

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®



Discovering Allatoona

Braving the Perfect Storm

Top 10 Reasons You Should Furl Your Burgee

Water Wars

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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
EDITOR'S NOTE OF THANKS: My husband, Dave, produced, edited and distributed June's Waterlog while I was away on family business.,



Cover photos : Tim Tyson in sailboat, submitted by Tim Tyson

Commander's Corner



Cdr. Margaret Sherrod, JN

I can't believe that the summer is half over and kids will be returning to school in about one month. Where did the time go?

Luckily for us, in Atlanta our boating season is really just getting started. We have already had several successful on (or near) the water activities thanks to the planning and execution of our Boating Activities Chair Carol Jordan and her committee members. And she is busily planning for upcoming events. In August we will have a luau-themed beach party and raft-up. Also, coming up in late September will be a cruise on the Tennessee River from Watts Bar Lake to Knoxville. Watch for the details for these events! Details will be available in the Waterlog and on the website along with being broadcast through the DR-mail.

The speaker for the August membership meeting will be Claiborne Young, author of several cruising guides covering the coastal areas of the southeast. Be sure to mark your calendar for August 17th to hear this dynamic speaker!

Boat Show Chair Glenn LaBoda needs volunteers to help man our booth at the upcoming boat show being held at the Cobb Galleria in early August. Contact Glenn if you can help out. It's a great way to see the boat show and to help communicate our safe boating courses and vessel safety programs to prospective new boaters.

There will be two Boat Smart classes in August. The first, on the 12th, will be held at the Smyrna West Marine store and the second, on the 19th, will be held at the Aqualand Marina Pavilion. Contact Public Boating Course Chair Jeff Batson (boatsmart@usps-atlanta.org) to attend or to volunteer to help with either session.

Last month I mentioned several important issues that will be considered at the upcoming USPS National Governing Board in New York City, August 15-20, 2006. I hope you will take a few minutes and let me know your thoughts concerning these proposals prior to the ExCom meeting on August 10th.

Experienced Boaters Program – if passed, this would allow “experienced boaters” to bypass the exam in order to become active members.

Waive the Exam Requirement for Membership for a three-year trial period and evaluate the results on membership enrollment.

Create One Class of Membership – Simplify membership by having one Active Member in a household with others in the same household being *Additional Active* (with the Boating Course) or *Family Member*.

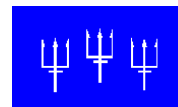
A One-Time Initiation Fee – The one-time membership initiation fee would be \$25.00 for all members.

Publish The Ensign Only Six Times Per Year – Beginning next year decrease the number of issues to reduce expenses.

If you haven't already had your boat inspected this year, Vessel Safety Coordinator Doug Watson will be glad to arrange to have your boat inspected by one of our vessel examiners. Several folks who attended last month's workshop still need to complete their supervised examinations to become certified Vessel Examiners and are looking for boats to inspect.

Have a safe boating season!

Margaret



Squadron Happenings

DISCOVERING LAKE ALLATOONA

Comments Contributed by Carol Jordan and Roy Stegall;
Pictures by Margaret Sherrod

The latest on-the-water event took place Saturday, July 22, as the ASPS visited Lake Allatoona. A total of 5 boats and 26 folks enjoyed good food and great friends. Joan and Phil MacArthur and Ruth and Bob Bruhns shared many happy memories of the Squadron as everyone got reacquainted.

The Stegall's on *Gideon* were the first to arrive, since they had stayed on-board Friday night at Victoria Harbor. Rapid Roy anchored *Gideon* near-shore, using 400' of line to secure the boat between a heavy stern anchor and a tree, and also deployed *Gideon's* inflatable dinghy. *Arrimage* arrived with the LaBodas and Watsons, and rafted up, followed by the arrival of Charlie and Lillian Cox, who provided shore shuttle service and beached *Charlie's Folly* in front of the Pavilion.



Charlie's Folly keeps the squeals alive

Tim and Barbara Tyson arrived in style, on a pontoon boat rented from a local marina. Both were able to display their fine seamanship as they took many passengers on an afternoon cruise of the lake. **Securite'... Securite'... Securite'...** Navigation Alert! Captain Tim is loose on the lake!

Tim and Barbara Tyson arrived in style, on a pontoon boat rented from a local marina. Both were able to display their fine seamanship as they took many passengers on an afternoon cruise of the lake. **Securite'... Securite'... Securite'...** Navigation Alert! Captain Tim is loose on the lake!



Squadron members enjoy visiting in the pavilion during the rain shower

Not just the typical raft-up this time, there was a horse-shoe tournament won by none other than Dave Crumbley (who just happened to be the owner of the game, hmmm...)

Charlie Cox proved with *Charlie's Pride* that he can still make the girls squeal with delight, as he towed them all over the lake on a Ski-Bob, providing much entertainment for everyone.

Late in the day a pop-up thunderstorm cooled things off with a passing shower. The captains of *Arrimage* and *Gideon* repositioned themselves a bit further off-shore as the wind picked up, by hauling



The Belles of Lake Allatoona: L to R: Carol Jord, Genie Troncalli, Margaret Sherrod, and Mary Stegall

on lines, while critics watched from on shore. It's always fun to watch someone else "sweat a line"! P. S... yes, the anchor held! The social hour continued with the main body of the party safe and dry under the spacious pavilion. Thanks to Jeff Wise for reserving a covered pavilion, which was certainly needed.

As the rain eased and evening approached, the party began to disperse. *Gideon* and *Arrimage* rafted up again and anchored overnight in Rattlesnake Creek (across from marker 32 E). Overall this was a fun day at the lake, with a chance for our Squadron to refresh it's acquaintance with Lake Allatoona.

JULY MEETING PROVIDES DETAILS ON THE STATUS OF LAKE LANIER

Michael B. Lapina, Chief Park Ranger for Lake Lanier, was guest speaker at the general membership meeting on July 20. Michael Lapina began with the Corps of Engineers in 1991 at Caesar Creek Lake in Southwest Ohio as a temporary park ranger, and was awarded a permanent position at Lake Lanier in 1994.

Mr. Lapina explained that the primary function of the lake is to produce electric power, expanding from 93M KWH (kilowatt hours) in 2004 to 220 KWH in 2005. The revenues have grown from \$2.5M to \$5.9M. Lake Lanier is the most visited Corps managed lake in the nation. The economic impact was \$4.1B in 2001 (Source: Marine Trade Assoc.) There are 692 miles of shoreline, with 10 marinas serving 10,000+ boats, 13 counties. .



Michael Lapina, Chief Park Ranger for Lake Lanier, was the speaker for July's general membership meeting.

Squadron Happenings

CRUISING GURU CLAIBORNE YOUNG HEADLINES AUGUST MEETING

Reprinted from June issue

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.

TYSON'S CORNER

Submitted by Tim Tyson

As many of you know, last fall I lost a dear friend to a tragic accident. In his memory, The Bob Federspiel Organ Transplant Fund was started at the University of Florida's Shand's Medical Center. In a very short period of time the fund has grown to become an endowment (which requires at least \$20,000) and our short-term goal is to reach \$40,000. We now stand at approximately \$25,000.

To this end I have planned two activities, and would like to invite any and all members and friends of the Atlanta Sail and Power Squadron to participate.

The activity that is closest to coming together is a benefit barbeque and silent auction (what else?) at my house. The date is Saturday, September 2 (the Saturday before Labor Day). I have to seal the details as to the time and the prices of the dinner and beverages (it will be a TREMENDOUS value), and I want you to all be assured of this: each and every donor to the silent auction will be informed that this cannot interfere with **our** annual holiday party Silent Night-Silent Auction. The ASPS has priority. All checks to the silent auction will be tax deductible, as the money will be going to the University of Florida. Many employers will match the donations, but these are details for later.

The second activity will be a mega-garage sale. Clean out your junk and call me. I will bring my truck to your house and pick it up. The early idea is to tag items with prices and donors. An accounting will be made of who brought in how much money, and it will be distributed back. Then you can donate as much of that as you wish to the Organ Transplant Endowment. Again, it is tax deductible. The date for this is still up in the air.

As we get closer, I will need RSVPs, as I have absolutely no earthly idea how much food to buy. It will be a tremendous evening. Stay for the fireworks !!! Contact Tim Tyson for Details

WELCOME NEW MEMBERS

Michael Sheaffer and his wife Angie have a 19 foot pontoon, *Miss Mya*, on Lake Hartwell.

Edith Hopkins and James Collins have a 20' Santana Saliboat (hers) Swamp Fox, and a Cal 227 (his) Gray Ghost

Allan and Diann Moss have joined as associate members from Hilton Head.

Tom and Meg Haas are currently in "boat shopping" mode—watch out for those boat dollars! Have we missed anyone else? Welcome!



Mike Schaeffer, a new Associate member who keeps his boat on Lake Hartwell.



Welcome to Tom and Meg Haas, who are new members who joined after successfully passing BoatSmart

???JULY PUZZLER???

_____ is the single major cause of small boating accidents.

Squadron Happenings

Life on the Water

EDUCATION REPORT

By Kevin Schoonover, Education Officer
Sign-Up For Fall Classes

Beginning August 1st, you can sign-up for Fall Classes! Classes will start at 7:00 PM on September 11th at the Heiskell School. This Fall we are offering Seamanship, Advanced Piloting, Engine Maintenance, and Navigation.

Sign-up will be available through our website at www.usps-atlanta.org.

CPR Certification/First Aid Training

We are pleased to announce that we will also be offering CPR Certification and Basic First Aid Training. Lt Mary Stegall, S, will lead the two part CPR Training that will begin at 7:00 PM on September 11th and finish the next Monday, September 18th. In addition, we will offer a one night overview of Basic First Aid on October 9th. The cost to members for this valuable training is \$20.00. Space for the CPR course will be limited so sign-up soon.

Boat Smart

Lt. Jeff Batson, P, has scheduled two Boat Smart Courses for the month of August. The schedule is as follows:

Saturday – August 12, 2006	Saturday – August 19, 2006
West Marine of Smyrna	Aqualand Pavilion at Lk Lanier
2510 Cobb Parkway SE	Just inside the Main Gate
Smyrna, GA	

The cost is \$25.00 per family. Lunch will be provided

Sign-up by visiting our website at www.usps-atlanta.org.

More USCG Captains!

Congratulations are in order for Blake Whitney, P who recently passed his OUPV (Six-Pack) written exam. After logging some more on the water hours this summer, he will apply for his Near Shore OUPV Captains Certificate.

CARBON MONOXIDE SAFETY AWARENESS **The Safety Net**

Submitted by Safety Officer Charlie Cox
 from an article in BoatU.S. Magazine
 July 2006

Ever since the late 1990's when a rash of fatalities aboard houseboats underscored the dangers of carbon monoxide poisoning, the marine industry and the U.S. Coast Guard have been trying to figure out how to minimize or eliminate infiltration of this dangerous exhaust byproduct into the living spaces of recreational boats.

Sources of carbon monoxide (CO) on boats include gasoline engines and generators, cooking ranges, and space and water heaters. The



tasteless, odorless, colorless gas.. Is called "the silent killer" for good reason. Exposure to prolonged or high concentrations can result in death or serious injury, and the symptoms mimic sea sickness.

According to the U.S. Coast Guard accident statistics, nearly 200 fatal CO poisonings are known to have occurred on or near recreational boats over the years. To avoid CO dangers, the Coast Guard recommends:

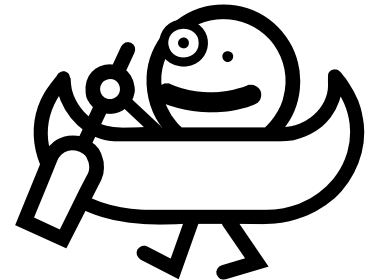
- Install and maintain CO alarms
- Never sit, teak surf or hang on the back deck or swim platform while the engines and generators are running
- Maintain fresh air circulation through out the boat at all times. Run exhaust blowers whenever the generator is operating
- Know where your engine and generators' exhaust outlets are located and keep everyone away from these areas
- Never enter areas under swim platforms where exhaust outlets are located unless the area has been properly ventilated
- Although CO can be present w/o fumes, if yo smell exhaust fumes, take immediate action.

Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air immediately and seek medical attention unless you're sure it's not CO.

TOP TEN REASONS TO FURL YOUR BURGEE

By Roy Stegall (Editor's note: Roy admits to 8 out of 10)

- # 10. You leave the fenders hanging. Fenders and Burgee should not be flying simultaneously.
- # 9. You run aground.
- # 8. You run aground, following someone else who runs aground.
- # 7. You hit a charted rock while you have charts and a working chart-plotter.
- # 6. You wrap your anchor line around your propeller while maneuvering into a raft-up.
- # 5. You launch the boat and it floats off the trailer, with no ignition key.
- # 4. You launch the boat and it floats off the trailer, with no plug in the bottom.
- # 3. You untie the line holding you to the bollard in a lock in order to get a better hitch, and the boat floats away from the bollard. (Instead of getting another line to make the new hitch, while you stay secured with the existing line.).
- # 2. You load the boat on the trailer, and pull it up the ramp out of the water, with the engine still running.
- # 1. Being detained by U.S. Navy security for intrusion into a nuclear submarine base.



A motto to live from Roy to live by... "If you're in a hurry, you're in trouble!"



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



Lt/C Roy Stegall
Secretary



Lt/C Sheryl LaBoda,
Treasurer



Lt/C Kevin Schoonover
Education Officer



Lt. Patti Price
Assistant Education Officer

MEET THE EDUCATION OFFICER

Lt/C Kevin Schoonover

(Editor's note: the Education Officer is responsible for all of the squadron training classes including public courses such as BoatSmart)

When/How did you get involved in Boating?

My initiation to boating occurred during family vacations to Cape Cod in the mid and late 60's. The cottage we always rented came with a small boat. Every morning, my Dad, two uncles, and myself would take the boat out of Wellfleet Harbor, around the protective jetty, and into Cape Cod Sound where we tried to catch something worth eating for the evening meal. Once in a while we succeeded! This experience not only got me interested in boating, but also in deep sea fishing.

What is one of your fondest boating memories? Stepping onto the flying bridge of our new boat and pulling away from the sales dock at Holiday Marina. It was fun for a while, at least until I realized that the wind was blowing me sideways into the fuel docks!! Close quarter maneuvering can be lots of fun!

Do you own a boat? Is it your first? Yes, we own a boat. Since it was our first boat too, we decided to start small so that we could learn all the ropes. So of course we bought a 39', diesel powered, twin screw sedan cruiser!! I think it was the bathtub that sold Teresa on this particular vessel!! She is docked at Holiday Marina and has been christened "JAV Team" after our three daughters, Jaime, Allison, and Valerie.

What do you like to do when you're not boating? I am an active person and like doing things! My kids tell me I have ADD, but I know it's just my way. When not boating, I love playing tennis, learning to play guitar, playing video games, deep sea fishing, working out at the gym, traveling, deer hunting, and being with the family.

Where were you born? Work & family Stats? I was born in lovely Hackensack, NJ, however, I resided in Hillsdale, NJ for the majority of my formative years. In 1970, I left the Garden State to attend Georgia Tech, major in Aerospace Engineering, and pursue ambitions of becoming an Astronaut. Unfortunately, in the early 70's, the space program took a nose dive and I changed majors to Mechanical Engineering.



While a Junior at Tech, I happened to visit Farrell's Ice Cream Parlor at Northlake Mall one day and got this cute waitress to give me her phone number. Who would have known she would have put up with me for 34 years and still be around to serve me ice cream! Love you Teresa!!

In 1974 I graduated with a BME from Georgia Tech and began my engineering career with Georgia Power. After several years of jumping from company to company trying to find myself, I started my own company in 1982. Twelve years later it was purchased by Emerson Electric and some seven years later, in 2001, I left that company to start my own little consulting company. In the mean time I also received my MSME from Georgia Tech and my Professional Engineering License for the State of Georgia.

Teresa and I have three wonderful daughters, Jaime, Allison, and Valerie. In 2004, Jaime got married and now we also have a wonderful son-in-law, Adam. Valerie has recently brought home a cat she has named Maverick.



Life on the Water

HELPFUL WEBSITES

by Roy Stegall

The National Geospatial Intelligence Agency is a U.S. Government funded agency responsible for satellite imaging and aeronautical and maritime charting. Many of its resources are available to the public through its web site. The home page is: <http://www.nga.mil>

I found the site while surfing on celestial navigation links. I haven't fully explored this resource yet myself, but it looks like a GREAT resource, I wanted to get the word out and share it other interested parties in our squadron.

Online copies of reference books: <http://www.nga.mil/portal/site/nga01/>

- Click on "Products and Services", "Maritime", "Maritime Safety Information", "Publications"
- Select a publication from the pull down list of "Menu Options"

This link provides copies of numerous resources, including PDF copies of Bowditch, sight reduction tables, and sailing directions for ports worldwide.

Online copies of navigational tools: <http://www.nga.mil/portal/site/nga01/>

- Click on "Products and Services", "Maritime", "Maritime Safety Information", "Nautical Calculators"
- Select a publication from the pull down list of "Menu Options"

Online copies of digital charts - worldwide:

<http://www.nga.mil/portal/site/nga01/>

- Click on "Products and Services", "Maritime", "Digital Nautical Chart (DNC)"

I have not fully explored this site, or determined how the digital charts "work".

I know we have many computer geeks in our squadron; I hope this provides a launching pad for all of us to explore this fascinating resource!

CAPT. JUDY RECALLS A PERFECT STORM

Excerpts from article by Bill Vanderford, Forsyth County News, 7/19/06

"Capt. Ali leaned over and said, 'Judy, we have been working together for a long time...' I stopped her from finishing her statement. I knew that she was very aware that we were only minutes away from having the *Miss Judy Too* ripped from under us, and for a seasoned sea captain, it was not a good feeling. Maydays from other boats were on the radio – the waves were being pushed by the 80-knot winds, and they looked like mountains on both sides of us...I was beginning to believe that we were going to die."

Early on that morning of June 19, 1998, some regular customers boarded the *Miss Judy Too* with Capt. Judy Helmey and her First Mate, Capt. Ali Young. The clients consisted of three young couples, who all had at least two young children each waiting at home.



Capt. Judy Helmey

"We were supposed to head out to the Gulf Stream, but for some reason, I decided to go the snapper banks," said Capt. Helmey. The Gulf Stream is located about 70 mile offshore, while the snapper banks are only 35 miles. In retrospect, this intuitive choice probably saved everyone's life.

It was an extremely calm day on the ocean, the fishing was great, and soon the coolers were full of red snapper, grouper and an array of bottom fish. So, at about 2 p.m., Capt. Judy decided, to head in early. Capt. Ali cleaned up and started to get everything comfortable for the two-hour ride to shore...

At about 15 miles off the sea buoy, Capt Judy received a call on her cell phone from another charter captain. He said, "You had better batten down the hatches and get ready for what is heading in your direction. It's pretty bad." Judy thanked him and immediately turned to the weather channel on her marine radio. It said that a "weather event" was heading their way, but Captain Judy had never had never heard that kind of statement before. "I ...couldn't see anything in terms of rain...however, I could see a little discoloration in the cloud line to the west, but nothing out of the norm for that time of the year."

About five miles off the sea buoy, a weekend boater was calling [on the VHF]...the Coast Guard quickly replied that he put on his life jacket and head into the wind. Normally the coast guard would offer assistance. "I knew why they suggested what they did," said Helmey. "They couldn't have helped if they wanted to...until the passing of the storm..." Captain Judy motioned for Captain Ali ...[to start] a drill they had done many times...get the life jackets in a pile and ready. They also closed the hatches. In the distance the storm became visible for the first time. At that point it didn't look too bad, but was about 40 miles long, covered most of the immediate coastline and appeared to be moving from the west to the east.

"I remember the ocean conditions being without any sort of movement...the wall of the storm could be seen on my radar, due to the fact it wasn't lined with rain. ...The 'wall' looked just like the weather that the sailboat entered in the movie, 'White Squall,' " said Capt. Judy. Even if the radar didn't show anything, everyone on the boat could hear the storm coming and within minutes they were in it. "The noise sounded like an ocean-going freight train that was doing about a hundred miles an hour. I remembered my father's words, 'while in a storm, the first antenna that blows off could be just one that has a bad bracket holding up. If more come off, however, your super structure could be next.' As I looked back I saw an antenna hanging...other antennas also broke off as if they were tooth picks...it's hard trying to steer a boat that doesn't have the rudder in the water most of the time. The boat heeled over so far that my arm on the starboard side went into the water...at eight minutes into the storm, my weather instruments blew off at 80 knots and then the canvas top on the bridge ripped off, and waved around what was left of the radar antenna..."

The storm's fury lasted just 18 minutes and Capt Judy stood at the controls running the boat at full throttle into the wind the whole time. Her courage and expertise under life threatening circumstances probably saved every person on board.

To book a trip or speak with Capt Judy Helmey, call her at 912-897-4921.

???JUNEPUZZLER ANSWER???

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

Answer: Red: give way; Green: stand on



Life on the Water

GEORGIA WINS RULING IN WATER WAR

*Reprinted from Atlanta Journal Constitution July 27, 2006
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Governor Perdue is applauding a federal judge's ruling against Florida's request for more water from the Chattahoochee River to save endangered mussels.

Perdue says the ruling yesterday evening vindicates Georgia's position that Florida's request was not feasible, considering drought conditions and current reservoir levels.

U.S. District Judge Karon Bowdre of Birmingham, Alabama, said Florida officials did not prove that the actions of the U.S. Army Corps of Engineers, which controls the flow of water in the river, harm the mussels.

Bowdre wrote that "the Corps cannot control the weather, nor can it be held responsible for the effects of the weather on the mussels' habitat." She noted previous efforts by the Corps to protect the mussels.

Florida filed the request before a temporary water use agreement between the state, Georgia and Alabama expired this month. The states have been trying to work out a permanent water use agreement. Georgia officials are concerned that sending more water downstream will leave it without enough for metro Atlanta, which gets most of its drinking water from the Chattahoochee and Lake Lanier.

LEARNING ABOUT CURRENTS AND WINDS THE HARD WAY

By Capt. Greg Clark

(Editor's note: Greg and Gail Clark are spending the summer in Charleston, SC on Patriot's Point, B dock, slip 30)

Our neighbor recently bought a 44' Trojan Express and apparently has little experience with currents and winds. Last week we were inside having an early lunch when he returned to the marina. With an ebb tide and N wind both pushing him towards the slip, he still came down the channel favoring our side. He soon realized he had no maneuvering room to pivot his boat into the slip and we heard the ROAR of his engines. Dropping everything Gail and I ran topside to find him wide-eyed in full reverse picking up speed and closing fast on the boats two slips down from us. The exploding sound of his boat slamming into the bow of a brand new 1.2 million dollar cruiser brought people running from other boats and the marina office. Once he stopped the boat, well, once the embedded anchor of the 55' cruiser stopped his progress, he regrouped, shifted into forward and came ahead almost as fast. Still only a few feet off the dock with the current and wind pushing him hard towards us, he was soon riding up our bow pulpit. At that point I yelled "stop, just stop your boat" and he did, only a moment, then he backed again and came forward again. By his time the marina people had arrived.

I helped him understand without "thrusters" he had to use the side-wash of the props to pull him off my bow. Then instructing others to hold his bow with a spring line I convinced him to use short burst of his port engine in forward to jack his boat around and walk his boat bow first into the slip. The damage to his boat is significant. He dislodged our spotlight, bent the bow flag mast, and loosened a rail

attachment. When his wife said to me in dismay, "the marina told us that there were no currents from the tides the first and last two hours of a tide change," I explained that she misunderstood. I tried to explain the EBB TIDE is always stronger because of the rivers flowing out to sea, and the FLOOD TIDE is weaker due to the head current of the rivers that constantly flow in one direction. In her trauma she never did grasp that the current increases as the tidal flow and volume increase. I would love to see them enroll in a USPS course. . . When the current is pushing me into the slip, I find backing in I have more control. Wind is always interesting, but when you are docking and wind is blowing you off the pier at 20 knots it takes spring lines and planning to dock safely. Then add a current to the equation and all bets are off.

BOATING ACCIDENT SURVIVOR HELPS RED CROSS GAIN BLOOD DONORS

*Excerpts from Atlanta Journal Constitution article July 27, 2006
by Andrew Adler*

Sometimes Katie Wootton dreams about that day on the lake. She hears classmates laughing above the whir of a motorboat's engine. A friend suggests that Wootton remove a wraparound skirt covering her bathing suit. She stands up just as the boat hits a wave. The force sweeps her into Lake Allatoona. Her head hits the bottom of the boat. Then the propeller tears into her body, darkening the water with blood. Fifteen months have passed since a boating accident on the last day of spring break nearly killed Wootton, but the memory lingers of that April afternoon....

Now Katie Wootton calls attention to the work of the American Red Cross, grateful for the blood transfusions she received during a medical helicopter flight and at Grady Memorial Hospital. Wootton has posed for photos for a Red Cross campaign urging people to donate blood. She also spoke to Red Cross workers in Kennesaw last month, a visit arranged by Linda Salinas, a Red Cross employee who has known Wootton since childhood. "It was a very overwhelming experience for me to share my story," Wootton said. "I told them that I am home today because of the work they do." Employees cried.

With the help of friends and family, Wootton found the strength to return home 18 days after the accident. Months of physical therapy followed. She and her entire family went to dinner one year after the accident with John Yoder, the firefighter who saved Wootton's life. In October, Wootton begins another year of plastic surgery to remove the remaining scars. Wootton says she realized just how lucky she was during the time she spent in the hospital. While she had lost an arm, it was her left arm, so she can continue to use her right hand ...And there would be no feeling sorry for herself once she observed several patients who had suffered brain injuries. "For them, I knew that life would never be the same," she said. "To me, I lost an arm, but I realized I could still lead a normal life." Able to graduate from Etowah High School on time, thanks to home schooling and night classes, Wootton plans to take photography classes. "Katie is such a remarkable person," said Nikki Wootton, her 21-year-old sister. "What's most incredible is she has been able to conquer what life threw at her."

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!

Music for the Nautically Afflicted
From "Building a Boat" to "The Anchoring Dance" with many stops in between. Eileen Quinn's unique style and insightful lyrics strike a chord with serious boaters everywhere. Don't miss her Atlanta appearance at the members meeting on November 16.

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

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

"Lost & Found"
Found after the Commander's Lakeside event a 2005 ICW ballcap and a pair of sunglasses. Contact the commander to claim

Don't forget **BoatSmart!**

August 12—West Marine Smyrna
August 19—Aqualand Pavilion

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 BoatSmart
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 BoatSmart Raft-up-Luau
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

USPS EVENTS: SEPT 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9 60s Raft-up
10	11 Fall Classes begin	12	13	14 Excomm Mtg	15	16
17	18	19	20	21 General Membership Mtg; \	22	23
24	25	26	27	28	29 TN River cruise	30 TN River Cruise



AFTerthoughts

WATERWAY WITHDRAWAL

It has been nearly fifteen months since I last smelled the pluff mud from the helm of a boat on the ICW. Serious withdrawal is setting in.

For the past several years, Lisa and I made it a point to spend a few days on the waterway at least every month or six weeks. We got to know the area from Charleston to Fernandina Beach pretty well. A favorite cruise was a day trip from Edisto to Beaufort, where we'd have some lunch, and then return for cocktails on the dock at Edisto.

We couldn't make the annual ICW cruise this year because of conflicting family events, and oh yeah, our boat sank.

We really miss the little things:

- porpoises leading the way up a creek,
- Mike the dockhand at Jekyll Harbor,
- the donuts delivered fresh each morning at Thunderbolt,
- negotiating the Stono River at low tide,

- the thunderstorms that come from nowhere and rock your world,
- the parade of snowbirds southbound in the spring and northbound in the fall,
- replacing clogged fuel filters in three minutes or less,
- weathering a storm at Palmetto Bay on Hilton Head,
- docking between to mega-yachts at Charleston City Marina...

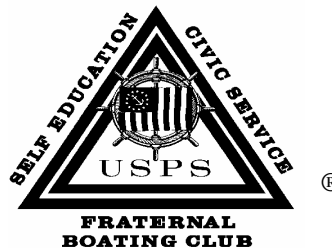
The list could go on for pages.

A fall cruise is definitely a possibility. Its time to relive some of those memories (but not all of them) and make some new ones.

Anyone interested?

Happy boating!

Lisa Herndon
Atlanta, GA 30319



STAMP

