

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®



Leaf Cruise

It's Chili out There

A New Bridge

Facing Wilma

Cold Water Boating Tips



In This Issue

Commander's Message	2
They Really Did the Great Loop	3
What Do Margaritaville, Lake Powell and the Panama Canal Have in Common?	3
Chili Cook-off	3
Fall Leaf Cruise Has Largest Turnout Ever	4
2006 Squadron Officer Nominations	4
From the Bridge	5
Bulletin Board and Calendar	6
Why Boats Sink at the Dock	7
The Puzzler	7
Sea Gypsy Log: Weathering Hurricane Wilma	8
Safety Precautions for Cold Water Boaters	9
More From the Leaf Cruise	9
October Puzzler Answer	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: Leaf cruise by Lisa Herndon

Commander's Corner



Cdr. Jeff Wise, N

Happy Holidays just doesn't seem to have the ring, the impact, the charm, or the warmth which befits the season. The term seems to lose some of what makes the season so special for all of us. Many of us celebrate multiple holidays at this time of year and we don't want to lose the special meaning that each of the holidays bring. So from me, from your bridge, and from the entire squadron, **Happy Thanksgiving, Happy Hanukkah, Merry Christmas, and Happy Kwanzaa.**

Part of what makes these holidays special is being with friends and family. As we rush to put up decorations, buy and wrap gifts, and celebrate with those closest to us, please take time to let others know how much we treasure their friendship, are thankful for their service, or care about their needs. Take time to buy a toy for Toys for Tots, drop a little more than your spare change in the red kettle, seek out an old friend to thank them for their friendship, send a care package to a serviceman overseas, or just say thank you to the clerk in the checkout line.

As most of you know, the squadron joins with Dr. Paul Averill and his staff to adopt a needy family or two each year. Each year, I wonder at how fragile our own lives and families are, how close our children have come to losing both parents in an automobile wreck or plane crash, and how fortunate we are to be able to work hard and lead successful lives. This year, our adopted family is just such a case, a 57-year old grandmother raising her six grandchildren. Either bring your gift to the Holiday Party or contact me and I'll pick it up. I deliver the gifts to Paul's office and his staff spends their annual office party wrapping the gifts and delivering them to the family. For obvious reasons, we try to keep the family a bit anonymous, but we do ask for a wish list from the family:

- Grandmother: Bed-in-a-bag, queen size. (I think we already have a full bedroom suite donated, but an extra bed would still help.)
- 18-year old Grandson: Money for college
- 14-year old Granddaughter: Pants size 1 or 2 Juniors, Shoes size 7, Coat size large, Shirts size large.
- 11-year old Granddaughter: Pants size 0 or 1 Junior, Shirts medium or large, Coat size large, Shoes size 6 1/2, likes purple with white, or blue by itself
- 10-year old Granddaughter: Pants size 7 or 8, Shirts medium, Coat size 7 or 8, Shoes size 1 1/2, likes blue.
- 8-year old Grandson: Pants size 7/8, Shirts size 8, Coat size 7/8, Shoes size 13 kids, Gameboy games
- 3-year old Granddaughter: Coat, Shirts, Pants size 3T, Shoes size 7girls, likes Barbies, really wants a kitchen playset (dishes, etc) and a play table and chairs.

The whole family likes to play board games. Please find it in your hearts to help Rose and her family at this special time of year. Again, best wishes for each of your very special holidays.

Squadron Happenings

THEY REALLY DID THE GREAT LOOP

The October membership meeting featured Bob Duthie from Nashville, who spoke about his trip around the Great Loop. The Great Loop, the aspiration of many boaters, is a cruise that takes you up the east coast, across through the Great Lakes, down the Mississippi, across the Gulf of Mexico back to the east coast (or vice versa depending on your direction).

This trip takes months of planning, sometimes years to complete, and tests the skills and stamina of any boater. Bob and Mavis Duthie spent 170 days on the water, \$3000 in fuel and more on wine to cover the 5600 miles. They did the trip in several legs from 1999-2005 aboard the *Katy Leigh*, a 1981 thirty-six foot Grand Banks trawler with a 120-hp engine., averaging about 8 mph. Bob kept a blog of the sites and people they saw along the way.

Also at the October meeting, Dave and Beth DeLorme were sworn in as members. Welcome aboard!

WHAT DO MARGARITAVILLE, LAKE POWELL AND THE PANAMA CANAL HAVE IN COMMON?

The answer: all contributions made by the Atlanta Sail and Power Squadron members at the recent District 17 meeting held 14-16 October in Atlanta. This was the first district conference that was organized and supported by the District rather than by a hosting squadron. Nevertheless, Atlanta members came through to help make the event a success.

David and Lisa Herndon entertained approximately 80 district members from Alabama, Georgia, Tennessee and North Carolina with a "Night in Margaritaville," sing-along to songs of Jimmy Buffett, the beach and boating. Their backdrop was a spectacular beach scene created by Doug and Patti Watson and Sheryl LaBoda. For break-outs sessions on Saturday, Frank Taylor presented his trip through the Panama canal, and Mike Schneider spoke about his trip on Lake Powell. Jeff Wise wrapped up the special sessions with a presentation to the N (Navigator) club on Sunday. Janis and Ben Owen were district coordinators for the event and negotiated with the local chamber of commerce to provide special passes and discounts for local attractions in Atlanta.



David and Lisa Herndon provided entertainment for a "Night in Margaritaville" at recent District 17 conference in Atlanta

CHILI COOK-OFF

The Auxiliary hosted the annual Chili Cookoff, held at the home of James and Jan Dennison, preceded by a new member orientation. Seven recipes were judged by Mike Nolte and Dick Anthony and



Above: Chili Judge Mike Nolte samples the entrants

sampled by thirty nine attendees. Best named chili was "Merry Mary's Mellow Mystical Mariner's Marvel" by Mary Stegall. Double winner of Best New Member's Chili and Best Overall Chili was "Chesapeake Bay Chili" by Pam Napier-Pfaff



Auxiliary members L to R: Jan Grove, Cathy Gruber, Ruth Bruhns, Nancy Leathers, host couple Jan and James Dennison. Chili cook-off winners Pam Napier-Pfaff and Mark Pfaff are seated. Right—the REAL chili cook, Pam's mother, Jeannette Wilton, with the prizes



and Mark Pfaff. We found out later that the chili was cooked by Pam's mother. Charlie Cox was awarded his Lieutenant's pennant as the new Squadron Safety Officer.



Charlie Cox is the squadron's new Safety Officer

Kevin Schoonover and Patti Price at recent Vessel Safety Check Day

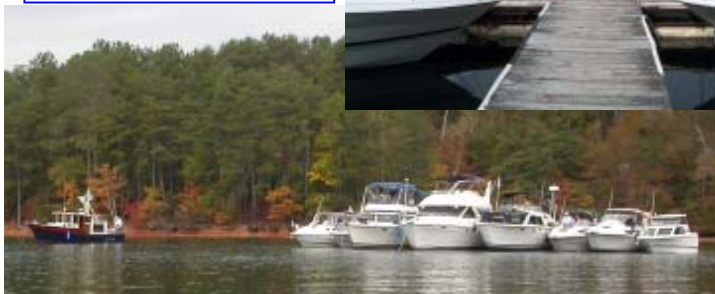


Squadron Happenings

FALL LEAF CRUISE HAS LARGEST TURN-OUT EVER

The fall leaf cruise began with a hearty breakfast at the Lantern Inn, source of numerous Elvis sightings, and progressed, with 12 boats and approximately 40 people, up the Chestatee River. The weather was sunny and unseasonably warm and the fall colors were finally breaking through. Maneuvering among 12 boats presented a challenge as wakes crisscrossed until all the skippers figured out a safe navigating distance. Low bridges loomed, but the “big boats” made it through safely and after a scenic cruise, the flotilla found a quiet place to raft up and socialize. A nearby pontoon rescued a get-away fender and one of the braver members took a swim (Roy’s from up north, you know).

The ASPS takes over the docks at the Lantern Inn for a breakfast with Elvis. Below, boats raft-up for the afternoon



Left, Are you new on the block? The Stegall’s Gideon meets her yet-to-be named twin vessel of the LaBoda’s

Right: Vessels in a line enjoy the fall colors. Below, enjoying hors d’oeuvres on the bow.



2006 SQUADRON OFFICER NOMINATIONS

In accordance with our bylaws, the annual meeting and election of officers and elected committees will take place on Thursday, 19 January 2006 at the Foghorn Grill. The Change of Watch will take place Sunday, 26 February 2006. The Atlanta Sail & Power Squadron Nominating Committee, consisting of P/C Hans Meier, P/C Ed Troncalli and P/C Danny Tompkins, has submitted the following slate of officers for 2006.

SQUADRON OFFICERS

Commander:	Margaret M. Sherrod
Executive Officer:	Frank A. Taylor
Squadron Education Officer:	Kevin G. Schoonover
Administrative Officer:	David B Herndon
Secretary:	Roy Stegall
Treasurer:	Sheryl K. LaBoda
Assistant Squadron Education Officer:	Patricia T. Price
Assistant Squadron Secretary:	Vacant
Assistant Squadron Treasurer:	Vacant

EXECUTIVE COMMITTEE

Chairman:	Margaret M. Sherrod	
Vice Chair:	Frank A. Taylor	
	Kevin G. Schoonover	Jeffrey D. Wise
	David B. Herndon	Sheryl K. LaBoda
	Roy Stegall	Robert T. Leathers
	Patricia T. Price	Carol Jordan
	Timothy F. Tyson	Mike H. Litke
	Charles Cox	Mary Stegall
	Douglas G. Watson	

GENERAL COMMITTEES

Nomination Committee:
 Chm: P/C Jeffrey D. Wise
 P/C Hans A. Meier II, P/C Edward P. Troncalli

Rules Committee:
 Chm: P/C Jeffrey D. Wise
 P/C Hans A. Meier II, P/C Edward P. Troncalli

Audit Committee:
 Chm: Lt. Beth L. Guler , Lt. Michael G. Guler

If any member who has not been nominated desires to run for any of the open positions, he or she may be nominated by petition in writing signed by at least five active members in good standing. Such petition must be in the hands of the Squadron Secretary, Lt/C David B Herndon, no later than Wednesday, 4 January 2006. No nominations from the floor will be allowed unless all nominees for the position withdraw or the position is vacant.



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/prg
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	Nan Putnam
Kevin Schoonover	Sheryl LaBoda	
Hans Meier	Bob Leathers	
Patti Watson	Patti Price	
Carol Jordan	Tim Tyson	
Lisa Herndon	Bob Ginsberg	

EDUCATION UPDATE – NOVEMBER 2005

Winter Classes Begin: Winter semester classes will begin on Monday, 9 January, at the Heiskell School. This winter we are offering the Advanced Grade course of Piloting, and the Elective Grade of courses in Marine Electronics and Cruise Planning.

The Piloting course is a completely new curriculum from National and will integrate 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 Kevin Schoonover, AP, Cruise Planning by Bob Ginsberg, SN, and the Marine Electronics course by Douglas Townes.

Sign up now at our website, www.usps-atlanta.org.

NEW SQUADRON BEVERAGE POLICY

In the past, the squadron has operated a cash bar at venues which do not provide a bar. However, for liability reasons, the Squadron will no longer provide a cash bar or free alcoholic beverages at squadron events. Squadron members are welcome to provide their own beverages (BYOB) or purchase beverages when the event is at a legally licensed facility. Any questions or concerns should be directed to the Squadron Commander.



*Lt/C Margaret Sherrod
Executive Officer*



Cdr. Jeff Wise



*Lt/C Frank Taylor
Administrative Officer*



*Lt/C Sheryl LaBoda,
Treasurer*



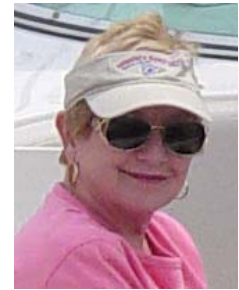
*Lt/C David Herndon
Secretary*



*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*

AUXILIARY CHANGE OF WATCH

Everyone enjoyed a sumptuous luncheon at Dunwoody Country Club for the Auxiliary Change of Watch. Officers for the next term are:

- 1st Officer Nancy Leathers
- 2nd Officer Jeanette Hodgskin
- Treasurer Ruth Bruhns

Membership is open to all members and spouses. Annual dues are ten dollars

The Bulletin Board

Help us save expenses! We still distribute 165 printed copies a month \$\$\$\$\$\$

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. Get full color!

Market the Dates!
2006 ICW Cruise!
 Beaufort SC to Charleston SC
 Travel May 12, launch May 13, return May 20, travel home May 21


National USPS conference in Jacksonville January 4-8, 2006

The Waterlog Editor needs help for 2006... you don't have to be a software wizard. Can you be a special events reporter, a photographer, a Kinko's runner and mailer?? Please send a message to waterlog@usps-atlanta.org. it's a great way to stay up to date

Congratulations to Roy Stegall for scoring 100 on his recent Sailing course exam!

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

HOLIDAY PARTY—MARK THE DATE!

 17 DECEMBER
 KURT'S RESTAURANT
 \$50/per person
 please RSVP
 Invitations will follow with details. We will also be bringing gifts for a local family

USPS EVENTS: DEC 2005

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

USPS EVENTS: JAN 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	7	11 Ex-comm Mtg	12	13
14	15	16	17	18 Gen'l Members 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

WHY BOATS SINK AT THE DOCK

Source: <http://www.boatus.com/seaworthy/default.asp>

The handsome sportfisherman had been an impressive floating beauty when the owner left the marina on Monday afternoon, barely 13 hours earlier, which is why he was having so much trouble believing that it was his boat that was on the bottom when the call came from the marina manager. There were five bilge pumps aboard, all of which were working. How could his boat have sunk so quickly?

The answer was traced to a cracked generator intake hose, which, according to the surveyor's report, may have been leaking steadily for weeks or even months. The bilge pumps kept the water out until the batteries (and the pumps) died and the boat filled with water. BoatU.S. Marine Insurance claim #970083A.

When a boat sinks at the dock, the question most likely to be asked is: "What happened to the bilge pump?" That's the wrong question, however. By dutifully emptying the bilge periodically, a bilge pump can actually hide a problem--until the pump clogs or the battery goes dead. Water, not bilge pumps, sinks boats. The correct question should be: Where did the water come from? For an answer, BoatU.S. Marine Insurance examined 100 claim files of boats that sank in their slips.

Where the Water Came From

Click on a link below for more information:

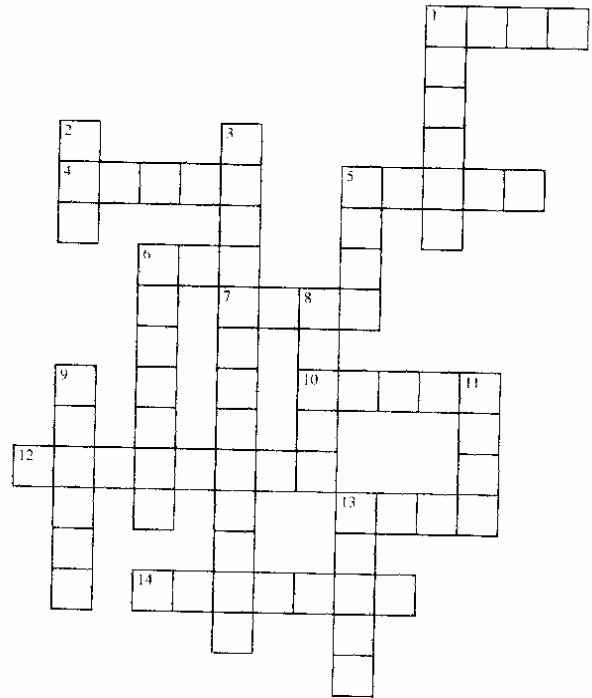
Reason	Percentage
Underwater Fittings:	50%
Rain and Snow:	32%
Fittings Above the Waterline:	9%
Poor Docking Arrangements:	8%
Other:	1%



Not a scene you want to face. It doesn't take much to hold a float switch down. Switches should be oriented so that they are clear from interference and secured to the bilge floor. This boat sank when its bilge pump switch was blocked by the hose.

???NOVEMBER PUZZLER ???

Word-a-nautics



Across

- 1 Nautical floor
- 4 Intersection of the topsides and the bottom
- 5 Mechanical device for hauling line
- 6 Life saving device (abbr)
- 7 Anchor line
- 10 Toward the stern
- 12 Inventor of the seaman's wind scale, or a picturesque town in SC or NC
- 13 Jim _____, or the measure across a vessel
- 14 Toe rail

Down

- 1 Season of renewal, or control for fore and aft motion at the dock
- 2 Boaters coastal highway (abbr)
- 3 Position estimated by vessel speed, heading and elapsed time (2 wds)
- 5 Waves resulting from the passage of a hull, or become conscious
- 6 Don't forget to do it after a cruise (2 wds)
- 8 Sailors plan for it and 18-yr olds register for it
- 9 Drift due to wind or current
- 11 A quick haircut, or the manner in which a vessel floats
- 13 Pumps are needed here



Life on the Water

SEA GYPSY LOG: WEATHERING HURRICANE WILMA

By Eric Harrs, aboard the Sea Gypsy

[Editors note: Eric and Mary Harrs are members of the Atlanta Squadron who are living and cruising on their boat.]



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

The winds were up to 60mph and the swells were building. It was approximately four hours into hurricane Wilma when the call came: "Abandon ship! Abandon ship!"

Not one to take orders from me unquestioningly (something I've always wished for), my dear wife Mary responded, "What do you mean abandon ship? We're not sinking. What's

more, we're tied up to the dock!"

"I don't care," I said. "That's the second time I've thrown up this morning from being seasick and I want off this boat now!"

OK, so maybe I didn't handle the hurricane as stoically and courageously as I had hoped I would. No one has to know that I couldn't handle it, I thought. I'll just leave that part out when I tell people that we went to stay with friends during the hurricane. That way, my male pride can stay intact and I can sit around with the old salts talking about the rough weather we all experienced.

It was a good plan, I thought. At least until Mary got on the cell phone to tell everyone she knows that we were safe and exactly what happened on the boat.... I'm learning to hate technology. Had we lived in the days of old before cell phones, her hand would have cramped up writing letters of the events of that day and I could have still maintained my story to the majority of people we knew. I best not continue about my dreams of living in another time, however. Some who know me better than they should might think I'm a little more off than they thought.

Well, to continue with the story. I was able to handle the first three hours of the storm just fine at which point I became sick for the first time. We've got some ginger, I thought. I'll wake up Mary to ask her where she keeps it. Yes, I said "wake her up." Mary was actually sleeping through the start of the hurricane. We had 50mph winds and the boat was bobbing like a top and she was asleep. Yet if I make the slightest little snuffle of a snore (at least it sounds like a little snore when I hear it), she's awake in a second to nudge me and tell me to stop. But I digress.

I've never actually tried it, but ginger is supposed to be good for seasickness.

"Mary, where's the ginger?"

"I ate it."

"What do you mean you ate it?"

"I wanted something sweet a while back, and it was candied ginger."

"You mean you ate all our seasickness medication?! After this is over, we're buying Dramamine instead of candied ginger; that doesn't taste as good."

That we had friends who were willing to take us in on that day is proof of the blessings of God; and proof that they don't really know us very well. As I threw some dry clothes in a bag to change into when we got there, I contemplated how we would get ourselves and our two 80lb. dogs off this rocking boat. It wasn't till I got out of the cabin that I realized how much it really was rocking. I've never seen anything like it except on the news. What is normally a step of about 3 feet from the boat to the dock was intermittently a step of 6 inches, then a step of 6 feet. This was the scariest part of the storm so far.

I made it off the boat with the dogs and put them into the car. Then I came back for Mary. Walking into the wind I realized that at some speed raindrops become projectiles and sting the skin when it strikes. I kept my face covered while walking back.

"A great time to shield my eyes and not be able to see where I'm going," I thought.

I got back to the boat where Mary started handing me her bag, and her other bag, and her other bag.

"Do you really need all this stuff? We're only going for the day."

Now I know better than to question my wife about what she feels we need for a trip, but I just thought that we could make an exception for a natural disaster that was sure to cause danger and disruption to thousands of people.

"Yes, I need it all! If the boat sinks, these are all our important papers."

We made it safely through the hurricane, and comfortably, thanks to our dear friends Allen and Abby. The boat sustained some minor damage, but not nearly so much as some other boats. Several boats in the anchorage here sank while several others broke loose and crashed on the rocks. One even dragged anchor and crashed into the bridge knocking the bridge out, for how long we don't yet know. That was the bridge that we have to use to travel South.

Now that hurricane season is over (we hope), we want to start traveling a little bit. Until the bridge is fixed, it will have to be to the North. I just hope they fix that bridge before it starts getting too cold.



Life on the Water



Safety First

(Editor's note: Charlie Cox, new ASPS Safety Officer will be contributing a regular column on safety on the water—welcome and thanks Charlie!)

SPECIAL PRECAUTIONS FOR COLD-WATER BOATERS

*From the New Hampshire Boat Buyers' Guide,
submitted by Charlie Cox*

Water temperatures below 70 degrees Fahrenheit is considered cold and can lower body temperature. Once body temperatures becomes subnormal, the body becomes hypothermic. Symptoms can include intense shivering, loss of coordination, mental confusion, skin that is cold and blue, a weak pulse, irregular heartbeat and enlarged pupils. Once the shivering stops, temperature in the body core drops dramatically, and attention is needed immediately. The body cools down twenty-five to thirty times faster in cold water than in air, and if body temperature becomes too low, the person might pass out and drown. Small people cool faster than large people; children cool faster than adults. In water with a temperature of 60 to 70 degrees Fahrenheit, most adults will suffer exhaustion or unconsciousness in two to seven hours. When water temperature has fallen to 32.5 degrees Fahrenheit, hypothermia will bring exhaustion or unconsciousness in less than fifteen minutes.

Even in warm weather boating can be dangerous if the water is much colder than the air. If the air and water temperatures added together equal less than 100 degrees F, the BoatU.S. Foundation recommends several precautions that should be taken.

Boaters should dress for the water temperature not air temperature. A body dressed in layers of clothing will have a better chance of survival in the water. Realizing that 50 percent of body heat could be lost through the head when in water, the boater would be wise to wear a hat. Synthetic fabrics should be worn since cotton will keep water next to the skin. By carrying extra clothing in a dry bag or garbage bag, those who get wet will have a change of garments.

Before launch, boaters should eat high-energy foods. This, and having an extra candy bar in a pocket, could provide that needed boost for survival.

Boaters who end up in the cold water must not panic. Survival time can be increased by remembering H.E.L.P. (Heat Escape Lessening Position). This is done by crossing the calves, bending the knees and pulling legs close to the body. The arms also are crossed, and hands should be tucked flat under the armpits. If the "HELP" position puts the face in water, or if a Type III PFD is worn, the legs should be straightened and brought together, and arms should be held tight and straight at the sides.

Since swimming lowers body temperature, those in cold water

shouldn't swim unless a floating object is nearby. The head should be kept out of the water to lessen heat loss and increase survival time. Should a floating object be available, pulling the body as much out of the water as possible onto that object increases body warmth (Editor note: remember the movie *Titanic*..)

Those wearing waders can allow some air inside the waders so they will float on the surface of the water. Hands should be held together behind the knees or neck while floating until help arrives.

When several people have been stranded in water, they should form a huddle to share body heat. To get warmth on both the front and back, children or seniors should go in the center of the huddle. Huddling can increase survival time by 50 percent.

Alcohol is involved in about 80 percent of boating accidents. Alcohol works to lower body temperature faster in the water. Not only is it dangerous to drive a boat after drinking, but also survival time in cold water after an accident will be decreased substantially.

MORE FROM THE LEAF CRUISE



Tim Tyson gives his best Kate Winslet impression.

Hey, Roy! Here in the South, we stop doing this about September.



??? OCTOBER PUZZLER ANSWER???

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

Answer: Seamen of old days used the sun to take celestial bearings. Usually, covering their left eye to see an angle, their right eye eventually became blind



AFTerthoughts

SAYINGGOOD-BYE TO A DEAR FRIEND

The old adage is that the best two days of boaters' lives are the day they get their boat and the day they get rid of it. Sorry, but I can't agree with that.

A few days ago we received word that the *Quintessence*, our family's 32-ft Albin sportfisher was officially declared a total loss. In early July, she was found at the dock with water to her gunwales. After many weeks of assessments and negotiations, we now know she's made her last cruise. We don't know what happened, what caused the boat to sink (see article, pg. 7).

The *Q* was my father-in-law's pride. He spent weeks doing his homework to find the perfect boat for offshore fishing and coastal cruising. In my opinion, he found it. Sadly, he passed away only a few short years after buying her. Since then, she has been little used—not a good thing for a boat sitting in salt water.

In 2002 she was re-powered, the result of a flaw in her original design that took a long time to reveal itself. Since then, Lisa and I have put most of the hours on her new engine. We cruised the ICW from St Augustine to Charleston every chance we had with family, friends, the squadron and often, just the two of us. Through all the minor repairs and improvements, I had come to know her inside and out.

Several squadron members became acquainted with the *Q* on the past two ICW cruises. Despite the annoyances of clogged fuel filters caused by old diesel fuel, the thrills of docking a single-screw boat in the Low Country tidal currents, and the occasional encounters with sandbars, most agree she was a quite a boat. .

A few years ago, we took a family cruise from Edisto to Hilton Head. It was the first time all the adults in the family had been together on the boat since my father-in-law died. From that adventure came a song called "The Good Captain's Vessel:" Here's a bit of that song:

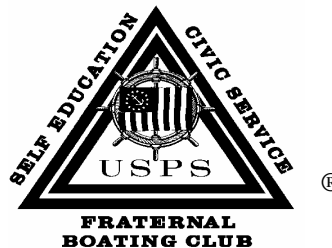
*I'll sing you a song of the Good Captain's vessel
A thirty-two footer, Quintessence her name.
At her Island Cove dock by the marsh she does nestle,
A Low Country lady, the high seas her game*

*Quintessence, Quintessence, you carry us onward
To an Edisto sunset, safe harbor our goal.
Plying the water with dolphin and seabirds,
The Good Captain's spirit a part of your soul.*

We'll miss her.

Happy boating!

Lisa Herndon
Atlanta, GA 30319



STAMP

