

Official newsletter of the
Atlanta Sail and Power Squadron

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WATERLOG



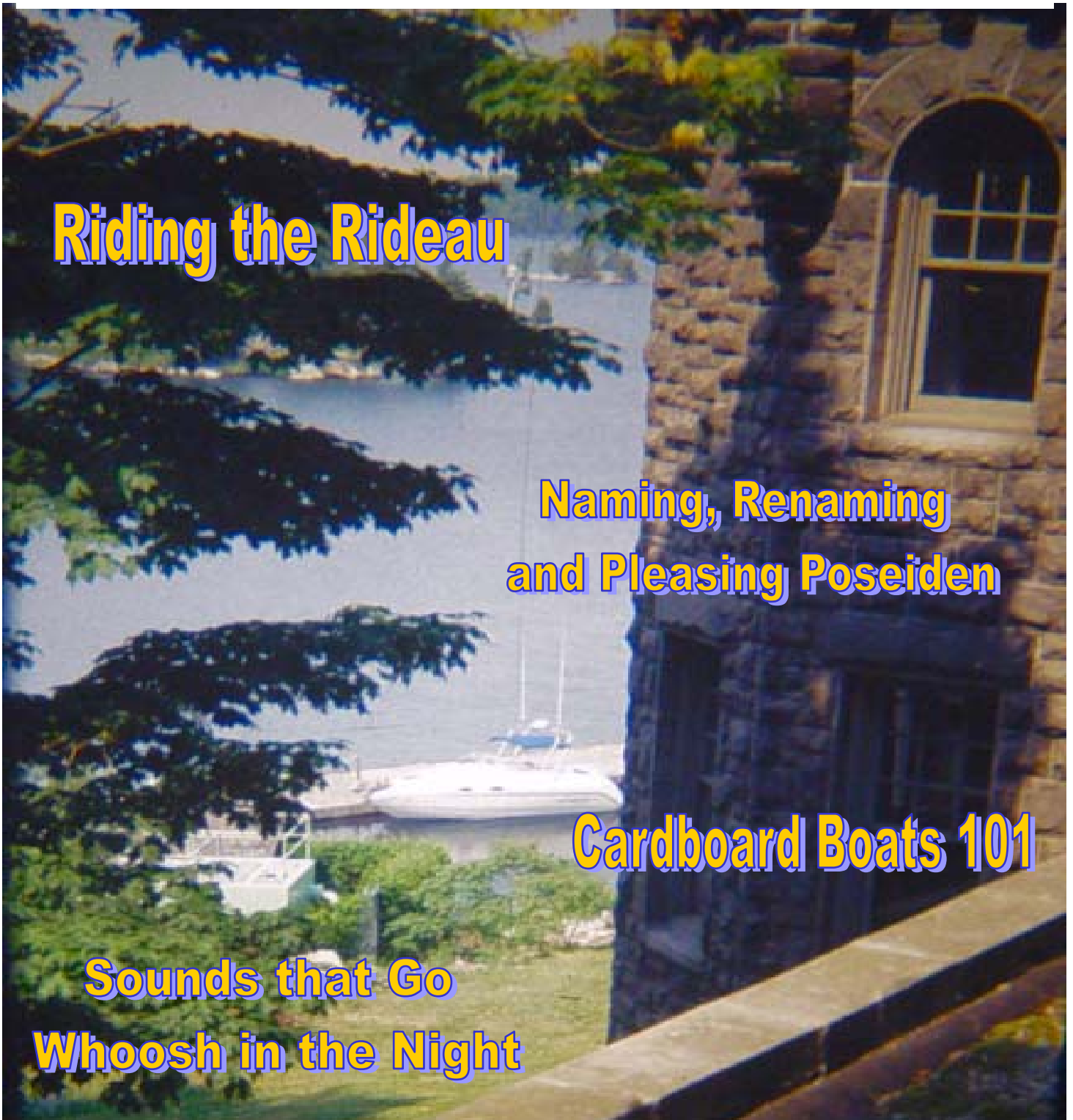
United States Power Squadrons
Sail and Power Boating - America's Boating Club®

Riding the Rideau

**Naming, Renaming
and Pleasing Poseiden**

Cardboard Boats 101

**Sounds that Go
Whoosh in the Night**



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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. The deadline for monthly submissions to the Waterlog is the 15th of each month.

Please send comments and suggestions to:-

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Thanks for assistance in Waterlog distribution: Patti Watson



Cover photo by Dr. Mike Schneider of the Bolt Castle on the Rideau Canal in Canada

Commander's Corner



Cdr. Margaret Sherrod, JN

Have you noticed? The days are getting longer. The temperature is steadily inching up with only occasional cold snaps. The daffodils, redbuds and robins have been foretelling it. Spring has arrived in Georgia! A new boating season is upon us!

Before you hit the lake in earnest, you all know to check over your boats – to re-commission them for the season. Besides checking over the systems and gear, don't forget to check out your safety equipment and replace anything that is out of date, not operating properly or showing signs of wear. Make sure you have PFDs sized appropriately for your regular or "special" crew. (Have your kids or grandkids outgrown theirs from last year?) A little attention and effort now will make for a more enjoyable boating season. And, while you are getting your boat ready for the season, go ahead and make an appointment to get its free Vessel Safety Check by contacting Doug Watson via email at vsf@usps-atlanta.org.

The District 17 Spring Conference was held March 18-20 in Huntsville, AL. Falling on the weekend of St. Patrick's Day, there was plenty wearing of the green and lots of limericks around. Jeff Wise, Frank Taylor, Don Williams, Bob Ginsberg, Danny Tompkins and I represented the squadron. Thomas H. Carey, II, from the Vulcan (Birmingham) Squadron, was installed as the new District Commander at the D/17 Change of Watch on Saturday evening. Atlanta's Danny Tompkins was sworn in as the new District Administrative Officer.

At the conference, P/V/C Spencer Anderson, the most recent National Education Officer, gave the Chief Commander's Message. Exciting new educational programs and materials will soon be available and the core education curriculum will continue to be updated and enhanced. In another vein, declining membership continues to plague the national organization and may in time jeopardize its future viability. D/17 was one of only three districts that had membership growth this past year, and Atlanta was among the squadrons that grew.

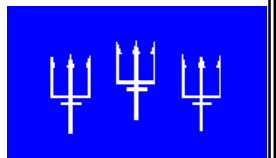
Atlanta's emphasis on a broad spectrum of activities – on-going educational opportunities, interesting and informative membership meetings, challenging boating adventures to distant venues like the ICW and the Tennessee River, exciting and skill-enhancing on-the-water outings, outstanding squadron and Auxiliary social events as well as civic outreach initiatives including VSCs and safe-boating education – provides a wealth of tools to energize our current members and to reach out to prospective new members. It appears to be a successful model. We just need to continue our execution and to invite our friends and fellow boaters to join us.

Our calendar of events for the year is listed in the front of our 2006 Roster and will soon be updated on our website. Membership meetings will be held on the third Thursday of each month from now through October (except May when it will be on the fourth Thursday). Administrative Officer David Herndon will announce the speakers in advance in the Waterlog, on the website and via DR-mail. Our first on-the-water outing of the season will be a Safety Awareness themed raft-up on Saturday, April 22nd. Watch the DR-mail to find out what Boating Activities Chair Carol Jordan and Safety Officer Charlie Cox have planned for that day. There will be other on-the-water activities each month through November. One very special on-the-water event will be the Commander's Lakeside outing and Cardboard Boat Race on Saturday, June 24. Ed and Genie Troncilli have graciously agreed to host this event at their lakeside home. All D/17 members are invited to come and compete so it should be a really exciting event. Mark your calendars now a plan to attend. Cardboard is available if you need some.

Hopefully we have something planned that interests you so that you will get involved in some activity this year. If you have suggestions for other initiatives or activities, please pass them along. With your help and involvement we will have another great boating season!

Happy and safe boating,

Margaret



Squadron Happenings

RIDING THE RIDEAU

The March general membership meeting featured the squadron's own Dr. Mike Schneider, who described about his trip through the Rideau Canal on the By River in Canada. Forty-seven locks link six lakes and two rivers from Kingston to Ottawa, a trip that Dr. Schneider made in seven days. "The canal was built over the period from 1826-1832, and is the oldest continuously operated canal in North America," Mike told his audience. "It pre-dates the locks on the St. Lawrence, and was built to assist the defense of Canada by allowing boats to travel from Montreal to the Great Lakes without having to travel down the St. Lawrence, in gunshot range of the Americans. The locks are operated today much as they were when first opened in 1832 with hand cranks in many locations."



P/C Jeff Wise presents his 2005 Commander's Award to Carol Jordan, On-the-Waters Activity Chair.

Roy and Mary Stegall are planning a trailering trip to the Rideau Canal this summer and have invited anyone interested in joining them.

Dr. Schneider has made boat trips from the North Pole to Antarctica and has promised to present more of his adventures in the future.

P/C Jeff Wise presented his 2005 Commander's Award to Carol Jordan, who was

not in attendance to accept the award at the recent Change of Watch.

Lieutenant's flags were awarded to Douglas Townes, Marine Electronics instructor; Anne and Jeff Batson, Boat Smart Chairpersons, and Norm Smith, Squadron Chaplain.

WELCOME NEW MEMBERS

By Patti Price, Membership Chairman

An ASPS welcome to our newest members Doug and Judy Murray and Judy Batson

Doug and Judy Murray were sworn in at the March membership meeting. They are interested in education and are currently taking Chart Smart. We should be seeing Doug and Judy at Heiskell again for September classes.



New members Doug and Judy Murray

Judy Batson was encouraged by her son, Jeff Batson, to join the

Squadron. Judy is a part-time French professor and recently participated in the new member orientation and trailering workshop.



New member Judy Batson

TRAILERING AND BURGERS

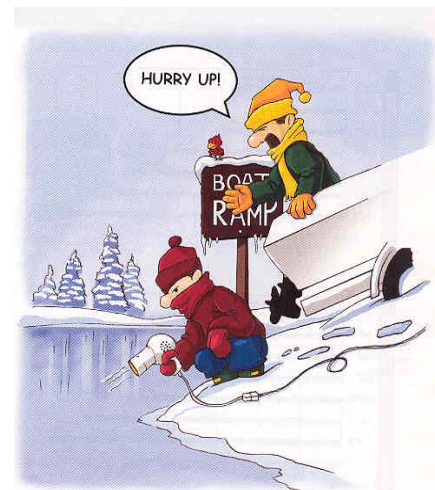
Following the new member orientation, held on March 25, Charlie Cox led a trailering clinic at the Holiday Marina Pavilion. Charlie and Frank Taylor brought their trailers, and discussed maintenance, handling and features.

They pointed out the importance of safe tires, proper tire pressure, and careful maintenance of wheel bearings and brakes. "The proper tongue weight on the hitch at the rear of the towing vehicle is essential for safe towing," Charlie said. He and Frank described techniques for measuring and adjusting the trailer's tongue weight on the towing vehicle.



Charlie Cox leads a discussion on trailering at the recent clinic at Holiday Marina

Following the clinic, Ed and Genie Troncalli served hot dogs and hamburgers. The breezes were brisk, but the sun was shining and everyone discussed their trailering plans for the coming summer. Jeff Wise divulged that he had become the new owner of a 24-foot SeaRay that he hoped to trailer to an event in the near future.



Excited about getting on the water?



From the Bridge

THE 2006 BRIDGE EXECUTIVE COMMITTEE 2006 SQUADRON OFFICERS

Commander	Margaret Sherrod	commander@usps-atlanta.org
Executive Officer	Frank Taylor	xo@usps-atlanta.org
Administrative Officer	David Herndon	admin@usps-atlanta.org
Secretary	Roy Stegall	secretary@usps-atlanta.org
Education Officer	Kevin Schoonover	edu@usps-atlanta.org
Treasurer	Sheryl LaBoda	treasurer@usps-atlanta.org
Assistant Educ Officer	Patti Price	edu@usps-atlanta.org

EXECUTIVE COMMITTEE

Cdr Margaret Sherrod, Chairman	
Lt/C Frank Taylor, Vice Chairman	
Bob Leathers	Carol Jordan
Mike Litke	Mary Stegall
Jeff Wise	Doug Watson
Patti Price	Charlie Cox
Tim Tyson	



MEET OUR EXECUTIVE OFFICER— Lt/C Frank Taylor

(Editor's note: The Executive Officer is responsible for the external activities and communications of the squadron, including boat shows, vessel safety checks, general safety and marketing and public relations activities.)

How/when did you become interested in boating? I got my first taste of boating when I was a kid. We lived in Virginia and

we had a small vacation home on the Rappahannock River near the Chesapeake Bay. My dad bought an 18-foot bow rider. We spent a lot of time at the "cabin" and a lot of time on that boat as a family. One of the saddest days of my childhood was when dad sold the boat. It was then that I said that I would own my own boat one day.

Do you own a boat? I purchased my first boat at the 2002 Atlanta Boat Show. She is a 24' Wellcraft Martinique. She is named "Miss Vonn" after my wife. I keep her at Aqualand Marina. I also just purchased a Kawasaki Jet Ski about a month ago. I've ridden it once so far. What a rush!!!

What other activities do you enjoy doing other than ASPS? Are there any other activities???? Seriously, I love watching my wife on stage (she's an actress). I like to travel and I like introducing kids (young and old) to the world of boating. I am always looking for any reason to get on the water.

Do you have any pets? One dog and two cats: Callie, a 7-year old Boxer; Nerissa, a 6-year old Tortoise Shell Calico; and Portia, a 5-year old Tortoise Shell Calico.

Where were you born/educated? I was born in Fort Jackson, SC (yep, I'm an army brat). I have a BS from Southern Tech and a MBA from Georgia Tech.

Editor's note: check out Frank's web site at www.boatfanatics.com for boating merchandise.



Lt/C Frank Taylor
Executive Officer



Cdr. Margaret
Sherrod



Lt/C David Herndon
Administrative Officer



Lt/C Roy Stegall
Secretary



Lt/C Sheryl LaBoda,
Treasurer



Lt/C Kevin Schoonover
Education Officer



Lt. Patti Price
Assistant Education Officer

SECRETARY'S REPORT

by Roy Stegall, Secretary

There are of course no errors in our roster.... ever! But if by chance you find that the printer made a mistake (ahem!) then by all means please bring it to our Secretary's attention! Please contact Roy Stegall at secretary@usps-atlanta.org with any corrections or changes.

UPCOMING EVENTS

By David Herndon, Admin Officer

April 20: Members Meeting, featuring the Harbormaster at Harbourtown Yacht Basin, Hilton Head, as guest speaker. Dinner at 6:30, meeting at 7:00 at the Foghorn Grill in Norcross

April 22: Raft-up, and boat renaming ceremonies. Watch the DR for details (see ceremony article on page 8)

May 13-21: ICW Cruise

Squadron Happenings

CARDBOARD BOAT RACE RULES

(Editor's note: the Commander's party on June 24 will feature a Cardboard Boat Race. This race is for the D17 title is open to all D17 squadrons)

A. Race Conduct

1. Each vessel must meet VSC requirements, except that items such as fire extinguishers, horns, flares, etc. must be removed prior to the actual race to prevent littering of the bottom. Registration and registration numbers are required but may be fictitious (i.e. the DNR doesn't want to know about your sinking or sunken vessel). Vessels with a marine head must carry the appropriate sticker.



2. Themes & appropriate costumes, especially historic boat replication and decoration are encouraged. Items may be included as part of the display of the vessel for purposes of enhancing the theme or otherwise impressing the judges and may be removed prior to the race. Items which are part of the theme and which do not contribute to the floatation or structural integrity of the vessel need not abide by the construction rules in Paragraph C below.

3. No loose items, especially items which may sink may be carried during competition.

4. Each vessel must carry a closed 1-gallon plastic jug with a 15' rope tether firmly attached to the vessel for use in locating and retrieving any sunken remains.

5. Sunken or discarded vessels must be disposed of by the crew at the conclusion of the race. There will be a dumpster available.

B. Judging - Prizes will be awarded in the following categories:

1. Fastest Boat to Complete the Course -- Boats will be timed around a closed course of approximately 100 feet in length. In order that the judges not miss seeing any spectacular sinkings, each vessel will complete a seaworthiness time trial with one vessel on the race course at a time. The four fastest boats in the time trial series will then compete in a fleet race with the prize going to the vessel which completes the fleet race first. The judges reserve the right to modify the course between the time trials and the fleet race. In the event of a tie in the fleet race, additional match races may be ordered by the judges to establish the winner.

2. Best Overall Design -- Prior to the racing, the judging staff will examine all vessels and select the vessel whose construction and appearance are deemed to be the most elegant, including special consideration for theme and presentation. One member of each crew will be allowed to "explain" their vessel's design, theme, and historical significance.

3. Most Spectacular Sinking -- What more do we need to say?

C. Boat Construction - Boats must be constructed using only the following approved materials.

1. Single-layer or two-layer corrugated cardboard. Any thickness is acceptable. Non-corrugated (solid) cardboard is permitted. Cardboard with vinyl, plastic, varnished, impregnated or other coatings which improves water resistance is not permitted.



2. Cardboard rolls or tubes, regardless of diameter may only be used as interior structural members, and may not be used as hull sections or to provide floatation. They may be used as the arms for outriggers; however, they must not touch the water unless in the process of sinking.

3. Wood may be used to a maximum of 3 board feet (3'x1'x1") per crew member. Wood may be in any shape or pieces desired as long as the total wood used does not exceed the allocated total. Wood pieces may be used to enhance floatation; however, if you think that little bit of wood is going to keep you afloat, you'd better reconsider your design.

4. Hulls may be painted or waxed; however two-part glues, paints, caulking, or sealers are prohibited. Epoxy-based paints, glues, and sealers are expressly prohibited. Oil-based, water-based, and latex paints and sealers are permitted.

5. Fasteners can consist of glue, nails, staples, screws, bolts and tape. Metal truss plates, stiffeners, joint plates, etc. don't qualify as nails and may not be used.

6. Adhesive tapes, including duct tape is restricted to the area within three inches (3") of a seam between two pieces of cardboard. Folds in cardboard are not seams and may not be taped.

7. The following are explicitly prohibited in any form: foam, plastic, epoxy, fiberglass, steel (except for nails, staples, bolts or screws), aluminum, brass, bronze, copper, or anything else that the judges deem as a way of cheating. To be safe, stick with cardboard, glue, and ingenuity.

D. Boat Propulsion

1. No electrical, gasoline, benzene, propane or other chemical or electrical propulsion systems are permitted.

2. Sail power is acceptable and use of cloth in sails is permitted; however any masts or booms must follow the same construction rules as the hull.

3. Single-ended or two-ended wooden, plastic, or metal oars, paddles, paddle wheels, and flippers are permitted; however such device must not be longer than the shortest crew member is tall.

4. There is to be no contact with the lake bottom by any mode of propulsion.

Continued on Page 6....



Life on the Water

CARDBOARD BOAT RACE RULES

Continued from Page 5

5. No metal oarlocks allowed. Wooden oarlocks will be counted as part of the wood allowance.
6. No chains V-belts, link belts or sprockets allowed.
7. Rope and string may be used but no wire or cables.

E. Crew and Crew conduct

1. The skipper will be responsible for the behavior of his crew at all times. In the case of a dispute, ONLY the skipper will have the attention of the judges.
2. During the competition, crew must be IN the boat, not towing it, or holding it between their legs, swimming, or allowing the life jacket to provide floatation.
3. All occupants will wear a properly fastened PFD while competing. Protective footwear is also recommended.
4. No alcohol will be permitted in the boat, other than what is incidentally carried inside the crew.
5. No more than 10 occupants per boat.
6. No pets can occupy a boat during competition.
7. Throwing water on another boat is reason for disqualification, unless said water comes from the splash of a paddle or other propulsive device, hand-made or commercial weaponry that is part of the vessels theme, or a legitimate dewatering device being used to remove water from within a sinking vessel.
8. Contestants are expected to maintain the decorum and dignity expected of a yachtsmen.

UPCOMING CLASSES AT MARINEMAX

MarineMax at Bald Ridge Marina is hosting the boating classes listed below. Contact Cynthia Johnson 770-781-9370 to sign up. Space is limited:

Kids in Boating: Sat, April 1 10 a.m.-1 p.m. Bring the kids ages 8 and up for a fun-filled morning of boat safety on-the-water. A snack will be provided.

Women on Water: Sat, April 8, 10 a.m.-2 p.m. Learn useful knot tying techniques, navigation skills and how to operate and dock a boat confidently. For the second half of the class your skills will be put to the test as we take to the water in a boat very similar to the one you own. This is the perfect opportunity to practice what you've learned and ask any other questions.

Trailing Class: Sat, April 8, 3 p.m.-5 p.m. Learn the most efficient tips and tricks on trailering and talk about great destinations



???FEBRUARY PUZZLER ANSWER???

What famous movie had several scenes filmed looking out on ICW marker "231" ? (Hint: the squadron will pass this landmark on the trip in May).

Answer: Much of The Big Chill was filmed on location in Beaufort, SC. The editor strongly recommends watching the movie before the ICW cruise. Look to port as you proceed north, pass



daymark 231 and make the bend to the left at Pigeon Pt. You'll see the house where all the college friends congregated in the movie.

As an added movie-related sightseeing treat, look to starboard as you proceed north after leaving Brickyard Creek and entering the Coosaw River. Somewhere on that shore is the house used as Forest Gump's home in that movie.



The Safety Net

By Safety Officer Charlie Cox

Here is a statistic you should know. Those 10-BC chemical fire extinguishers we all carry (designated B-I by the Coast Guard) will discharge for maybe 10 seconds. Then what? If your boat is larger than 26 feet, Coast Guard regulations require a second B-I extinguisher aboard, that or a larger B-II. You shouldn't have to travel more than half the length of the boat to reach it. If you have the slightest doubt about whether you can contain the fire, don't even try. Your first concern is for the safety of the people aboard. Burning fiberglass is extremely hot and gives off noxious fumes. If fiberglass is burning, get off the boat immediately. Inspect your extinguisher once a month, more often if exposed to weather. Have the unit weighed annually to verify it's fully charged. Twice a year, remove the unit from bracket, turn it upside down and shake it to loosen any dry chemical compacted at the bottom. Never check a unit by partially discharging it. Remaining pressure in the canister can leak out over time.

???MARCH PUZZLER ???

You are cruising at 2/3rd throttle in your 24' Cuddy-cabin and spot flotsam directly in the boat's path. You should : (A) turn away from it; (B) turn towards it and then turn away; or (C.) turn away and then turn towards it?



Life on the Water

THINGS THAT GO “WHOOSH” IN THE NIGHT

By Roy Stegall

Planning to be a part of the May trip on the ICW? Then you need to be prepared for exotic sights and strange events. My first outing when I bought "Gideon" in 1995 was a cruise on the Intracoastal Waterway, from Savannah to Charleston, traveling with my two small sons (aged 6 and 10). On the way back we anchored for the night in a location suggested by Claiborne Young in his Cruising Guide (highly recommended, by the way!). See the section on "Church Creek" in the chapter on Wappoo Creek to South Edisto River, page 151 in the third edition, "Cruising Guide to Coastal South Carolina and Georgia".

We pulled up early, and anchored for the night in Church Creek around 4:00 p.m. L 32° 42' 28"N, lo 80° 10' 05"W. There were several sailboats doing the same thing; sailors sure are a relaxed bunch! The boys and I cooked burgers on the Magma grill and had dinner aboard, and just relaxed. It was nice to anchor early and have some quiet time. As the sun set, I double checked the anchor, set the depth alarm, and turned in for the evening.

About 1:00 a.m., I was awakened by a strange, bizarre sound, "Whoosh!". Pause. Then it repeated. Not loud; a soft gentle sighing sound, but enough to awaken me. What was it? Was something mechanically wrong? "Whoosh!" Was the boat sinking?

I got a flashlight and came up on deck. Where is it? From the engine? "Whoosh!" again. No, it's from the water! Aha.... there.... and there.... dolphins! Right next to the boat!



Church creek is 19 miles inland from the ocean. Where we were anchored, the creek is only 40 feet wide and 12 feet deep. I was amazed. The LAST thing I would have ever expected was to have dolphin as visitors in the night, so far from their home. I turned off all the lights, and sat and enjoyed the moment, sitting and listening to them for almost an hour. I counted six of them in the pod. I wished there was something I could share with them, as a payment for the pleasure they provided me. But dolphins don't want or need anything from us. Perhaps there's some delicacy in the inland creeks that draw these ocean dwellers. I'll probably never know; but I'll always treasure the memory. Do you want to "make a memory?" Come and join us on the ICW where dreams are made!

NAMING, RENAMING AND APPEASING THE WATER GODS

An interview with Jeff Batson

(Editor's note: the April raft-up will feature a ceremonial ritual for the naming and renaming of several boats in the squadron)

Waterlog: How did you come to want to change the name of your boat?

Jeff: The name of our new old boat is *4 Play*. Our children are of such an age that the connotation is not conducive to explanation. The prior owner had 2 kids, hence "4". We also have 2 kids, but our boys are older. Also, the boat make is a Trojan, which, as noted by one of our son's teenage friends, brings up a whole other set of connotations. Frankly, we were happy we were accepted into ASPS with this boat name, and we appreciate the squadron's patience as we determined a more suitable name. We were also lucky that our dock mates were not too offended.

Waterlog: Why didn't you just change the name right away?

Jeff: We are too superstitious to just change the name. We never did change the name of our first new old boat. In fact, we embraced it and had the name put on everything such as travel mugs, t-shirts, and the side of the boat. I would also like to point out that this sailing vessel is for sale via Snug Harbor if you are interested.

Waterlog: I love sailing but Dave much prefers changing diesel filters.

Jeff: OK, moving on...We knew there was a proper method to christening a boat, so we figured there was a proper method to de-name a boat. It took some research, but we think we now have a ceremony where all potential hazards are avoided.

Waterlog: What types of hazards?

Jeff: Any hazards that the sea gods might inflict upon the boat.

Waterlog: Are there really sea gods in a lake?

Jeff: We thought about that. We ... tried to find a reference to the lake/sea god relationship, etc. Finally, we decided if we are so superstitious as to wonder such things, then we better do the ceremony.

Waterlog: What gods are we talking about?

Jeff: One god is Aeolus, guardian of the winds and that which is blown by them (presumably waves, spray, boats). The main one is Neptune, a.k.a. Poseidon. You've probably heard of him. He is big, lives under the water, has a trident, and a large fish-like tail. His name changes depending on if you think he is Greek or Roman. I imagine that originally he lived in the waters between Greece and Italy, so he probably claims dual citizenship. The main point is that he has a scroll known as the Ledger of the Deep with the names of all water-born vessels. Somewhere on that Ledger of the Deep is "4 Play". The proper removal of the current name and insertion of the new name are the basis for the ceremonies.

Waterlog: What are some of the things that you need for the ceremonies?

Jeff: Some items are used in both the de-naming and re-naming ceremonies.

I should point out that a re-naming is not a christening. A christening can only happen once. Unfortunately while the christening ceremony is straight forward, the re-naming ceremony is a bit more complicated. Really the only important act in a christening is to make sure the bottle breaks. You only get one shot to break the bottle so it had better be right. I would not voyage on a ship whose christening bottle did not break.

Some material items to have on hand are red wine, ship's bell, boson's whistle, champagne or more red wine, numerous glasses, and the urine of a virgin. (You know you have to turn the page after that one...Continued on page 8)



Life on the Water

NAMING, RENAMING AND APPEASING THE WATER GODS

(Continued from page 7)

Waterlog: I can probably find the first items at West Marine or a package store, but the last one might be tough to find.

Jeff: A suitable alternative is the blood of a virgin, which is even harder to come by. We have extra if you need some at the April raft-up.

Waterlog: Extra virgin blood or urine? Oh never mind, I remember Anne is a nurse... Should you do the ceremony alone, or with others nearby?

Jeff: Although others nearby might think you a bit off mentally, you should have as many people as possible... more people means more praise for the boat and Neptune, which makes them feel good about a new name. If your guests bring their own champagne flute then that makes things that much easier. Plus, if your guests are boaters themselves, they can help drive the boat around backwards three times, which is a necessary act during the ceremony.

Waterlog: Sounds like us trying to get into our slip! What are the parts of the ceremony?

Jeff: The first part is the Invocation where we get the gods' attention. It is hard to hear below the water so you need a bell and boson's pipe. The second part is the Expression of Gratitude when we thank Neptune for protecting the vessel thus far in its life. The third part is the Ingot Drop when a coin with the current name scribed on it is dropped over the bow and into the water. The fourth part is the Request to Strike the Name, when the request is made for the Ledger of the Deep to be changed. The fifth part is the Libation Offering which is self explanatory, although the process can easily be done wrong. The last part is the Renaming which has many words, toasts, appeasements to various gods, and more libation offerings.

Waterlog: Is there specific paperwork that needs to be done?

Jeff: No, in fact you must destroy some paperwork. Before re-naming, you must remove all traces of the original name such as life-rings, cruise logs, selling documents, etc. There must be absolutely no trace of the former name. Obviously that includes the name on the transom. Likewise, you cannot have any items with the new name on the boat. The problem is that you do not want the boat to be confused as to her name. Also, you do not want Neptune to be confused as to which vessel he is protecting.

Waterlog: Yikes—the *Changes in L'Attitudes* is already in trouble...I thought I saw something on your boat with the new name.

Jeff: This is true and we are tempting fate. I added another bilge pump at the same time just to be safe.

Waterlog: What is the new name and how did you come by it?

Jeff: The new name is "Celestine", but of course I will not utter that name in the presence of "4 Play". The name comes from the book Celestine Prophecy, one of the main topics in of which is conspicuous coincidences. As we were in the process of deciding and then purchasing the boat, we counted at least 25 obvious coincidences. For example, on the day we received our survey results, Patti Price told me about the general meeting that night (my first meeting when I joined ASPS). The guest speaker was a surveyor. The location, Foghorn Horn Grill, turns out to be the closest possible eating place (except McDonalds) to my work. The first person I meet, Dave Crumbley, taught my mother and son the prior weekend. At the end of the meeting, I met the Patti and Doug Watson who own the same model boat that we were considering/now own. Anne's maiden name is also Watson. There were many more coincidences.

I think the boat will be very pleased with its new name. The name "Celeste",

referring to the stars, also is a long-standing, for the ages, popular name of a ship, and we think of the boat and seafaring in a traditional way.

Waterlog: Sounds like a good name.

Jeff: Well, we need you to say so during the ceremonies so that *Celestine* will enthusiastically accept her new name. A boat likes to hear its praises.

Waterlog: How much champagne do you need?

Jeff: Well, actually red wine is more appropriate. It represents the blood of the virgin. Use of champagne is a relatively new tradition. We will use both at our ceremony. You need a lot... The biggest consumer is Neptune. When serving Neptune, this is not the time to be cheap. I am pretty sure that the sparkling apple cider stuff would make him angry, especially if he does not get the whole bottle.

Waterlog: Is there anything that you are leaving out of the ceremony?

Jeff: There is a tradition of purposely, gently grounding the boat three times. This is done in the hopes that it will not happen again. We will probably do that later, but it is not in our ceremony.

Waterlog: We're great at grounding—be happy to help. How can we learn more?

Jeff: We need a Master of Ceremonies and obviously that person would get to know the whole ceremony. We will have copies of the scripted ceremony at the April raft up, which reminds me that I need to tell Carol about our plans. Back to the Master of Ceremonies- we would like to find a person of suitable seafaring experience, preferably with apparel to match, and who has good and loud humor (voice must be heard across the water) concerning such an event. Someone who provides a good entertainment for the participants, yet also will not mess it up and anger the gods.

Waterlog: A somewhat odd-mannered, detailed-oriented, well-dressed nautical ham...hmmm...a couple of folks come to mind.

Jeff: Exactly. Well, if you know of such a person, I need a volunteer.

Waterlog: No problem—we've got lots of them in the squadron.. Oops don't let district hear us. Can others do the same thing at the same time?

Jeff: Each boat needs its own separate ceremony, but the same ceremony can be used for any boat...Glenn and Sheryl [LaBoda], and some others are also planning something similar for their boat on that same day, and it is perfectly proper to use the same ceremony that we are using. I think in the case of your [Herndon's] vessel, you need to be really careful that you do it right. You might want to take your boat out of the water, tell the boat it is a car, and start all over. I will make sure that I bring plenty of extra ceremonial materials for you, including the hard-to-find ones which can't be bought in a store. You also may need more than the usual number of champagne bottles, and I would not even think of using Asti Spumante; you need the good stuff.

Waterlog: Is there a blessing we can use until the ceremony proper?

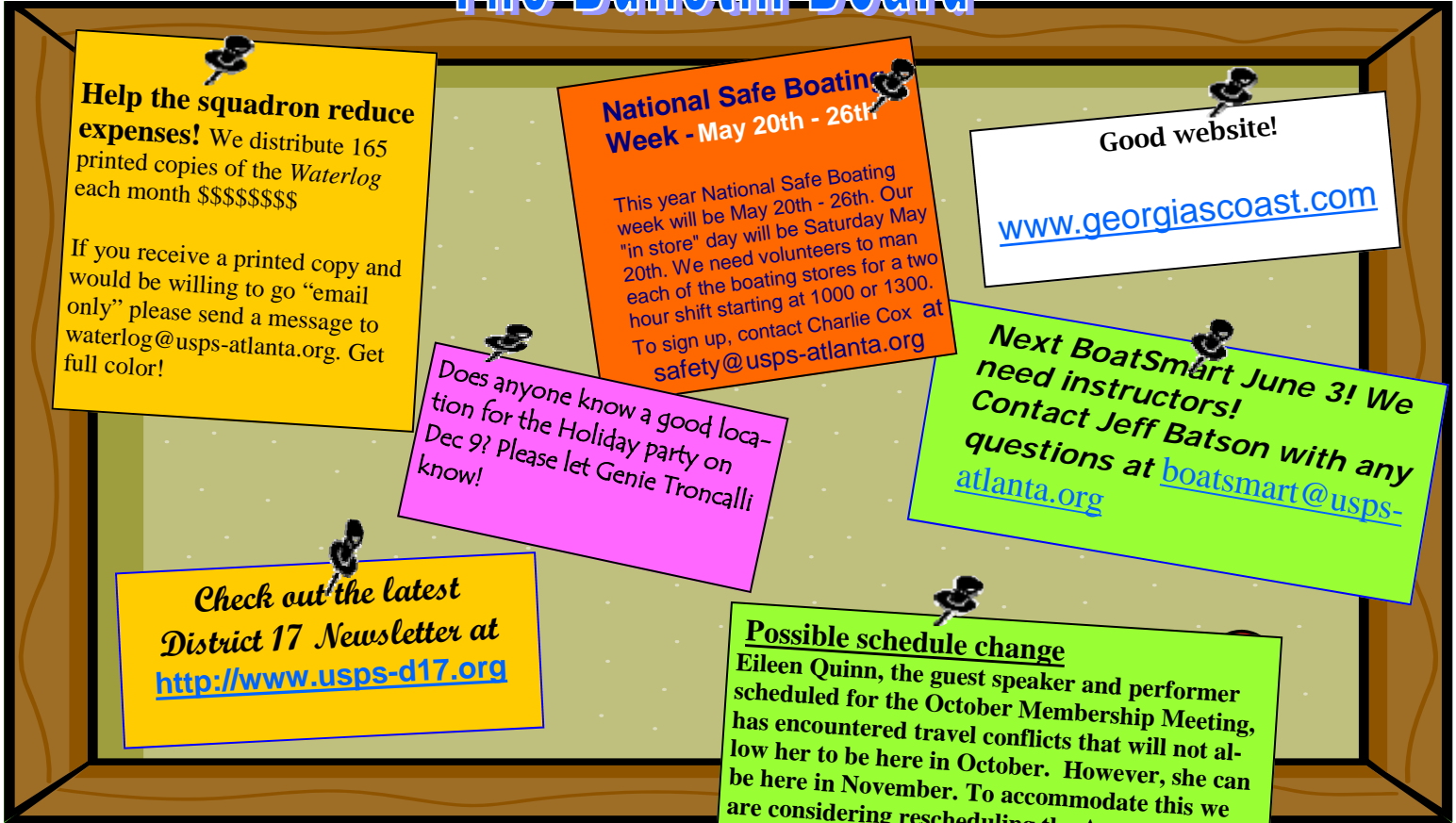
Jeff: Yes. This is a portion of a poem that is part of the re-naming ceremony:

**O! Poseidon, you spirit god of waters
great and small,
On this vessel, by your grace, allow these
sons and daughters all,
To pass from port of hailing to their port
of call,
And on these sailing subjects make your
gentle blessings fall.**

Waterlog: Great—thanks! We're looking forward to the big event in April!



The Bulletin Board



USPS EVENTS: APR 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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2	3	4	5	6	7	8
9	10	11	12	13 Excomm Mtg	14	15
16	17	18	19	20 Gen'l Members Mtg	21	22 Raft-up
23	24	25	26	27	28	29
30						

USPS EVENTS: MAY 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11 Excomm	12 ICW Cruise	13 ICW Cruise
14 ICW Cruise	15 ICW Cruise	16 ICW Cruise	17 ICW Cruise	18 ICW Cruise	19 ICW Cruise	20 icw Cruise Safe Boat Wk
21 ICW Cruise Safe Boat Wk	22 Safe Boat Wk	23 Safe Boat Wk	24 Safe Boat Wk	25 Gen'l Members Mtg - Safe Boat Wk	26 Safe Boat Wk	27 Safe Boat Wk
28	29	30	31			

Possible schedule change
Eileen Quinn, the guest speaker and performer scheduled for the October Membership Meeting, has encountered travel conflicts that will not allow her to be here in October. However, she can be here in November. To accommodate this we are considering rescheduling the Annual Chili Cook-off to October, and holding a regular Membership Meeting on Nov 16 featuring Ms. Quinn. Watch the *Waterlog* and the *DR* for details.

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



AFTerthoughts

SEASONS

'Tis springtime and a young man's fancy turns to thoughts of...well, boating, of course. OK, I know, we have to get the Final Four out of the way, but then it's time to float, cruise, anchor out, raft up, and generally get back to having a good time on the water..

Ever hear of a song called "Boat Owner's Blues"? Probably not. It's fairly obscure. The first couple of lines are:

"The best two days in any man's life,
Is when he gets his first boat and when he takes a wife..."

Some might debate that point, but they make a rhyme and that's important to a good song.

Just as spring is traditionally the time of romance for couples (how many May and June weddings have you attended?), it's also the time when most new boat owners proudly launch their new assets. We more mature boaters also look forward to spring (or "Period of

the Yellow Snow" as the native tribes in the area used to call it). We wash and wax the boat; we service the engines and propulsion systems; we check out the trailers; we arrange a raft-up with some fellow boaters and we head for the nearest lake, river, waterway or ocean.

Let's just get on the water! That first warm day when you're on the boat with the sun in your eyes and the wind in your hair makes you feel on top of the world. And for those of us who can no longer feel as much windblown hair as we used to, it's still a great day.

We enjoyed a day on the water like that a couple of weeks ago. What a rush! Thank you, God, for making the South, where boaters get to enjoy springtime on the water so much sooner than our neighbors to the north.

Happy boating!

Lisa Herndon
Atlanta, GA 30319



STAMP

