of them is overly time-consuming, and anyone reading this letter has the talent to be Commander! New people bring new ideas and new ideas are what make us grow and flourish. Please consider volunteering your time to talents. Contact P/C Hans Meier, P/C Ed Troncalli, P/C Don Williams, or Lt/C Margaret Sherrod to discuss where and how you can contribute.

# Squadron Happenings

## SEPTEMBER MEETING FEATURES LAKE LANIER SPEAKER

Forty-eight members and friends attended the general membership meeting held 15 September, which featured Jackie Joseph of the Lake Lanier Association as the guest speaker. This group was formed originally from the Lake Lanier Home Owners Association and focuses on water quality and maintenance of the lake. Life around Lake Lanier generates over \$5B to the local economy. Volunteers check the quality of the lake monthly and sponsor an annual shore sweep event that cleans over twenty tons of garbage from the lake. The group has been in litigation with Gwinnett County for five years regarding the quality and volume of discharges going into the lake.

More info on the group can be found on their website [www.lakelanier.org](http://www.lakelanier.org). Dues are \$40/year which is a nonprofit donation and includes 6 newsletters.

Commander Wise awarded his Golden Prop Award to Genie Troncalli for her hospitality in hosting the squadron and their home this summer.

## CHILI COOK-OFF AND LEAF CRUISE IN NOVEMBER

The Annual Chili Cook-Off will be held on 19 November at the home of James and Janet Dennisson. Bring your best recipes and your appetite! Time and directions to follow in the DR.

The Leaf Cruise will be held on Saturday 5 November, beginning with a boat ride to breakfast at the Lantern Inn, on Lake Lanier, at 10:00 AM. Anyone



*P/C Danny Tompkins represents the District in congratulating Jeff Wise for receiving the highest score in the U.S. on this year's Navigator certification exams*



*Cdr Wise presents Genie Troncalli with Golden Prop for hosting the Squadron at the Troncalli home this summer*

needing a ride please call Carol Jordan so she can arrange for a ride on a boat. We will proceed with the cruise and raft-up following the breakfast; final destination yet to be determined...

## GAME-DAY RAFT-UP AND PREDICTED LOG RAFT-UP

Game-day raft-up had all the school colors flying, lots of floating hors d'oeuvres, and great weather. The predicted log raft-up on 8 October course started at marker 7BC just outside the University Yacht Club on Bear Creek, covered 13.6 miles and ended at the horseshoe shaped cove next to channel marker #10 on the main channel for the raft-up.



*Floating delicacies are the order of the day at the Game Day raft-up*



## IDEAS FOR NEXT YEAR'S BIG CRUISE?

A Fact Finding Assembly will be held on Monday, 7 November at 8:00 p.m., at the Heiskell School. This will be an open meeting to entertain suggestions for our upcoming Spring Trip 2006. Anyone with a suggestion should have charts and information to support their recommendations. All who would like to have input into this decision-making process should attend. Plans for our Spring Cruise 2006 will be announced at the Chili Cook-



# Squadron Happenings

## FAVORITES FROM THE TENNESSEE RIVER



*Past commanders Ed Troncalli, Danny Tompkins, Louise Sewell join present Commander Jeff Wise and the Squadron for dinner on Gunterville Lake.*

Forty-one boaters in ten boats cruised the Tennessee River the weekend of 23-25 September. The route began just south of Chattanooga, and proceeded through the Nickajack locks to Gunterville Lake where the group spent the weekend enjoying the peaceful surroundings of the Covenant Cove Resort. On Saturday, a trip upriver for lunch was followed by a pirate party. The party happened to coincide with a

wedding being held at the resort. Only the courage of the intrepid groom saved his bride from being whisked away by blackhearted buccaneers.



*Jim and Carol Jordan crew for Fran and Betty Taylor aboard Miss Vonn*



*Right: Rumor has it that Johnny Depp was spotted at the Tiki bar.... Pirates invaded a nearby wedding and the groom won a successful sword fight for the honor of the bride*



*The last bridge clearance was too low for two boats to make the final destination. The water level had been raised for a fishing tournament*







# 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	
Assistant Secretary	Edy Marsal	asec@usps-atlanta.org
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	

### From the Marketing & Public Relations Committees

Chair: Ed Troncalli; Members: Margaret Sherrod, Tim Tyson, Randy Tahsler, Faith Olsen, Charlie Cox & our very special member: Capt. Greg Clark

By Ed Troncalli

Our Squadron Brochures have been on public display all summer in various locations that the boating community frequents. If you know of a location, we have missed where we could get some exposure, please call or e-mail our XO, Margaret Sherrod. She will get a packet to you. Many of you, in addition to the committee, have been keeping the brochure racks supplied. Your effort is appreciated by the Squadron but more so by the Boat Smart graduates and the new members who were attracted by the brochure. A big thanks goes to the members of the Marketing Committee for developing our very own Squadron Brochure.

In the past our Squadron Public Relations Committee has been mostly a one-man show. The committee kicked around some ideas and the articles were reviewed, but it was Greg Clark who got the job done. The public has had the opportunity to enjoy Greg's Atlanta Sail & Power Squadron articles in several local publications. You may have seen them in Lanier's Lakeside and The Northeast Georgia Guide "Splash". Some of the titles are: *Lake Lanier Boating On-The-Air; High Water on Lanier; Ready...Get Set...Let's Go Boating; The Law of the Sea; War and Peace on Lake Lanier;* and *Who Are Those People with the Funny Flags?*

(Continued next column)



Lt/C Margaret Sherrod  
Executive Officer



Cdr. Jeff Wise



Lt/C Frank Taylor  
Administrative Officer



Lt/C David Herndon  
Secretary



Lt/C Sheryl LaBoda,  
Treasurer



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

(Continued from previous column)

Greg has now presented a new challenge to the Squadron Membership. He has made contact with a publisher and is ready to get our name on Lake Allatoona. All he requests is that our members in the Allatoona area let him know who you are and give him some ideas for the material. This is a great idea that I trust you will support.

Again, thanks Greg for a job well done!

# The Bulletin Board



## USPS EVENTS: OCT 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8 Raft Up
9	10	11	12	13 Excomm Mtg	14 D17 in Atlanta "Marguerita ville" night	15 D17 in Atlanta
16 D17 in Atlanta	17	18	19	20 General Membership mtg	21	22
23	24	25	26	27	28	29
30	31					

## USPS EVENTS: NOV 2005

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



# Life on the Water

## “I HAD NO INTENTION OF EVER LEAVING THIS BOAT”

By Dara Kam

Special to *The Palm Beach Post* Thursday, September 01, 2005

(Editor's note: our deepest sympathy goes out to all who lost their homes, their boats and their friends and family members to the devastating hurricanes of Katrina and Rita.)

> BILOXI, Miss. - Harvey Shows tried to flee Katrina by moving his 55-foot steel-hulled boat, Luna Sea, from Pass Christian, west of Biloxi, east to Mobile, Ala. He never made it past Biloxi. Instead, he and his boat wound up perched atop rubble about a quarter-mile from the nearest waterway, the Mississippi Sound.

"Some people are survivors," the 79-year-old Mississippi native said Tuesday as he rested on a mattress on the floor of the boat, his toy poodle, Cocoa, stretched out beside him. Lady, a black Labrador-mix, survived the voyage, too. During Shows' flight from Katrina, the boat's steering mechanism failed, leaving him at the mercy of bullet-like rainfall and winds in excess of 100 mph during the storm, which dislodged casino barges and razed entire neighborhoods from one end of the Mississippi Gulf Coast to the other.



After losing his anchor during the storm, already unable to steer the boat, Shows was helpless during Mother Nature's wrath. Shows said the 30-foot storm surge propelled his boat through an arch in the Hard Rock Casino in Biloxi and pushed him hundreds of yards north to where the boat now sits. "The water shot it through there like a funnel," Shows said.

*Harvey Shows rode Luna Sea through Hurricane Katrina onto land. With his two dogs, he lived inside the boat until it was secured.*

Purple and red bruises covered his arms as he sipped juice from a foam cup in the sweltering afternoon heat. Lady rested on the bow

of the boat. Inside, debris from the storm littered the soaking-wet cockpit. A life preserver bearing the boat's name rested on deck, still lashed to a cleat.

Shows said he thinks his home in nearby Waveland, Miss., was destroyed by Katrina. He was unsure whether his van, which he had moved to higher ground, had weathered the storm. He said he plans to remain on his boat until he can strip it of anything valuable and secure it until shipyards reopen and it can be moved and repaired. The owners of what remains of the decimated properties surrounding him dubbed him the region's unofficial guard, he said. Shows also

said he traveled with a 9mm pistol for protection. Despite his harrowing tale, Shows said he doesn't consider himself fortunate to be alive.

"I had no intention of ever leaving this boat because I knew my survival was dependent on it. I knew what I was doing. I've been a seaman all my life. I've been a captain on ships and tugboats. I was on aircraft carriers. I was a pilot on the Mississippi." He paused and placed an arm over his forehead. "But this has taken a lot out of me."



Shows said he went to sea during World War II as a 15-year-old. He also served in Korea and Vietnam. Getting aboard the grounded Luna Sea is an adventure in itself. Shows climbs up two teetering concrete blocks, places one foot in a loop knotted into a rope hanging over the side of the boat and swings the other leg over. An incredulous passerby stopped to examine the Luna Sea, curious about how it got there. "He's on there now and didn't drown?" Tony Gibson said, shaking his head. Shows said he walks to the nearby hospital for his meals and walked about a mile and a half to his sister's home, which was no longer there.. He has been unable to contact either his sister or his niece, who lives in the vicinity. One of his three children lives in Jackson, Miss., another lives in New Orleans and the third is at sea, he said. At times visibly shaken, Shows said he was "annoyed" with his situation. "When you get old, you get emotional. And I hate it. And I'll straighten up."

## BOAT U.S. FOUNDATION SAFETY GRANTS NOW AVAILABLE

Applications are now available for the BoatU.S. Foundation for Boating Safety and Clean Water Boating Safety Grant Program. This program, which has \$40,000 in grant funding available to local nonprofit groups and organizations, is a unique way to increase safe boating practices around the country. The deadline to apply is November 1, 2005.

Over the past 15 years, the Foundation has awarded over \$615,000 in Boating Safety Grant funds to organizations that develop innovative projects that promote safe boating on local waterways. Topics have ranged from creating literature on the effects of boating under the influence to boat ramp signage informing users about free vessel safety checks. Interested groups can request up to \$4,000 for eligible projects.





# Life on the Water

## CRUISING THE CANALS OF THE NETHERLANDS, BELGIUM AND FRANCE

Bill & Cathy Gruber 7/29/97-8/16/97

*(Editor's notes: following are highlights of Bill and Cathy Gruber's cruising log)*

7/30/97 Wed We left Tuesday night and arrived at Amsterdam at 6:30 am with Tag Hunter, the owner of a thirty foot canal boat, "Kingfischer.". We headed for marina by train, bus and taxi. We motored north to Big-Dam Marina in Wormerveer to get a few repairs done and turned in aboard.

7/31/97 Thurs Wormerveer is a quaint little city. Interesting name for a marina repair place "Big -dam" (note: Tag rec'd a "big dam" bill from the Marina!) while the boat was being worked on, Cathy made friends with a 12 yr old girl named Jamie and her brother and her sister, showing her their farm and rabbits. When repairs were completed we motored south 1.5 k's. We ate in an Argentinian steakhouse and walked around the town before turning in for the night aboard "Kingfischer"

8/1/97 Fri Left Wormerveer at 11:30 and went south to Amsterdam. Saw a bit of the city on the Amstel River and other canals. Went past the tower built to commemorate Henry Hudson's leaving Amsterdam to come to the New World. The canals in the countryside are beautiful, lined with farms and cute little villages. The homes are well kept with flowers everywhere! Stopped at a little town Breukelen, half-way to Utrecht, with narrow, brick streets and a large square. Just made it under the closed lift bridge. Had a light supper and "docked" by a mansion (with a moat) for the night using lines and two 18" spikes driven into the grass bank.

8/2/97 Sat Happy birthday, Bill (63<sup>rd</sup>)! Went on toward Utrecht. Came to a bridge that wasn't to open until 11:30, so Tag went by foot into town where we would pick him up later. Bill went ACROSS the bridge to sketch. At 11:05 the bridge opened! All the north-bound boats came through. Bill said to me "Just bring it through. I'll catch you on the other side." Was I ever nervous! Just as I got the motor turned on and the lines loosened, they closed the bridge, so Bill was able to come across - what a relief!. In downtown Utrecht there are hundreds of places to sit along the river and on the bridges to eat and drink and watch the many bicyclists. We got to our first really big lock - raised us 6-7 feet on the Lek canal. Had a long day and went across the Amsterdam-Rhine canal to a marina on the Nieder Rijn.

8/3/97 Mon We cast off at 10:00 AM and continued upriver on the Neider Rijn to where it joins the Waal, turned sharp right after Buhnegeb and ran downstream on the Waal. Where it joins the Maas (Dutch)/ Meuse (French), we turned left and headed upstream (ESE). We stopped for the night at Wanssum, had a great Chinese dinner at a restaurant overlooking the harbor and turned in.

8/5/97 Tues Departed Wanssum on the Maas Canal early. Today Tag wants to get as far as Maastricht, near the border into Belgium. It's a large enough city to have several trains a day heading

north and he will take one to return home to Atlanta. South of Roermond, we entered the Juliana Canal. The surrounding countryside is 50 feet below the canal. We had to stand on the roof and look down to enjoy the scenery! We passed under several giant "guillotine blades" that drop down and seal off the canal in case the earthen walls are breached. (otherwise the lower area would be flooded if the entire canal system poured out.) We entered Maastricht just as the sun was setting. It was getting dark so we anchored right in the city center. Tag and I celebrated by sharing the bottle of Chardonnay. He told us he would leave tomorrow, that he was confident we could handle the boat, and that is was ours to use as long as we wanted.

8/6/97 Wed At 4 A.M. I was awakened. The boat was lurching up and down, right and left. Where we had moored provided no protection at all from the wake of passing 200-foot commercial Pinaches passing through Maastricht. I found some line and made the fender lines long enough to hang two of them horizontally fore and aft. These cushioned the boat until 7 AM when we moved to a better mooring protected by a stone wall between the boat and the river traffic. We walked into town, dropped off laundry, had breakfast at a sidewalk café, returned to the boat and said our good-bye's to Tag. The boat is now "ours!" Cathy took a nap and Bill caught up on our day-to-day journal while aboard, sipping a rouge bordeaux at the chart table by the steering station (rough life but someone has to do it.)

We walked over the bridge to the city square. We had read that August 6<sup>th</sup> was a big bicycle race, the Tour de France. Suddenly 15 to 20 spandex torsos, heads down, knees pumping, leaning into the curves like a colorful school of reef fish all together, went flashing by, led by a maniac on a motorcycle. This was the annual "ridderronde" bicycle race sponsored by the Ridder Brewery. The bike race is a good excuse for everyone to flock around the squares drinking beer, listening to bands and dancing in the streets. The party was still going on when we left at midnight and walked back to the boat.

8/7/97 Thurs. We read about a tour given in English starting at 12:30. We had the guide all to ourselves who showed us all over the city, pointing out where D'Artagnan is buried; where the four traitor's heads were stuck on spikes; where a "Je desirai paix" sign didn't deter Napoleon, etc. She showed us a mill that had been pledged to the local bishop by the rich owner who wanted to finance his way to the crusades. He died in Jerusalem so the mill became the property of the bishop.

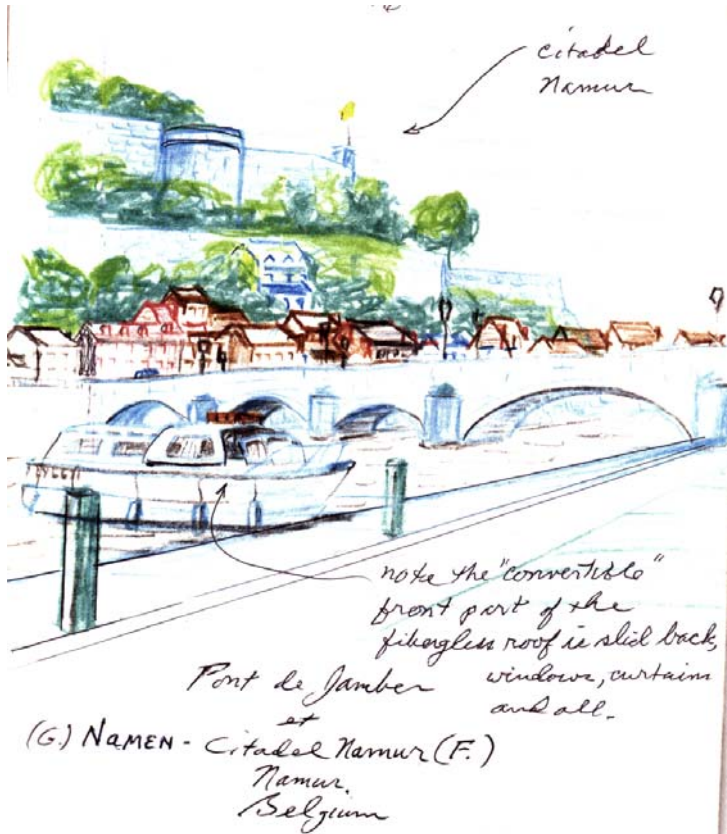
8/8/97 Fri. We bought a bus pass to cross town to see if the ANWB (Dutch AAA) could assist us in getting an International Certificate to operate a boat (especially needed in France). She told us we had to be Dutch citizens to get a certificate. Later that evening we walked across St. Slavatur bridge and video'd the "La Vie en Rose" band, who dedicated the "Devil Went Down to Georgia" to us.....

*Continued on page 9*





# Life on the Water



Original rendering by Bill Gruber of Canal Boat in Belgium

## DON'T LET THIS HAPPEN TO YOU!

By P/C Mitchell D. Carroll, SN

*The Wake Astern, Tacoma Squadron District 16*

I got the bright idea to add a fishing rod holder to one of the jacks on my new camper, so I could use my stainless steel propane boat grill when cruising on land, just like on the boat. It really works great and is very convenient. A couple of weeks ago, we took a midweek trip up Vancouver Island, checking out new places to fish next summer. Our last night on the Island, I grilled a big ol' steak. Since Sandi wasn't quite ready with the rest of dinner, I decided to "burn the grill clean". I cranked the burner up, and waited until things were hot and glowing red. When she said everything was ready, I turned the grill off, put the lid on, and unscrewed the disposable bottle. Imagine my consternation when the check valve in the bottle stuck open, spewing a full stream of propane, with no manual way to shut it off.

I decided to screw the bottle back onto the grill, so that it would at least be shut off by the grill's valve. As I started to screw it back on, the gas caught fire and I was left holding a huge fireball. I threw the bottle on the ground, put out the fire with the extinguisher, and kicked the still spewing monster as far from the camper as possible. It finally ran out of gas with no further dramatics, before I stopped shaking. Even though I was not burned, and got the fire put out without any damage, I could just see this happening on the boat.

I would throw the fireball overboard, and then have an uncontrollable jet propelled firebomb on the loose. The lesson to learn from all this is, NEVER remove the bottle until the grill is COLD. In the event of a malfunction with the check valve, the bottle can be safely re-installed on the grill, and the flow of gas can be stopped.

### ???OCTOBER PUZZLER ???

*Why did so many pirates and old sea captains have a patch over their right eye?*

### ???AUGUST PUZZLER ???

Which word does not fit in the rest of the words and why?

ABOARD	BOATS	SPINE
SHIP	GROPE	MISTY

*Answer: "Misty" is the only word that doesn't have another meaning when you drop the first letter.*

8/9/97 Sat Departed Maastricht, Holland around 11:00 AM and arrived in Liege, Belgium after traversing the 14 meter (42 foot) high Lanage lock just south of Maastricht. Found a mooring at "pot der Yachets" yacht basin just below J.F. Kennedy Bridge.

8/10/97 Sun. Since it was Sunday, everything is closed. After the churches opened, we toured St. Jacques, St. Jean and the Cathedral of Liege. We had supper, listened to a flute group of sidewalk musicians from Chile and talked to a gentleman from Guiana, West Africa, who had learned English from a missionary.

8/11/97 Mon. Left Liege around 10 AM. Spent the hottest day so far heading south. Stopped at a town called Huy. Went into town to get provisions and found a tavern/café at the train station. The people were very friendly and we found a grocery store as modern as any. Napped in the afternoon and enjoyed the cool evening on our "lawn chairs" on the bow. Spoke to a man from Belgium who was very familiar with the "War of Secession" and sang "Dixie" for us.



# AFTerthoughts

## PASS IT ON

*“Haul the sheets in as we ride on the wind that our forefathers harnessed before us...” “The sea’s in my veins, my tradition remains...”*

These lines from Jimmy Buffett’s *Son of a Son of a Sailor* are as familiar as the rumble of the engine or the rustle of sails to most boaters. The song is a classic that can be heard on beach bar juke boxes and performed by beach bands the world over. No doubt, most CD collections aboard our boats include it as well.

Lisa and I knew it had to be part of the “Back to Margaritaville” program we did recently at the District 17 Fall Conference opening dinner. As we rehearsed this song, we came to realize the truth of those words, and how that truth has impacted the Power Squadron. The boating tradition in Lisa’s family is the primary reason we’re in the squadron, and her mother is an active member of the Lake Murray Squadron. The Troncalli family has three generations of Squadron members. Frank Taylor has shared several stories of how his father kindled his love for boating, and now Frank is a certified captain. Mike Schneider returned from Guntersville with his son and grandson aboard.

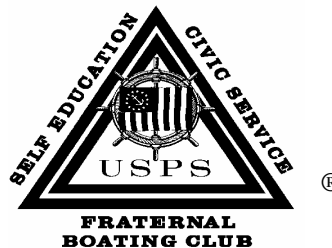
These are but a few examples of what I’m sure is a long list of folks whose “tradition remains” closely associated with boating because their parents or grandparents taught them to love and respect the water.

The song goes on: *“Where it all ends I can’t fathom my friends...”* In his “Commander’s Corner” article in this issue, Jeff points out that our membership is at a high point for recent history. To ensure that our “tradition remains” as a squadron, we have to pass on our love of boating to our friends and family, and we have to ensure that the squadron remains relevant to the needs of the boating public.

As I sit here on the stern watching another sunset over the water, I have to think we’re in pretty good shape on both counts.

Happy boating!

Lisa Herndon  
Atlanta, GA 30319



STAMP