

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®



The Great Race

← **AT THE STARTING LINE**

**SOME STUMBLES
AT THE GATE →**



← **THE RACE IS ON**



THE WINNERS →

The Secrets to Cardboard Boating



In This Issue

Commander's Message	2
Scenes from the raft-up and Commander's Lakeside event	3
June BoatSmart a Big Success	4
Corps of Engineers Official to Speak at July Meeting	4
Cruising Guru Headlines August Meeting	4
Safety Net: Dockside Dos and Don'ts	5
USPS National Board Needs Your Input	5
The Puzzler	5
From the Bridge: Meet the Treasurer	6
In Memoriam: Julien Hodgskin, Former Member	6
10 Ways to Keep Boating Waters Clean...	7
Making Fast	7
Using your Marine Radio	7
An International Voyage: "Gideon" Visits the Rideau Canal	8
Bulletin Board	9
AFTerthoughts: The Second Time Around	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. The deadline for monthly submissions to the Waterlog is the 15th of each month.

Please send comments and suggestions to:-

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

Thanks for assistance in Waterlog distribution: Patti Watson



Cover photos Scenes from the Cardboard Boat Race at the Commander's Lakeside Event on June 24 taken by Sheryl LaBoda.

Commander's Corner



Cdr. Margaret Sherrod, JN

Congratulations to the awesome team of Ed Troncalli and Ryan Troncalli who in their previously proven vessel, "Viking Adventure", bested five worthy competitors to win the Atlanta Sail & Power Squadron's 2006 Cardboard Boat Race at the Commander's Lakeside Event! A special mention must be made of the most spectacular sinking award, sometimes referred to as the "Titanic Award", which was won by one of our favorite Associate Members,

"Stormin'" Norman Oien, from the Chattanooga Power Squadron, in his handcrafted vessel, "Dana-Do". Three of the six boats actually completed the course – the Troncalli team, the Glenn LaBoda/Doug Watson team, and Hans Meier, in that order. Rounding out the competitors, with less spectacular sinkings, were Wayne Flanagan and Margaret Sherrod. Thanks to all for competing!

A special "Thank You" goes to Ed and Genie Troncalli for hosting this year's event at their home on Lake Lanier! Their gracious hospitality allowed over 60 members and guests, with several pets, ten boats (more or less), and ump-teen vehicles, to gather and share the beginning of summer on a beautiful June afternoon. Thanks for your kindness!

District Commander Tom Carey has reminded me that there will be several important issues voted upon at the upcoming USPS National Governing Board in New York City, August 15-20, 2006. We need to make sure the views of our ASPS members are represented when our squadron's votes are cast. I need you to give me your thoughts, desires and directions on several very important issues that have been proposed by the Operating Committee.

See detailed article, page 5

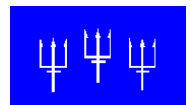
Please send me your views on any of these issues by the end of July so they can be considered in deciding our squadron's position.

There are two dates you may want to mark on your calendars. The Watts Bar Invitational, hosted by the Knoxville Squadron, will be held the weekend of July 21-23 at the Terrace View Marina on Watts Bar Lake. This event replaces the Euchee Invitational and promises to be the perfect time to have fun on the water with other D/17 squadrons. For details contact Knoxville Commander Bob Allen at rsallen88@earthlink.net or call him on his cell at (865) 643-7099.

It is also time to begin planning to attend the District 17 Fall Conference, which will be held at the Alta Vista Hotel and Conference Center in Birmingham the weekend of November 3-5. In our block of rooms, being held for **District 17 Fall Conference**, accommodations will be \$62.50 for an executive king or double/double room. Reservations should be made directly with the hotel at (205) 290-8000. Mark you calendars and plan to join us in Birmingham.

Special kudos go to Jeff Wise, our District Vessel Safety Coordinator, for the excellent workshop he presented for several members interested in becoming vessel examiners. All eight attendees passed the exam and need to complete their supervised examinations to become "official" Vessel Examiners. If you have a boat that needs its 2006 examination, contact Squadron Vessel Safety Coordinator Doug Watson to help them complete these certifications.

Have a safe boating season!
Margaret



Squadron Happenings

SCENES FROM THE MAY 27 RAFT-UP



L to r: Margaret Sherrod, Dave Crumbley, Patti Price and Sheryl LaBoda enjoy hors d'oeuvres aboard Changes in Latitude



A patriotic Nan Putnam arrives aboard Wind Dragon



Bill Gruber celebrates the arrival of 5:00 pm



John and Nancy Martin departing

SCENES FROM THE COMMANDER'S LAKESIDE EVENT JUNE 24



L to r: Doug Watson, Ed Troncalli and Tim Tyson offer advice as Glenn LaBoda and Hans Meier put the final touches on a cardboard competitor.



The newest member of the Litke family



Relaxing after a tough day on the water.

Squadron Happenings

JUNE BOATSMART A BIG SUCCESS! EDUCATION UPDATE

By Kevin Schoonover, Education Officer

Twenty-two people attended our latest Boat Smart program on June 3rd. The class was conducted outside in one of the pavilions at Aqualand Marina. The weather was great, the instruction superb, and the participation of the class members outstanding. Our instructors included Lt. Douglas Townes, P/C Ed Troncalli, and Lt/C Kevin Schoonover.

This was Lt. Jeff Batson's first Boat Smart as the Squadron Chairperson, and he did a super job. The Education Dept. would like to thank Jeff, and everyone who assisted him, in making this effort such a great success!

Our next Boat Smart programs will be on August 12th at the West Marine in Marietta and then again on August 19th at the pavilion at Aqualand.

Make sure you tell your friends about our public programs!



Jeff Batson,
BoatSmart Chair



Doug Townes, above and below, and Ed Troncalli, left, instructing new boaters.



CORPS OF ENGINEERS OFFICIAL TO SPEAK AT JULY MEETING

The featured speaker at the July ASPS members meeting will Jonathan Davis, U. S. Army Corps of Engineers Project Manager for Lake Lanier.

Mr. Davis was appointed as Project Manager for Lake Lanier in January 2005. Davis comes to Lanier with a strong background in the corps' programs and an understanding of the organization's structure and role in the community. He also knows the importance of partnerships that have been forged in the community.



As a college student at Auburn University majoring in zoology, Davis worked for the corps. After graduation, his co-op, part-time job there turned into permanent employment as a park ranger at Allatoona. He moved to Lake Walter F. George before advancing to the Mobile District headquarters in Mobile, Ala., where he worked in natural resources management for seven years. In the early 1990s, he was promoted to the Southeastern Atlantic Division in Atlanta, working on the same programs at the division level.

"... I'm excited and energized by our common commitment to Lanier's future and a recognition of the value that these public lands make to our quality of life," he said. The August meeting will be at the Foghorn Grill beginning at 7:00 pm EDT.

CRUISING GURU CLAIBORNE YOUNG HEADLINES AUGUST MEETING

Few coastal cruiser start off without a copy of one of Claiborne Young's cruising guides aboard. Claiborne is recognized as the authority on southeastern coastal cruising. To confirm that, do a Google search on "Claiborne S. Young" and scan a few of the 1.74 million hits that are returned. He has authored an informative and useful guide for virtually every portion of the southeastern coast. Each book is full of valuable insights on navigation, side trips, marinas, restaurants—anything a cruiser needs to know. Most of the books are available with charts of the area and some include DVDs.



Claiborne works hard at keeping the information current. Some of the guides are in their sixth editions, and new editions are being continually published.

He also hosts a superb website at www.cruisersnet.net. From this site, one can read near real-time cruisers news, view webcams from several southeastern locations, get a information about marinas, read essays and cruising reports, learn about the latest navigational hazards, etc, etc, etc. This website has become an indispensable resource for coastal cruisers.

Claiborne will be the featured speaker at the August members meeting, August 17, 7:00 pm EDT, at the Foghorn Grill. Don't miss what promises to be an informative and entertaining presentation and be sure to RSVP.

Future programs include the National Weather Service in September, the annual Chili Cook-off in October, and Eileen Quinn with "songs for the nautically afflicted" in November.

Squadron Happenings

The Safety Net

DOCKSIDE DO'S AND DON'TS

Reprinted from *Nautical Know-How* website at BoatSafe.com.
Submitted by Safety Officer Charlie Cox



Many times we simply get complacent at dockside and don't use our common sense. Following are a few tips that will make dockside boating safer and more pleasant for you and your dockside neighbors.

ALWAYS neatly coil or Flemish excess line both on the dock and onboard. This not only looks more professional but can prevent someone from tripping over a loose line and falling. Guess who would be at fault if it were your line they tripped over?

ALWAYS turn off all AC breakers on board, then turn off the breaker and disconnect the power cord from the dock first. You will see many people undo the power cord from the boat and then hand it to, or worse yet, carry it off the boat to the dock. One slip and they are in the drink with a live wire.

ALWAYS make sure you turn off all outside lights, instruments and VHF radio. There is nothing more un-neighborly than a light shining or the VHF blasting on the boat in the next .

NEVER connect a dock water supply to the pressure side of the water system on your boat. Not even with a pressure reducing valve. This is an invitation to sink your boat. All you need is for one of those hose clamps to quit, or a flexible section to rupture and there is an unlimited supply of water to fill your boat. Far better to fill your water tank periodically using a hose and using the onboard water pressure pump to supply your requirements. Now if there is an accident, no more water can come on the boat than was already there and you can't sink. Keeping you pressure pump working on a regular basis is also better for it. Nothing kills pumps quicker than being idle for long periods.

And while on the subject, **NEVER** have a water tank that overflows anywhere onboard. Plumb the overflow overboard or to a drain which always runs overboard because, sooner or later, you will go ashore and forget you left the hose filling the tank!

USPS NATIONAL BOARD NEEDS YOUR INPUT

D/C Tom Carey

As your District Commander, I need to disseminate information on some very important issues that will be voted on at the upcoming Governing board Meeting in New York City 15-20Aug 2006. But before I relate the issues, let me explain how we vote:

Your District Bridge and each squadron commander (among some others) are members of the USPS National Governing Board and as such must vote your desires, if those desires are made known. Each Governing Board Member (including the Squadron Commanders) will receive a packet of information from the National Secretary, V/C Robert Baldrige, SN, prior to the meeting, along with the Squadron Commanders' voting credentials and proxy vote card.

We need you. . .each member. . .to provide your thoughts, desires and directions on very important issues. Many issues will be presented in New York for a vote, but I have listed below some of the more important ones, coming out of the Operating Committee:

1. **Experienced Boaters Program.** If passed, this will allow "experienced boaters" to pay only dues and bypass an exam in order to become active members.
2. **Waiver the Exam Requirement for Membership** for a three year period. Then determine if the waiver helped or did not help enrollment.
3. **Create One Class of Membership.** Simple membership by having one Active Class, with all else in the same household being *Additional Active* with Boating Course, otherwise, the membership will be listed as *Family Member*.
4. **A One Time Initiation Fee.** Create a one time \$25.00 individual or family initiation membership fee.
5. Beginning next year, *The Ensign* will be decreased in publications to six issues annually.
6. **Reimbursement to Chief's Representatives to District Changes of Watch will be eliminated.** (Our District 17 has agreed to this action and is already scheduling our local P/V/Cs, P/R/Cs and others as representatives.)
7. **Area Monitors, for Merit Marks, have agreed to forgo reimbursement for travel expenses** for rest of this year and all of 2007.
8. **"Print-on-Demand"** by Astoria Graphics of New York will be presenting a program whereby the storing of warehouse inventory will be eliminated. This is another effort to reduce the budget expense by not having stock on the shelves for an indefinite period of time, many times the inventory will outdate before it can be used for Educational Classes.

Forward your thoughts and responses to your Squadron Commander or directly to me at THCarey@juno.com. Your feedback is needed .ASAP.

[Editor's note: Please see the Commander's Column, page 2, for more information on this important request.]

??MAY PUZZLER ANSWER??

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

Answer: Current. 1 Knot current = 30 knots wind

??JUNEPUZZLER??

At night, the rule-of-thumb in a crossing situation is.... If you see red:_____ and if you see green:

_____.



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



Lt/C Frank Taylor
Executive Officer



Cdr. Margaret
Sherrod



Lt/C David Herndon
Administrative Officer

MEET THE TREASURER

Lt/C Sheryl LaBoda

(Editor's note: The Treasurer is responsible for recording and reporting the financial condition of the Squadron, including collecting all membership dues and sending payments to National USPS)

When/how did you get involved in boating?

Initially, I got involved in boating when Glenn and I lived in Charleston in the early 1980's - a little 15 ft. tri-hull that we puttered around on in the Charleston waterways. But I feel I truly got involved when I joined ASPS in 2003. I had a tremendous fear of straying too far from the good old terra firma, so Glenn signed me up for a Boat Smart class (and even took it with me though he had spent 11 years in the Navy as a submarine sailor). Next thing I knew I was a member of the squadron and have since made it through Piloting and plan to go even further in my boating education. Now I feel much more comfortable on the water - after all, knowledge is power and all that, right?

What is one of your fondest boating memories?

In April, 2005 we were invited to crew aboard the *Quintessence* to bring her from Edisto Island to Savannah, in preparation for the 2005 ICW cruise. Edisto Island is so quiet and serene - it truly is one of the best places on Earth, and the *Quintessence* was a boat which all of us truly enjoyed.

Do you own a boat? Is it your first boat?

As a matter of fact we own TWO boats: *Melee* - a 20 ft. Sea Doo jet boat (which is currently looking for to a good home, by the way) and *Arrimage* - a Bayliner 2452 cruiser which is our first sleep-aboard, so we are experiencing a whole new facet of boating and loving every minute of it!

What do you like to do when you're not boating?

Golf, golf and, oh yeah - did I mention GOLF?!!

Where were you born? Work and Family stats?

I was born in Cocoa Beach, FL (Air Force brat) but my family went to live with my grandmother in Chattanooga, TN when my dad did his last stint overseas, and we ended up staying there. I took the long route through several different colleges, majoring first in Social Work, then in Computer Programming and finally got my Bachelors in Accounting, ultimately obtaining my Certified Public Accountant certification. I have a wonderful husband of 23 years, a stepson who has given us two beautiful grandchildren (a girl and a boy), a son who is in college (perhaps permanently), and a cat, d'Artagnan, who thinks he's a dog.



Lt/C Roy Stegall
Secretary



Lt/C Sheryl LaBoda,
Treasurer



Lt/C Kevin Schoonover
Education Officer



Lt. Patti Price
Assistant Education Officer

IN MEMORIAM: JULIEN HODGSKIN, FORMER MEMBER

Julien M. Hodgskin died peacefully Wednesday, June 21, 2006. He was 82. Julien is survived by a son, two daughters, a step-son, seven grandchildren, a brother and a sister. He was preceded in death by his first wife, Geneva S. Hodgskin; his second wife, Jeanette G. Hodgskin; and his brother, Jim Hodgskin.

Mr. Hodgskin was a U.S. Navy veteran having served aboard the USS *Leyte* in World War II. He enjoyed a career in the screen printing business and after retirement, continued to work in advertising specialties. Prior to his illness, Mr. Hodgskin was an active member in many organizations and clubs including: Old Guard of the Gate City Guard, The American Legion, el hajj Atlanta Caravanserai #3, The Grand Lodge of Georgia, The Yaarab Temple, The Grand Commandery Knight Templar of Georgia, The Scottish Rite of Freemasonry, The University Yacht Club, The Atlanta Sail and Power Squadron, and Dunwoody Country Club. The family wishes to express heartfelt thanks to Mariner Northeast Atlanta staff and Heartland Hospice staff for their tender loving care. If desired, a contribution may be made in lieu of flowers to Heartland/Buford Home Care, 1800 Phoenix Blvd, Suite 128, Atlanta, GA 30349.



Life on the Water

10 WAYS TO KEEP BOATING WATERS CLEAN AND BRING BACK MISSING FISH

1. Never throw anything into the water that didn't come out of it. Stash all your trash—including food waste—on board and bring it back to recycle or throw away on shore. Federal law requires that boats 26 feet or longer display a garbage disposal placard on board.
2. Fish with the future in mind. Release everything you're not going to eat. Bring spent fishing line back to recycle at your tackle shop.
3. Respect marine wildlife. Don't feed or harass dolphins or other mammals. Reduce speed and give wide berth to whales and manatees.
4. Watch your wake. Wakes can cause shoreline erosion, so throttle back in narrow waterways. Use moorings rather than anchoring in environmentally delicate areas such as coral reefs. When diving or snorkeling, never touch any live coral.
5. Install a Coast Guard approved marine sanitation device, preferably with a holding tank, and abide by all legal regulations concerning disposal. Consult up-to-date cruising guides for the locations of pump-out facilities.
6. Stay in tune. A properly tuned engine improves fuel economy and burns fuel more efficiently with lower emissions. Don't let fuel or oil leak into the water. Use caution when topping off fuel tanks. Use oil absorbent "bilge socks" to soak up spills in the bilge.
7. Practice "green" maintenance. Recycle spent antifreeze, oil, fuel and oil filters, and batteries.
8. Shop carefully. More and more environmentally friendly items are appearing on the market. Look for these items and make it a practice to use them.
9. Be a watchdog. Report all oil spills, chemical spills or other pollution in the water to the Coast Guard's National Response Center hotline at 800-424-8802.
10. Get involved. Donate money and time to environmental action groups.

Source: *Chapman's Piloting, 63rd edition, pg. 360*

MAKING FAST

When mooring your boat, ensure the lines are fastened securely at both ends. Often you will loop the eye splice of the dock line around as piling. If your boat has a lot of freeboard, or the tide is high the line will lead down sharply from deck to pier. To prevent it from being pulled up off the piling, loop the eye splice around the piling twice. If the eye in your mooring line is too small to go around the piling, pull the end of the line through the eye to make a new loop.

If the piling you must use already holds another boat's line, run the

eye splice of your line through the eye of the line already there from below, then loop it over the piling. This will allow either line to be removed without disturbing the other.

When leaving a dock or pier, or maneuvering against a spring or other dock lines, it is convenient to be able to release the line from the piling or cleat from on board the boat as you move away from the dock or pier. By looping a long line around the piling or cleat, and leading both ends on board, you can easily release it. Be sure to release the end of the line without the eye splice to allow it to move freely around the piling or cleat.

To throw a line to someone on shore, coil the line in your weak hand (left if you are right-handed), making clockwise loops. Coil the line smoothly, twisting it as necessary to avoid figure-eights. Transfer about half the loops to the throwing hand and hurl them with a strong swinging motion while letting the loops pay out freely from your other hand. Hold tightly to the bitter end, or secure it to a cleat.

Source: *Chapman's Piloting, 63rd edition, pg. 201*

USING YOUR MARINE RADIO

Marine VHF radios provide a convenient method of communicating when on the water, and provide a critical communications lifeline in times of emergency. Marine radio frequencies (channels) are assigned specific purposes and users should abide by those assignments. These channel assignments can be found in the users guide that came with your VHF radio, in *Chapman's*, in various USPS training materials, and other resources.

Because these channel assignments give priority to emergency, distress, and port operations traffic, recreational boaters should respect these assignments and avoid using the VHF for needless chatter. All the channels on the VHF are a shared resource; they are not private talking channels. Your idle chatter about where to raft-up could be interfering with a distress call.

Follow these "rules of the airwaves" when using your VHF:

- Keep VHF conversations short, to the point and focused on boating-related matters.
- If a casual conversation develops that extends longer than a couple of minutes, sign off and use your cell phone.
- Hail the vessel you wish to contact on channel 16. When you get a response, promptly agree to switch to channel 68, 69, 71, 72, or 78A. Other channels are reserved for other purposes.
- A broadcast request for a "radio check" should be made only if you really suspect a problem with your radio.
- Children should not be permitted to play with the VHF.
- Check the weather channels: WX1, WX2, or WX3 whenever you find yourself on the water under threatening skies.
- Always monitor channel 16 and be prepared to render assistance should you hear an emergency or distress call.



Life on the Water

AN INTERNATIONAL VOYAGE: “GIDEON” VISITS THE RIDEAU CANAL

By Lt/C Roy Stegall

Mary and I enjoy visiting upper New York every couple of years. Mary’s father has a retirement home in Morristown, New York, facing the St. Lawrence River and with a view of Ontario, Canada on the opposite shore. It’s a beautiful area, and the St. Lawrence River, with the “Thousand Islands” section, is a summer boater’s paradise.

It’s 1,100 miles from Atlanta, but I just can’t look at all of that water without wanting to have my boat there. I have a robust trailer, a stout towing vehicle, and so I trailer “Gideon” to New York as part of these visits. It’s been a fascinating exposure to a totally different boating culture.

On the New York side, the area is steeped in history. The “Thousand Islands” has been a summer vacation destination for decades, going back to the 1900’s. Several millionaire industrialists built massive castles of stone on islands as their summer homes to retreat from the heat of the city. There are frequent sightings of antique wooden runabouts, such as Owens, Century, and Chris-Craft. Some of them were probably part of the illegal booze smuggling trade across the river to Canada, during Prohibition!

On the Canadian side, they have a short but intense boating season. The heaviest activity is in July and August. Boats spend most of the year in storage, out of the water due to ice. But, when the weather warms, and the kids are out of school at the end of June, the Canadians really love to get on the water! The St. Lawrence is called the “Florida” of Canada.

This year, Mary and I decided to travel a bit further, and make our first exploration of the Rideau Canal. This system of locks creates a navigable



Roy Stegall and “Gideon”
cruise the Rideau Canal

connection through a string of lakes between Ottawa and Kingston, Ontario. The system is 125 miles long, of which 12 miles are man-made canals and locks. It was built in 1826, in the aftermath of the war of 1812. The Canadians felt they needed a transportation system as part of their military defense plans against the U.S. What irony.... it was built for defense against the “Americans”, and now

here we are... traveling it as tourists!

The Rideau is operated by Parks Canada. The original hand-operated locks are still maintained and in daily use. Many of the parts, such as the wooden lock gates, have been replaced multiple times, but to the original design. Traveling the Rideau Canal is a trip back into history. Much of the surrounding area is still wilderness, and even the small villages along the way have a quaint flavor. It’s as if you’ve been transported into a Norman Rockwell painting.

After our arrival in Morristown, New York, we launched at the public ramp and arranged for “Pops” (Mary’s Dad) to watch our rig and trailer. After loading supplies for a week, we were off. The first day was upstream on the St. Lawrence, through the Thousand Islands, to Kingston, Ontario.

We checked in with Canadian customs on arrival at Confederation Basin marina. It couldn’t be easier.... just a phone call from the marina pay phone. Canadian customs insists you use a land line, so they know your

location. We spent the afternoon doing some shopping, and taking a tour of this beautiful historic city.

Day Two started us through the Rideau canal. We proceeded upstream on the Cataragui River to Kingston Mills. This is the first set of locks, with four in a row to achieve the necessary lift. There was a fee of \$1.60 per foot for



Mary Stegall aboard “Gideon” navigating
locks on the Rideau Canal

each day you use the locks, with a discount for a multiple day pass. From the first set of locks we continued through Washburn Locks and Brewer’s mills locks. The lakes are not large, only a dozen miles from end to end, but beautifully scenic. That afternoon we anchored for the night in West Bay of Sand Lake. It was crystal clear, cold, fresh water. I had my first experience with anchoring in Canadian waters. It’s different! The Canadian Shield is the massive foundation of granite under much of Canada. This means you sometimes have trouble anchoring, on a bottom that may be a thin layer of mud over smooth rock. After three attempts, I finally had anchors set to my satisfaction. All went well until the Magma grill went overboard as I was trying to set it up.... ah well, another sacrifice to Neptune. Mary grilled our steaks in the galley.

Day Three we continued through more lakes and the Davis and Newboro locks, finally arriving at our mid-point destination. Westport is at the highest elevation of the canal, and welcomes boaters. Here we enjoyed free use of the village docks, including shore power. Mary and I crossed the \$200 bridge connecting the docks to the mainland. The dockmaster said it’s called that because “your wife will spend \$200 every time she goes across!” Westport has a collection of antique shops and curio and craft shops, all with a Canadian flavor.

Day Four we started back, through the same sequence of locks and lakes. On the return instead of anchoring out we tied up at the docks of the Hotel Kenney, near the Jones Falls locks. The hotel was built in 1888 and is still owned and operated by the Kenney family, as a country inn. We joined them for dinner in the hotel dining room. The fresh trout on the menu was delicious!

Day Five, back down the canal, past Kingston, to stop at Gananoque, Ontario. We passed through the Bateau Channel on the north side of Howe Island, being careful to stop and give way to each of the cable crossing ferries. Dinner was at the Gananoque Inn, followed by walking a few blocks over to see “Real Estate”, a comedy play at the Thousand Islands Playhouse. It was a fabulous evening’s entertainment!

All good things must end. Day Six, we cruised back from Gananoque to Morristown, New York. We checked in with U.S. Customs using a dock-side videophone in Morristown, and were back at “Pops” by noon, tired but very, very, happy with our trip.

A final note: The trip plan was developed by Mary as her class project in Cruise Planning, taught by Bob Ginsburg. We followed Mary’s plan, with a minor change to flip which days we anchored, based on the local weather forecast. Good plan, Mary! And a big THANK YOU from both of us to Bob Ginsburg for teaching the course. Yes, cruise planning pays off!

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!

UPCOMING EVENTS!

15-20 August 2006
 USPS Governing Board
 Grand Hyatt Hotel
 Park Avenue at Grand Central Station
 New York, New York 10017

DISTRICT 17 FALL CONFERENCE

03-05 November 2006
 Alta Vista Hotel and Conference Center
 260 Goodwin Crest Drive
 Birmingham, AL 35209
 (205) 290-8000

**"WATTS BAR INVITATIONAL"
 HOSTED BY KNOXVILLE SQUADRON**

Commander Bob and Janene Allen along with the squadron will host the Invitational 21-23 July at Terrace View Marina located at MM 545 on the RDB. The Johnson City, Chattanooga and Atlanta squadrons are making plans to attend. Bob has reserved all eight of the one-bedroom accommodations in the motel and cottage. Terrace View has assured Bob they can accommodate all boats. Terrace View in an old Watts Bar Marina that is being renovated. They have a nice restaurant (good food), a bar, karaoke, and a big swimming pool. What more could we ask for? If there are any questions, email Bob at rsallen88@earthlink.net or call him on his cell at (865)643-7099. This event is open to all squadrons in our district and it promises to be a perfect time to have fun on the water with great food and wonderful camaraderie.

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

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					

USPS EVENTS: AUGUST 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10 Ex- comm Mtg	11	12
13	14	15 USPS Board NYC	16 USPS Board NYC	17 General Membership Mtg; USPS Board NYC	18 USPS Board NYC	19 USPS Board NYC Raft-up
20 USPS Board NYC	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



AFTerthoughts

THE SECOND TIME AROUND

The song says, “Love is always sweeter the second time around.” Frankly, that is a little hard to imagine in this case, but I will readily admit the possibility.

Wait!! Before you wad this into a ball and heave it toward the trashcan, rest assured that I’m talking about boats here.

In the November 2005 issue, this column reminisced on the loss of our family vessel, the *Quintessence*. Now, a few months later, I am excited to report that there is a new *Quintessence*, a 32-ft Jenneau Prestige sedan bridge cruiser.

Finding this boat truly has been a shared experience. Three different families with different priorities for the design and different ways they like to use the boat had to come to consensus on the best replacement. When the somewhat obscure (at least in the U.S.) Jenneau cruiser was discovered, the family quickly agreed that she was the one. On paper, the Jenneau is the hands-down winner.

But how the “new Q” will replace her namesake in our hearts and

lives will be a interesting test for all of us. Those who knew the “old Q” know how important she was to us in many ways. Throughout the search process, candidate boats were held up to the standard of how well she matched or exceeded the original *Quintessence*.

No doubt, she’ll be successful in doing so, but it will take a while. She’ll have a good head start on that because the Prestige sedan bridge seems to be the perfect design to accommodate the varying uses the boat will experience: day cruises, long-term cruises, and some occasional fishing. In that sense, it was love at first sight.

So, we’ll have our “first date” in a few weeks when we visit the dealer for final sea trials and training. Later in the fall we hope to take her on an extended honeymoon cruise. And with any luck, we’ll introduce her to the squadron on next spring’s ICW cruise. (Warning potential crew members: This one has twice as many filters to change.) By then, I expect she will be a part of the family.

Happy boating!!

Lisa Herndon
Atlanta, GA 30319



STAMP

