

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®



Tasting the Salt Water

Getting You and Your Boat in Shape



Swimming can be a Shocking Experience

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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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Cover photo : Miss Vonn braving the waves; photo by Sheryl LaBoda



Cdr. Margaret Sherrod, JN

Commander's Corner

What a fantastic week! Our annual cruise on the ICW was a rousing success thanks to our very special "cruise coordinator," Carol Jordan, and her planning committee, the six competent skippers who trailered their cabin cruisers to Savannah, and the fourteen spouses and crew that assisted throughout the week-long cruise from Savannah to Beaufort, SC, to Charleston, and back. Each contributed greatly to the success. Thanks to you all for your participation, camaraderie, enthusiasm and adaptability throughout the trip.

Possibly the best part of an excursion like this are the "learnings" that surface during the course of the cruise. For example, I learned that sleeping on a powerboat is not that different from sleeping on a sailboat, even the "roly poly" motion from passing boat traffic and thunderstorms. An adventurous few saw that, with proper planning and prudent care, it was safe to venture out of sight of land. By watching, listening and willingly helping out, I learned more about engine and trailer maintenance, boat operation, and coastal navigation. Plus those checklists of spare parts, tools, and other contingency items from the Cruise Planning class can be invaluable to a skipper. On the lighter side, I saw that with shore power, a waffle iron in the hands of an accomplished cruiser (and chef) like Executive Officer Frank Taylor is not frivolous at all.

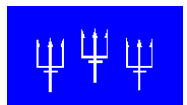
The greatest re-learning for me, however, was how valuable the members of our organization are to each other. Even folks we've just met! What other organization would have friends like Allan Moss (Atlanta's 1989 Commander) and his wife, Dianne, who now live in Hilton Head, hosting a welcome reception for us in Beaufort? And where else are you likely to happen across David and Libby Cross from Greenville, SC, (Lake Hartwell Sail & Power Squadron) who, aboard their 24' cabin cruiser *Cross Currents*, assisted in getting a disabled *Knots* from her transient slip to the public launch ramp in the Beaufort City Marina when TowBoat/US did not respond? The USPS has members everywhere who are willing and able to share their time and expertise with you! They really are family!

Our boating activities for the year have only just begun! We have already had one major raft-up on Lake Lanier and more lake events are to follow. Our next major "on-the-water" happening is the Commander's Lakeside event (and Cardboard Boat Race) on Saturday, June 24th, hosted by Ed and Genie Troncalli. This is a potluck gathering so everyone is asked to bring something to share along with your own beverages. There is plenty of parking for cars and dock space for boats, so come and stay for a while. If you need a ride, either by car or boat, contact either Carol Jordan or me. In July, our on-the-water event will be on Lake Allatoona. If you can provide some recent local knowledge about lake conditions there, please contact me.

A special thanks goes to Safety Officer Charlie Cox and to the members who distributed safety materials and Boat Smart flyers at boating stores last weekend in support of National Safe Boating Week. Also, in support of NSBW, our next Boat Smart class will be a special one-day version on Saturday, June 3rd at the Aqualand Marina Pavilion. Anyone interested in attending or helping with this class please contact Boat Smart Co-Chair Jeff Batson (boatsmart@usps-atlanta.org). Vessel Safety examiners are available to perform courtesy Vessel Safety checks for you and your boating friends. Contact VSC Chair Doug Watson (vsc@usps-atlanta.org) or one of the examiners listed in the roster (page xxi) if you want to schedule an inspection or if you want to become an examiner.

Here's to a safe boating season.

Margaret



Squadron Happenings

ICW CRUISE—SEA, SALT AND GOOD TIMES

By Carol Jordan, On-the-Water Chairman

On May 13 sixteen members and friends of the Atlanta Sail and Power Squadron trailered six boats to Savannah and launched them for an incredible week of shared experiences and great camaraderie. The flotilla headed out for three nights and four days in beautiful Charleston, SC.



The squadron uses its extraordinary raft-up skills at the Water's Edge

The squadron brought their boats to Savannah on Friday and launched with the high tide on Saturday morning. (You know real boaters can't wait to get their boats in the water ahead of everybody else!) Several boats cruised over to see the downtown Savannah waterfront and have lunch at a balcony restaurant overlooking their boats at the docks. As public docking space was very limited, raft-up skills were put to good use as everyone secured their boats. After lunch, a little window-shopping and souvenir hunting, the squadron boarded their boats and headed back to the Daugherty's private docks along the Wilmington River. By this time, everyone had arrived and enjoyed the opportunity to get together with hosts Bill and Kathy, who graciously let them park our vehicles and trailers on their property and tour their beautiful new home.

The Crab Shack on Tybee Island has been a favorite of the ASPS when in Savannah where captains and crews enjoyed great local seafood. Sunday morning arrived with a light drizzle, but nothing could dampen the spirit and enthusiasm of these happy boaters. Captain Roy conducted the boat captains' meeting and concluded with a Mother's Day devotion which gave the day a perfect start. The first leg of ICW Trip 2006 was from Savannah to Beaufort, SC. It was an impressive sight to see all six boats with proper flags flyin' high and no fenders flappin' (well maybe a couple – but they got a call!) This stretch of the trip was perhaps the most scenic, as they passed an old swamped shrimp boat, a Confederate cemetery over looking the riverbank, beautiful picturesque homes, a large yacht-building boatyard, a barge-building facility and launching ramp, and of course beautiful Harbourtown on Hilton Head. They observed several ranges and learned how to interpret and observe NO WAKE ZONE signs (some of them are just billboard type structures without the warning signs, which have long ago blown away – but it's still an

enforceable no wake zone, with fines up to \$1035 or 30 days in jail). Some thought they'd take jail instead of the fine – at least you'd be with other boaters! The Atlanta Sail and Power Squadron observes all NO WAKE signs, the captains courteously gave smaller boats and sailboats a polite slow-down.

As they headed past Hilton Head into Skull Creek they stopped for lunch at Hudson's Seafood Restaurant. Local shrimpers tied up to the docks was a good indication that this was probably a great place for lunch and another opportunity to display the famous ASPS docking skills.

How many boaters can say they have rafted-up next to a shrimp boat? Limited, or non-existent dock space does not faze this bunch of hungry boaters. (Hey James – can you recycle that fishing line you found in the fish dinner?) Following lunch and a trip across Port Royal Sound, they pulled into beautiful Beaufort, SC.

If you have never seen a swing bridge, it is an exciting thing to see in action as the middle section of the bridge pivots (almost like a turnstile) to allow boat traffic to continue along the Intracoastal Waterway. They were met at the fuel docks by P/C Allen Moss, who traveled up from his home in Hilton Head to join in for an overnight in Beaufort. He and his wife, Diane, graciously entertained the group on their 36' Ciara, *Mama's Choice*, before joining the group for dinner at Panini's Café along the waterfront. Beaufort Marina had everyone scattered about the docks, but that didn't stop this bunch of happy boaters from enjoying a nightcap together.

Continued on page 4



A relaxing get together on the docks... you know this group can always eat and drink in style!



Capt Taylor, a Georgia Tech grad, finds a kindred spirit at the raftup...not many chances to raft with a shrimp boat!

Squadron Happenings

ICW CRUISE—SEA, SALT AND GOOD TIMES

Continued from page 3

Rain and thunderstorms were no problem for the live-aboards as they battened down hatches and weathered the storm, which moved through quickly, leaving calm waters in its wake. Monday morning began with a light mist,



The bag-draggers head for a hotel via the Norm and Dixie Smith chariot

which quickly gave way to clearing skies. As everyone wanted to arrive in Charleston early enough to see the harbor and take their own boat tour, each boat chose to have lunch onboard. They arrived ahead of schedule and instead of docking, decided to take a little tour of the colorful homes along the Battery, a side trip around Ft. Sumter and before you knew it, were headed out to sea in search of the *Hunley* submarine sight. Waves were crashing over the jetties from the other side, an indication there may be heavy seas ahead- but not to bother- this group was not about to be discouraged from their ocean quest. However, their bravado faded quickly as rain, wind and four to six foot waves convinced several boats to turn back. *Gideon* and *Miss Vonn* bravely held course until *Gideon*'s crew overruled the captain, who graciously conceded and postponed the adventure until the next day. *Miss Vonn* was seen climbing several waves which promptly caught her crew (and previous commander) off balance. They were really rockin'! Eventually everyone made it back to the Charleston City Marina, where the staff and dock hands were very friendly, professional and able-bodied (some said they were downright good lookin'!) They deftly facilitated docking between much larger boats; they must have heard about the ASPS rafting-up abilities...

It became very obvious at this point of the trip as to who were the live-aboards and who was not, due to the amount of luggage which had to be unloaded. Hence it was that P/C Danny Tompkins declared them "bag-draggers", a moniker that will certainly stick. Norm and Dixie Smith helped those who needed

transportation and luggage service to the boats. As the bag-draggers joined up with the live-aboards for dinner at Salty Mikes, the Watson's said farewell to the group and returned home to honor business

commitments. (hmmm...are they REAL boaters?...)

Tuesday morning shone sunny and bright as Captain Roy cooked a great breakfast of pancakes and sausages for all the live-aboards. A few brave folks from the hotel ventured down to the docks at the Maritime Center to report the wind and weather conditions of this new location to the boat captains. Conditions looked good and conversation with the locals said it had been a very calm evening; the day was a "go" and they brought their boats around to the other side of Charleston, across from Patriot's Point and the Yorktown carrier.

Needing to find a place for some fresh seafood, three boats cruised up Shem Creek for lunch, where once again the squadron displayed their great raft-up skills, this time three deep in one dock space in front of Water's Edge, for all the patrons to watch.

Miss Vonn and *Arrimage* resumed their quest for the *Hunley* sight, and continued out to sea to find marker 1B2C (that's submariners talk for the first buoy to Charleston-get it? 1B2C?) Ask Frank about ten foot waves and cargo ship wakes.

Having our quota of seafood for the day, BBQ was next at Sticky Fingers with dinner in a private upstairs dining room with an outdoor patio. Afterwards everyone gathered at the Indigo Inn courtyard to enjoy a nightcap before heading back to the boats.



A turn-stile bridge is not something you'd find on Lake Lanier

Continued on page 5



The fleet is underway



Four Past Commanders join Cdr Margaret Sherrod (front): L to R: Danny Tompkins, Ed Troncalli, Allen Moss and Jeff Wise

Squadron Happenings

ICW CRUISE—SEA, SALT AND GOOD TIMES

Continued from page 4

Wednesday morning brought with it the smell of freshly cooked, home-made waffles (with strawberries, too!) from Capt. Frank's boat. This was a "play day" and folks got to come and go as they pleased. Glen and Sheryl LaBoda pulled out their clubs and headed back down the river for a round of golf; others went on tours of Patriot's Point and the *Yorktown* carrier, Imax theater, horse-drawn carriage tours, the Naval Air Station (without being detained this time) and the downtown open-air market and historic district. That evening everyone gathered back at the docks and pulled out wonderful food and beverages for a great dock party. Entertainment was provided by the "clean-up crew" of seagulls (not the Stegalls), a cargo ship turning around in the harbor basin with the aid of tug boats, and Capt. Frank who rigged up a monitor for viewing the digital pictures of the trip. (It doesn't take much to keep these folks happy!)

Thursday morning found those from the Indigo Inn heading down to the docks of Charleston for the last time. And yes, faithful Norm was there again – haulin' bags around. Everyone said their goodbyes to them with a greater appreciation for their kindness.

Boats and water naturally go together, but the weather really determines the success of the trip; and on this return trip it couldn't have been more perfect. The afternoon was wonderfully lazy and had everyone looking forward to a great steak place. During dinner who should call and order a round of wine to be poured for everyone but Tim Tyson, who couldn't be on the trip. Here's to you Tim! CHEERS!!! During the course of the evening, one of the party, (who wishes to remain anonymous), wandered off and fell into a joke-telling contest held by a local radio station doing a remote broadcast from the restaurant. He returned to the tables wearing a baseball cap and carrying a shiny new bucket (or was it the other way around?) He was last seen wearing the bucket and holding his cap, telling jokes and getting tips on a corner somewhere in beautiful downtown Beaufort.

Friday was an early start (7 AM!?!?) due to deteriorating weather conditions later in the day. Only one boat got side-Treked in a narrow channel and experienced a soft-grounding. With his usual skill and maneuverings you could hardly tell he had stopped at all (except for all those folks taking pictures!) When the group reached Savannah, the weather forecast had been revised and it was clear and beautiful all the way. The boat captains decided to go ahead and pull the boats out with the rising tide and head back to Atlanta. It's sad to say goodbye to so many old and new friends...



EDUCATION UPDATE

By Kevin Schoonover, Education Officer

Winter Semester Results

Congratulations are in order for the following members who successfully completed education programs during the winter semester:

Piloting

| | | |
|------------------|--------------|----------------|
| Fred Anthony | Steve Batson | Jeff Batson |
| Charlie Cox | Jay Gray | Brian Jernigan |
| Pam Napier-Pfaff | Mark Pfaff | Blake Whitney |
| Richard Ossoff | | |

Cruise Planning

| | | |
|---------------|--------------|------------------|
| Keith Blanton | Rick Fried | Carol Jordan |
| Sheryl LaBoda | Mary Stegall | Margaret Sherrod |
| Frank Taylor | Jeff Wise | |

Marine Electronics

| | | |
|----------------|------------|-------------|
| David DeLorme | Eric Harrs | Roy Stegall |
| Douglas Townes | | |

Advanced Piloting

| | | |
|--------------|----------------|-------------|
| Glenn LaBoda | Richard Ossoff | Pat McGrath |
|--------------|----------------|-------------|

The JN class will be testing in early June. Results from this class will be forthcoming in future months.

Course Completion Stickers

It has come to my attention that many members have not received their course completion stickers from National. I am in the process of compiling a list of delinquent or missing stickers to submit to National for replacement. To assist in this process, if you are missing a sticker, please email me with the pertinent information about the course, i.e., name, course name, when taken. Email them to edu@usps-atlanta.org. I plan to submit the list by early July at the latest, so get your requests in as soon as possible.

Fall Classes Announced

This fall, your Education Department will be offering the following Advanced and Elective Grade classes: Seamanship, Advanced Piloting, and Engine Maintenance. In addition, either Navigation or another Elective Grade class will be offered.

Class sign-up will begin in mid-summer

Boat Smart Class at Aqualand

The next Boat Smart class will be held on June 3rd at the Aqualand Pavilion. If you know of anyone who is interested in taking this class, ask them to sign-up either by calling our telephone message center at 404-262-7288 or by going to our website at www.usps-atlanta.org.

The class will be a full day starting promptly at 9:00 AM and ending at approximately 3:00 PM. Lunch will be provided to the participants.

Our Boat Smart Chairperson, Lt. Jeff Batson, P, is still looking for some instructors, so if you are interested in participating, please contact him.

Another Boat Smart class is scheduled for the same location on August 12th and a special Youth Boat Smart on August 19th.

Squadron Happenings



The Safety Net

A CLOSE CALL . . .
AND LESSONS LEARNED

By Bob Kunath

Waukegan Sail and Power Squadron
District 20

Reefpoint, as with most marinas, has a rule against swimming in the marina. Knowing better and not much of a rule

follower anyway, I rarely hesitated to jump in at *Reefpoint* or at other marinas when the heat got to me.

Sans Souci, along with three other boats had the occasion to stop at a friend's dock in Lake Ontario (which is freshwater) last summer. Our friends have a great setup, with a floating dock and a 30A-shore power facility. We were last to arrive, so we rafted up to one of the other boats. The other boats had already hooked up to the 30A-shore power, but our friend offered to run an extension from a wall outlet in their boat house to our boat. Not wanting to run the generator, I accepted and made the connection. The "reverse polarity" light flashed briefly when I turned on the switch, but everything seemed to run OK so I ignored it. **Lesson Number 1 – Never ignore a reverse polarity warning!**

We were tied up in only four feet of exceptionally clear water, so early the next morning I decided it was a good opportunity to check the running gear and hull. I lowered the swim ladder and started down the steps. As soon as I touched the bottom, I felt a vague vibrating sensation in my arms. I had no idea what was causing it, but decided to get out of the water. . . . fast! I started to move up the ladder, but found that I could not move my arms – I was essentially paralyzed. I then realized that I was being electrocuted! I found I could at least yell, which of course I did. When Carol and the adjacent boaters came running out, I yelled to shut off the power. They were able to do that, but not for a few precious moments, which seemed like hours.

Fortunately, in the meantime I found that I could move my legs. I moved them up a rung or so, and was able to push myself away from the swim platform. I was a good twenty feet behind the boat before the sensation was gone.

The power turned off, I was able to return to the boat and although a little shaky, climb out of the water. We then examined the 60-year-old boathouse power, and found that the ground to the outlet was not connected, and that the polarity was in fact reversed. **Lesson Number 2 – always test a power source before trusting it with your life!**

The U. S. Power Squadron Marine Electronics course warns that it only take 20 milliamperes of electrical power across the chest to cause fibrillation and cardiac arrest. A 15-ampere house circuit delivers 750 times that power. Fortunately, this event happened in freshwater, which is a poor conductor of electricity, but in saltwater, the result would have been much different. That's not to say that you can't be killed in fresh water. The captain of the boat next to us is a retired paramedic, and told of the day that he was called to a freshwater dock in Illinois where two young brothers were electrocuted and died under similar circumstances. Unfortunately, there are plenty of

ways that raw 110-volt power can be introduced to the water at a marina, from improper use of battery chargers, to defective dock and boat wiring. **Lesson Number 3 – Maybe that "No Swimming in the Marina" rule is a pretty good one.**

BOAT SAFETY WEEK

Thanks to our volunteers who manned four stores during Boat Safety Week. Steve Batson did a fantastic job at Boaters World-Cobb. He was there six and a half hours, and got a long list of folks for the Boat Smart class. Gary Meinken, with Bill and Cathy Gruber, were at the Boat/US store in Doraville. Nan Putnam and Kevin Schoonover were at the West Marine in Buford, and Ryan Troncalli was at Outside World in Dawsonville. Charlie Cox, our Safety Officer, worked the West Marine in Gainesville.

MAY FEATURES YAMAHA OUTBOARDS

Billy Matthews, Yamaha Regional Technical advisor, was the speaker for May's general membership meeting. Billy is certified for maintenance on Yamaha, Volvo, Evinrude, Mercury and Honda outboards and works a help line to support warranty customers. He spoke about engine maintenance and said the leading cause of problems is fuel, especially with the change in fuel quality over the past years. Proper winterizing and adding stabilizers to keep the fuel fresh in storage are key to good performance. He gave the example of four stroke 225 engines that were sold to the Navy just after September 11, 2001 and used on patrol 24 hours a day in San Francisco. They were maintained completely to spec and in four years had 11,000 hours when they were sold to the Japanese for quality testing.

DON'T MISS UPCOMING SPEAKERS

By David Herndon, Administrative Officer

June: The June meeting will feature highlights of the recent ICW cruise. Based on the experience on prior ICW cruises, there are probably a boatload of pictures and a raft of stories. If you were a part of that adventure, please forward your favorite pictures to admin@usps-atlanta.org. ICW Captains, please plan to share a 5-10 minute recap of your vessels' and crews' experiences.

July: July's featured speaker will be Jonathan Davis, Project Manager for Lake Lanier for the U. S. Army Corps of Engineers. Mr. Davis will provide interesting insights into the. Management of the lake.



August: One of the highlights of the year will be hearing from Claiborne Young at our August meeting. Claiborne is an experienced ICW cruiser, and author of numerous ICW cruising guides. In addition, Claiborne maintains an informative website for coastal cruisers at <http://www.CruisersNet.net>. The Cruisers Net link on that site provides valuable and up-to-date information

on shoaling, marinas, navigation marker changes and other useful topics. Don't miss this opportunity to share in Claiborne's experiences.



From the Bridge

THE 2006 BRIDGE EXECUTIVE COMMITTEE 2006

SQUADRON OFFICERS

| | | |
|------------------------|------------------|----------------------------|
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| 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 THE SECRETARY

Lt/C Roy Stegall

(Editor's note: The Secretary's responsibilities include the Waterlog, the DR, minutes of all meetings, the policies and procedures manual, the Squadron roster and the historical record of events)



When/how did you get involved in boating? As a young dude, I was in a singles' Sunday School class in Tulsa Oklahoma. We had social activities at Lake Keystone, a nearby hydro electric lake. The center of attention for everyone were the two guys that owned boats! Gee.... cruising around.... all these girls in bikinis.... cook outs on the beach.... girls in bikinis.... water skiing.... girls in bikinis.... I GOTTA GET A BOAT !!!

What is one of your fondest boating memories? Girls in bikinis.... OK, I'll try and be serious. I bought *Gideon* in March 1996, and the very next month, in April, I took my two young sons on a week long cruise on the ICW for during school spring break week. The boys were small, 6 and 10. It was a "special time" together. There was even a heavenly anointing. The comet Hale-Bopp was in the sky. It was dramatically visible with the naked eye. We would anchor out at night, far from the city lights, and marvel at God's creation, with the tail of the comet stretched in a glowing streak across the sky. My sons are adults now; they will never be that trusting of me again. And, Hale-Bopp won't be back until 4300 A.D.

Do you own a boat? Is it your first boat? *Gideon* is my fifth boat. I've owned ski boats, jet boats, cuddy cabins, outboards, inboards, a bit of everything. I like the practical side of the traditional sedan cruiser design. Years ago, all cabin cruisers were laid out like this. It's VERY practical, with lots of storage space and window exposure, and has all weather cruising ability with the hard top. The name comes from my membership in The Gideons International, a Christian businessmen's association.

What do you like to do when you're not boating? I sometimes teach Sunday School, or speak at churches for the Gideon's. Other sports include occasional trap and skeet shotgun practice, action pistol



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

target practice, and a family tradition of a once-a-year deer hunting trip with my two sons. I combine two of my hobbies when I go scuba diving from my boat in the Florida Keys, or in the St. Lawrence river. I've taken *Gideon* out 25 miles off shore to dive sites.

Where were you born? Work and Family stats? I was born in Norman, Oklahoma. My parents were teachers, and also operated a farm and ranch operation during the summer. I drove around-and-around on a John Deere tractor at 3 miles an hour, 16 hours a day. From the view of an Oklahoma farm boy, things like "Disney land" and the "Intra-coastal waterway" and the "Florida Keys" are so remote and exotic that they seemed unreachable. I think that's part of my interest in boating; it's the polar opposite for an Oklahoma farm boy. Sometimes the things we seek out as adults is an escape to the fantasies we had as kids. Work? IBM Database Administrator. A computer nerd. Family stats? Married late, at age 30 to a wonderful woman; three kids; one in high school, one in college, and one married.



Life on the Water

GETTING YOU AND YOUR BOAT SHIP SHAPE

By Gregory Clark (Editor's note: this is a reprint of the article that was printed in Lakeside News...Thanks to Greg for his external promotion of the Squadron)

Now is the time to get you and your boat back into shape. The Atlanta Sail and Power Squadron, Atlanta's Boating Club can help you. Check out our web site or call today. We would love to have you visit any of our meetings or on-the-water activities. Learn the best way to clean and restore your boat. Discover the difference between wax or polish, Teflon or Cannuba, elbow grease or buffers, using automotive or marine products. There are advantages and unseen disadvantages to many of these decisions. The most difficult step is getting started. ASPS will help you brush up on your boating skills and knowledge. Contact us today: Telephone: 404-262-7288 / Email: usps-atlanta@comcast.net or the local web site <http://www.usps-atlanta.org/>

People who enjoy the water and activities on and around the water know that protecting the environment is important for everyone. Never pump out your bilge into the lake after using oil removers and cleaners on and around your engine. Use disposable oil absorbing rags and products. Be careful to ensure your bilge pump and floating switch cannot become jammed or clogged.

Selecting biodegradable soaps and cleaners seems obvious, but did you know that you could do even more to protect and save the environment by keeping a well-polished and clean boat? The proper finish will make your boat less susceptible to dirt and stains. This will allow you to clean your boat faster, easier, and often with just plain water.

Which should you use, wax or Teflon polishes? To make the right decision, you must understand the difference between automotive finishes and boat surfaces. Boats are made of fiberglass and gelcoat. Boat surfaces are porous, whereas automobile surfaces are not. There are a few cleaners that can be used on cars and boats. Automotive cleaners not approved for marine use will continue to break-down the fiberglass even after the wax or polish is applied. This will accelerate and deepen the oxidation of your boat. Oxidation is the white chalky appearance of fiberglass sometimes referred to as boat rust.

The location and climate where you use your boat are important considerations for using wax or Teflon polish. In direct sunlight, wax finishes begin breaking down and melting at 150 degrees, lasting as little as 2 months. Saltwater is abrasive and will significantly reduce the life of wax. Teflon polish can last 6-9 months longer than wax. Marine Teflon polishes seal the porous surface leaving a slicker finish than wax. Dirt cannot stick to or penetrate the sealed gelcoat. Beware of placing polish or wax on your non-skid sections. There are special cleaners and finishes for these critical areas. UV light damages fiberglass. You should use the proper finish for each specific application. Safety should always be first. Starting with the right marine product will save you more money and time than trying

to substitute automotive products. Tip: Chapstick with UV protection will protect and lubricate your zippers for several months. Special zipper or chain lubricants are available.

Saving fuel is important. Cleaning the bottom of your boat will reduce friction, drag and fuel use. Bottom paints can be used to reduce slime and buildups. Using a boatlift or trailering your boat will help prevent stains and buildups on the hull. A dirty trailer or boat bilge can transfer barnacles, clams, organisms, and other contaminants from one body of water to another. Check the Army Corps of Engineers web site for warnings on the Tennessee River and other areas. Let's keep our Georgia Lakes and rivers clean and safe for everyone. The Atlanta Sail and Power Squadron is open to everyone for safe boating courses, PWC certifications, free Vessel Examinations, and finding new friends and fun on the water. Contact us today, and *"let's go boating together!"*

LIST OF TOP INSURANCE CLAIMS

Sent out by BoatUS, March 2006

While you may never expect to file an insurance claim on your boat, knowing why and how damages occur can help you reduce your chances. The January 2006 issue of *Seaworthy*, the damage avoidance newsletter from BoatUS Marine Insurance, reviewed five years of its own claim files to find the most common causes for insurance claims, as well as insurance claim dollar amounts, were factored in to compile the list.

- #9: Theft of equipment:
- #8: Theft of boat
- #7: Lightning
- #6: Grounding
- #5: Collisions
- #4. Wind and weather
- #3: Fire and explosion
- #2: Sinking
- #1: Striking submerged objects

??MAY PUZZLER ??

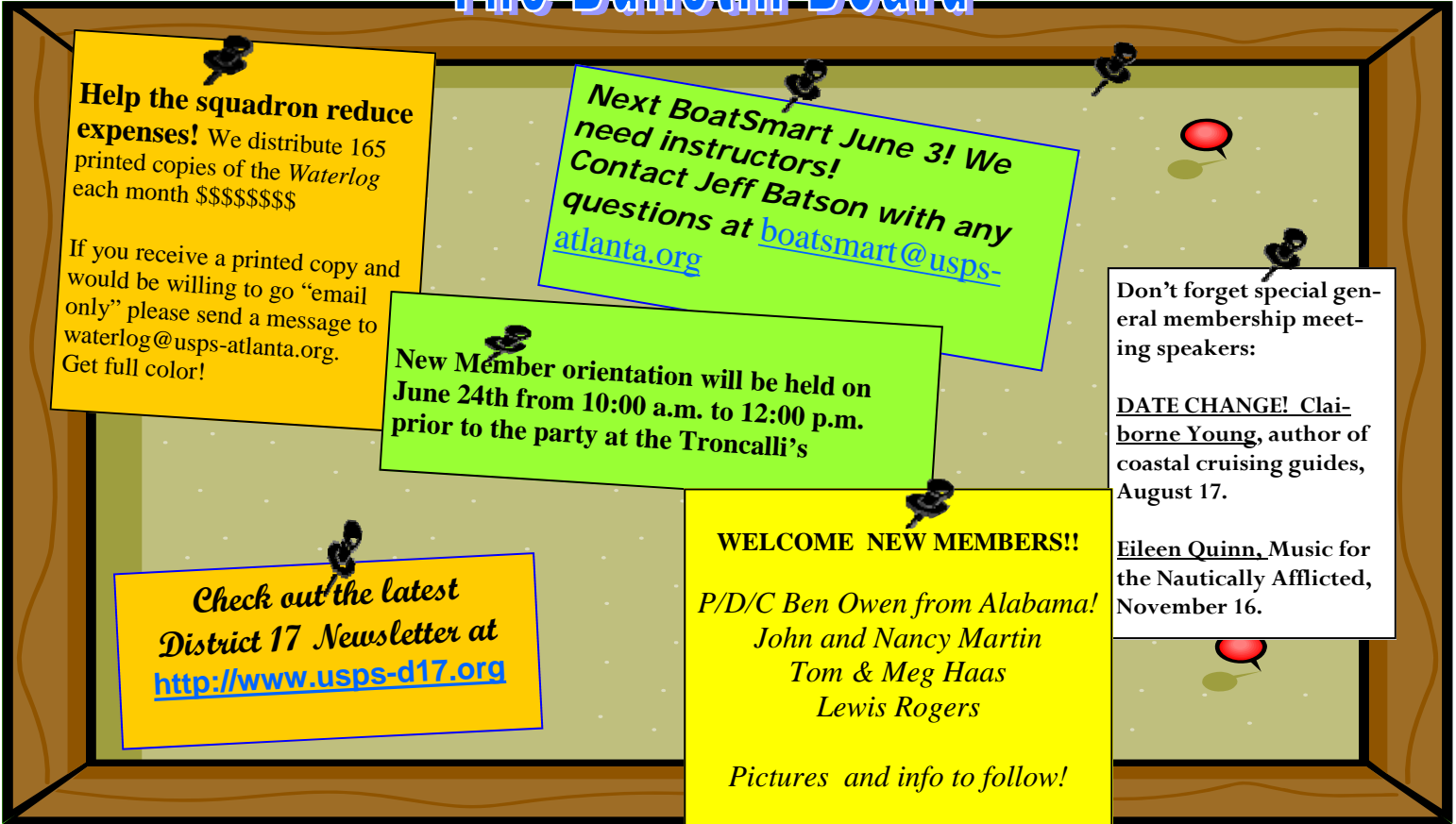
When docking (in general), which factor—**wind or current**—will have more effect on the maneuver?

??APRIL PUZZLER ANSWER??

Seasickness—the landlubber's curse. Which of the many touted remedies allegedly works for one-third of all sufferers? Removing your (1) shoes, (2) wrist-watch or your (3) sunglasses.

Answer: Taking off your shoes

The Bulletin Board



Help the squadron reduce expenses! We distribute 165 printed copies of the *Waterlog* each month \$\$\$\$\$\$

If you receive a printed copy and would be willing to go "email only" please send a message to waterlog@usps-atlanta.org. Get full color!

Next BoatSmart June 3! We need instructors!
 Contact Jeff Batson with any questions at boatsmart@usps-atlanta.org

New Member orientation will be held on June 24th from 10:00 a.m. to 12:00 p.m. prior to the party at the Troncalli's

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

WELCOME NEW MEMBERS!!

*P/D/C Ben Owen from Alabama!
 John and Nancy Martin
 Tom & Meg Haas
 Lewis Rogers*

Pictures and info to follow!

Welcome aboard—we're glad you're here!

Don't forget special general membership meeting speakers:

DATE CHANGE! Clai-borne Young, author of coastal cruising guides, August 17.

Eileen Quinn, Music for the Nautically Afflicted, November 16.

USPS EVENTS: JUNE 2006

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|---------------------------|-----|--|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 Excomm Mtg | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 General Membership Mtg | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 New member orientation/ Raft-up & Cardboard boat race |
| 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

USPS EVENTS: JULY 2006

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



AFTerthoughts

MORE TIME IN THE COVES

By David Herndon

With the price of gasoline at or near all-time highs, the boating community is especially hard hit. Prices at the neighborhood self-serve are in the \$3 per gallon range, and we have seen prices north of \$4 on the pumps at local marinas. That's about 50% above last years levels.

On a recent road trip in my car, I averaged a little less than 3 gallons per hour in fuel consumption, for a cost of about \$8.50 per hour on the road. Comparatively, my single-engine boat averages about 8 gallons per hour when cruising, or about \$35 per hour on the water. That's up from about \$17 per hour last season.

I recently test drove a 34-ft cruiser powered by twin 7-liter gas engines. At cruising speed - not top end - the fuel flow gauge indicated 35 gph fuel consumption. My short 15-minute test drive burned about \$36 worth of gas - \$2 a minute!!

Because the fuel tanks on most boats hold considerably more than the tanks on vehicles, fueling up at the marina can be a financially daunting experience these days. Last year, my practice was to buy 50 gallons when refueling. As prices increased, the 50 gallons de-

creased to 35, then to 30, and I am now at 25 gallons. That way I can leave the gas dock without having to call my stock broker or a mortgage specialist.

Scott Croft, with BoatUS, quoted in the May 24 edition of USA Today, says, "...people are cutting down on the time spent with the [boat] engine running...They're spending more time on the docks.."

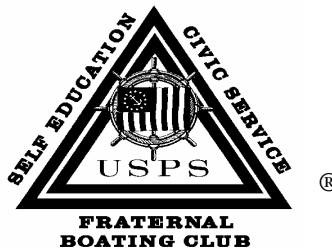
Maybe this all translates into less crowded lakes and waterways, and perhaps fewer accidents on the water. Or maybe it means more time anchored in the cove and less time cruising.

I liked the comment by Robert Forsell, an obviously dedicated boater and fisherman, quoted in the same USA Today article. Robert said, "We knew the [boat] gas prices we're going to be what they are so we knew what we are going to need. What hurt us was driving up here [from Florida to West Point Lake in southeastern Georgia].. We used \$75 worth of gas." In my opinion, Robert has his priorities right.

Remember, they're just boat dollars..

Happy boating!

Lisa Herndon
Atlanta, GA 30319



STAMP

