

Official newsletter of the
Atlanta Sail and Power Squadron

www.usps-atlanta.org



WATERLOG

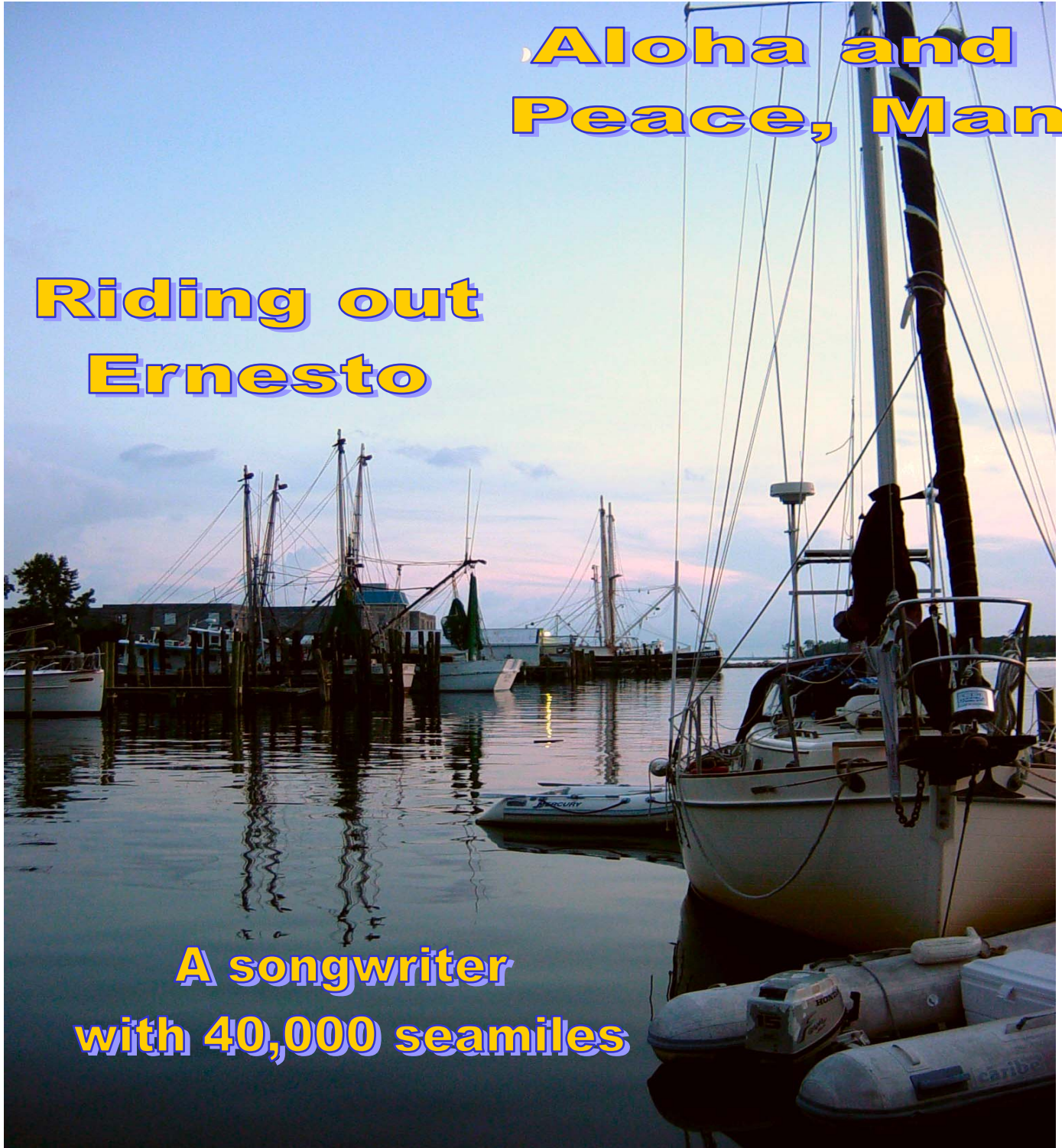
United States Power Squadrons
Sail and Power Boating - America's Boating Club®



Aloha and Peace, Man

Riding out Ernesto

A songwriter
with 40,000 seamiles



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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:-

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

Thanks to Patti Watson for Waterlog distribution assistance.



Cover photos : Twilight in Oriental NC 30 hours before Tropical Storm Ernesto came through

Commander's Corner



Cdr. Margaret Sherrod, JN

It's that time again. Time to go CRUISING! Next week a number of our squadron members will be trailering their boats to Watts Bar Lake on the Tennessee River for a long weekend cruise to Knoxville and back. We will be meeting up with some members of the Knoxville squadron and sharing the trip with friends from other D/17 squadrons. If you aren't going with us, we will miss you! But, have no fear, we'll bring back lots of pictures (as usual) and probably some salty stories to share at future meetings and gatherings.

Coming up in October, we have two great activities planned that we hope you can attend. First, on Saturday afternoon, October 14th, the squadron and the Auxiliary will hold our Annual Chili Cook-off at the home of Jan and James Dennisson. A new addition to the event this year, weather permitting, will be an ASPS Horseshoe competition. Also, earlier in the day we will be holding a New Member Orientation session for those new members who want to learn more about the squadron and our operations. Then, on Saturday, October 21st, we will have an Oktoberfest-themed raft-up. Details for both of these events, including event times and locations, maps, and driving directions, will be posted on our website and will be broadcast through the DR-Mail.

Following these squadron activities will be the District 17 Fall Conference in Birmingham, the weekend of 03 – 05 November 2006. There will be at least 15 breakout sessions on Saturday afternoon and Sunday morning, including presentations by ASPS members Mike Schneider and Jeff Wise. The Culinary School of Catering will be catering the meals for this conference! The meeting will be held at the Alta Vista Hotel and Conference Center, and further details and sign-up are covered in this newsletter. Be sure to reference our block of rooms, listed as the **District 17 Fall Conference**, when making your reservations.

In the United States Power Squadron, the one way we recognize and acknowledge the contributions of our members to the leadership and on-going operation of our organization is the Merit Mark. The Chief Commander awards all Merit Marks. Merit Marks are not given lightly - they are "earned". A member can earn only one Merit Mark a year. As a squadron, we must recommend our deserving members for consideration during October. Please pass along to me the names of any members who you believe have contributed time and effort to the betterment of our squadron but who might be overlooked.

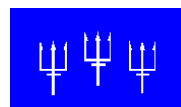
At the USPS National Governing Board in New York City last month, all but one of the proposals mentioned in my previous article were passed. They postponed the vote on the "Waiver of the Exam Requirement for Membership" until the Annual Meeting next February in Jacksonville. So, you still have time to let your thoughts be known on this issue.

The Governing Board passed the proposals to simplify the classes of membership, excluding apprentices, and, consequently, the membership dues at National. Under the new structure, the first member in a family will be charged dues as an Active Member (essentially the current rate, increased slightly for inflation) and the second member in a family will be charged dues at half the Active Member rate. Additional members in a family will be charged no dues. I have asked our Finance Committee and our Rules Committee to look at these National changes relative to our By-Laws and to recommend changes, if necessary. The Finance Committee's recommendation, to mirror the National dues structure for our squadron dues, will be presented to the membership at the September member meeting for approval.

Finally, 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. Also, let him know if you have friends who have boats that could be inspected. We have made good progress toward our goals of 20 examiners and at least 100 examinations in 2006, but we're not there yet! So, contact Doug if you have potential inspection leads.

Continued safe boating!

Margaret



Squadron Happenings

CRUISING GURU CLAIBORNE YOUNG HEADLINES AUGUST MEETING

Over the past several years, Claiborne Young has written a number of excellent cruising guides for the Intra-coastal Waterway in the Carolinas, Georgia and Florida. He shared a bit of his extensive knowledge and experience with the squadron at the August members meeting.



Claiborne Young describes problems and highlights on the ICW...



...and later autographs copies of his cruising guides.

Claiborne emphasized the need for recreational boaters to contact their Congressional representatives and request their continuing support for maintaining the ICW. Despite recent improvements in North Carolina, particularly in the Lockwood's Folly area where the ICW previously had been closed during low tides because of inadequate dredging, points along the waterway in South Carolina and Georgia remain problematic.

"Georgia continues to be the biggest problem on the ICW," Claiborne told the attentive crowd. "The other southeastern states have taken action to ensure that the ICW is properly dredged, but the Georgia congressional delegation has not made this problem a priority."

As examples, he cited the entrance to the Coosaw River north of Beaufort, SC, and the Hells Gate passage south of Savannah.

EILEEN QUINN: MUSIC FOR SAILORS... AND NORMAL PEOPLE Hope for the nautically afflicted

Join your fellow squadron members and guests for a special night with Eileen Quinn on Thursday, Nov 16, 7:00 pm at the Foghorn Grill. Eileen will present a program of her unique music accompanied by stories and pictures of her sailing adventures. This is a members' meeting not to miss. (Please RSVP to ensure the facility is prepared to accommodate everyone.)

Eileen Quinn is a cruiser, songwriter and recording artist. With over 40,000 sea miles and countless beach bar performances behind her, few singers are as qualified to describe the ups and downs of the cruising lifestyle.

Eileen grew up in Ottawa, Canada. She picked up her first guitar at sixteen. In the real world, she studied social policy and worked in the mental health field and in politics. Her last respectable job was chief of staff to a cabinet minister in the Ontario government.

Eileen met her husband, David Allester, when he returned from a two year cruise of the South Pacific on a boat he'd bought with a couple of buddies. David was the only one to come back single, so she had to marry him. They left Toronto in September 1994 aboard their Bayfield 36 sailboat, *Little Gidding*. For the past twelve years they've cruised the eastern seaboard and circled the Caribbean.



Early on in her sailing adventures, Eileen began writing songs about the really important, but neglected aspects of cruising: how anchoring leads to marital breakdown; why weather forecasters shouldn't be trusted; what it is about comfortable harbors that seems to scuttle any plans to leave.

From her classic, "If I Killed the Captain":

*...when the prop snagged a net,
it's me that's over the side.
He said, "Now darling, change the zinc
While you're down there for the ride."
I hold my tongue, I look for strength
From powers up above,
For patience is the better part
Of duty, honor, love.*

*But if I killed the captain, really who would know?
We're two weeks out of port, and we've got one more week to go.
All that it would take is one timely little shove.
How swift the course the heart may run
To hatred from true love, true love, true love.*

Eileen's musical style falls under "adult contemporary". She has performed at everything from local beach bars to international regattas throughout the Caribbean, and for national boating associations and boat shows in North America. She has released five CDs and her music has earned high praise in the sailing press and a place of honor on the shelves of almost every boater who has heard her perform.

Visit Eileen's website at <http://www.eileenquinn.com>. Download a podcast interview with Eileen at <http://www.furledsails.com/article.php3?article=666>. Follow David's and Eileen's cruising adventures on their blog at <http://www.boatus.com/cruising/littlegidding/default.asp>.

CHILI COOK-OFF—OCT 14

The squadron's annual chili cook-off will be held on Saturday, Oct 14. For the third consecutive year, James and Janet Dennisson will host the event at their home. Sponsored by the Squadron Auxiliary, the chili cook-off is always a fun and popular gathering.

Plan to join the group to enjoy some terrific—and often unusual—chili recipes and good fellowship. The price is \$10 per person, unless you bring a pot of chili. Chili chefs get in free.

Squadron Happenings

FUN ON THE WATER: A LUAU AND BACK TO THE 60'S

By Carol Jordan

On August 19, an island in Lake Lanier was magically transformed into a South Seas Island Paradise, as the squadron held its Luau Party. Tiki huts, canopies, and tiki torches welcomed all who came to enjoy a Low Country Boil. Thirteen boats and a PWC transported 37 people to the island, where all were entertained by reggae music, a limbo contest and a horseshoe tournament. Patti Price took top prize in the limbo contest; Dave Crumbley is, again, the winner of the horseshoe tournament; and the LaBoda's won the "best decorated boat" award (for the second time!)



A Low Country feast at the Luau

A "Special Thanks" to Lillian Cox who coordinated the food purchases and transformed them into an Island delight. With the exper-



Relaxing at the luau with games and four-legged friends

tise of our two great chefs, Charlie Cox and Jim Jordan, all the guests enjoyed an extraordinary Low Country Boil.



Groovin' to the oldies

Nine boats spent the night as the evening slipped away and once again everyone said how much fun it was to enjoy good food with great friends.

On Sept. 9, Hector's Island was the sight for

our 60's-theme raft-up. Nine boats and 21 folks, including a couple of hippies, enjoyed 60's music, sharing memories of the Beatles, and Elvis. Several boats were decorated to carry out the theme of the event. Everyone enjoyed the sun, water, boats and as always, good food and great friends.



Left: Dave Crumbley and Patti Price: a PJ party at American Bandstand ?

Below: Cdr Sherrod dons her peace symbol for the 60's raftup



Bob Bruhns looks ready for the luau at the last membership meeting



Welcome new member P/C James Wolfe from the Tappan Zee Power Squadron in Nyack, NY

TYSON'S CORNER

By Tim Tyson

I just want to take a minute to express my gratitude to all of you who participated in the inaugural Bob Federspiel Barbeque and Silent Auction to benefit the Bob Federspiel Organ Transplant Endowment at the Shand Medical Center of the University of Florida. We set our sights on raising \$2500, but we blew right through that and, with checks still coming in, hope to reach \$7000. A good time was had by all and we hope to do it again next year. Thanks again. You're the best!

Squadron Happenings

District Happenings

The Safety Net

Hypothermia

Submitted by Safety Officer Charlie Cox



Hypothermia is a serious, life-threatening condition caused by the body's internal temperature dropping below the point required to support normal body functions.

Hypothermia is different from frostbite or freezing. Most people associate hypothermia with cold weather or cold water, but it can occur in waters as warm as 80°F.

Hypothermia happens when the body loses heat faster than it can be replenished. The initial signs are shivering and "goosebumps". As the body heat deficit increases, the flow of blood to the arms and legs slows and eventually stops. Symptoms of deeper hypothermia include slurred speech or incoherence, lethargy and uncoordinated motions, shallow breathing and eventually unconsciousness.

What to do in an emergency:

- Get out of the water as soon as possible.
- If it is not possible to get to shore or onto a boat, DON'T SWIM! More heat is lost by swimming than by treading water. In 70° water, a person can survive 18 hours floating with a PFD, 13 hours treading water, but 10 hours swimming. In 55° water, the statistics drop to 3-1/2 hours floating with a PFD, 3 hours treading water, but 2 hours swimming.
- Draw your knees up and make your body as compact as possible. If more than one person is in the water, huddle together to conserve heat.
- Keep your head out of the water. Most of the body's heat is lost through the head.
- Get medical attention as soon as possible.

DISTRICT 17 FALL CONFERENCE

03-05 November 2006

Alta Vista Hotel and Conference Center

260 Goodwin Crest Drive

Birmingham, AL 35209

205-290-8000

A District conference is a great opportunity to get to know other squadrons. The fall conference will be held in Birmingham and offers members a chance to attend informative breakout sessions and get to know other boaters throughout the region. Meals will be catered by the Culinary School of Cooking and breakfast is free each morning. You'll enjoy a great view of the city, a presidential suite for the hospitality area, a choice of fifteen different breakout.

Breakout sessions include Cooperative Charting, Marine Electronics Highlights, Vessel Safety Checks (Jeff Wise), Operations Training, Member recruitment and Retention, Basics of Amateur Radio, What it's like to be a Riverboat Captain, Hubbel Telescope sequels, Creating a website (Jeff Wise), USPS member benefits and protocol, Teaching Teens Safe Boating, Bellingham, WA to Glacier Bay—3363 Miles in a 23' Stingray (Mike Schneider). There's something for everyone!

The *Showstoppers*, a troupe of high stepping ladies who have a fast paced act, will perform for Saturday night's entertainment. **Make your own hotel reservations** and advise them you are with the USPS D17 conference. Rooms rates for Exec/King or Double/Double are \$62.50 + 17% tax and include a full American hot breakfast.

D17 Conference Meals Reservation Form

Name (Print) _____
 Other in Party (Print) _____
 City, State, Zip _____
 Telephone _____
 E-mail _____

Friday Night, 03 November 2006

Dinner - **South-West Chicken Piccata**

House Salad with dressing
 Grilled Boneless Breast of Chicken with
 Lemon-Caper Sauce

Wild Rice Medley
 Vegetable of the Day
 Bread and Butter
 Dessert – Chef Selection

_____ tickets @ \$25.00 per person \$ _____

Saturday Noon, 04 November 2006

Lunch **Delicatessen Buffet**

Roasted Red Potato Salad
 Pasta Salad
 Cole Slaw
 Sliced Smoked Turkey, Ham, Toast Beef,
 Swiss and Cheddar Cheeses
 Fresh Breads,
 Tomatoes, Lettuce and Pickles
 Dessert—Cookies and Brownies

_____ tickets @ \$16.00 per person \$ _____

Saturday Night, 04 November 2006

Dinner

House Salad with dressing
Petite Filet of Beef and Grilled Shrimp
 with Bordelaise Tomato Concasse
 Twice Baked Potato
 Vegetable Medley
 Bread and Butter
 Dessert—Cheesecake

_____ tickets @ \$30.00 per person \$ _____

TOTAL SUBMITTED \$ _____

NOTE: All meals include freshly brewed iced tea and fresh regular and decaffeinated coffee.
 All meals are inclusive of tax and gratuity.

Dinner reservations must be received no later than 20 October 2006

Make checks payable to: District 17 Meetings Committee
Mail check and this completed form to:
 Ben Owen, SN
 P. O. Box 454
 Pell City, AL 35125



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 ASSISTANT EDUCATION OFFICER

Lt. Patti Price

When/How did you get involved in Boating? When I was growing up, I had off and on access to power boats, canoes, and sail boats through family, friends and scouts. We enjoyed Lake Lanier and Lake Nantahala in North Carolina. Unfortunately, the powered vessels spent more time in the shop than on the water!



What is one of your fondest boating memories? My husband Dave and I took our two daughters to the British Virgin Islands on a spring break. We shared our love of sailing with the girls. We snorkeled and swam with a variety of marine life. We spent a week watching beautiful sunsets and a sky filled with millions of stars. We found Pam's Kitchen in Anegada, the bakery with the best brownies and bread in the BVI. We had a great adventure. Is it time to go back?

Do you own a boat? We own two sail boats. One is a Hunter 28 named *Jamaica Lieu*. We were married in Jamaica and bought the boat in lieu of going back to Jamaica for our first anniversary, hence the name. The Hunter is our spend-the-night/weekend on the lake boat. She has a galley, head, shower, and sleeps 4 comfortably. The other boat is the Colgate 26, *Group Therapy*. She is a fun boat. She will move with just puffs of wind and if it's really blowing, the ride is a thrill. When we sail her, all other cares float away.

What do you like to do when you're not boating? I like to be outside, so walking, hiking, and biking are on the agenda. I combine these activities with bird watching and waterfall gazing. Stone Mountain, Calloway Gardens and the North Georgia mountains are some of my favorite areas.

Where were you born? Work & family Stats? I was born in Atlanta; a native! I have retired from the State of Georgia. I worked as a Forensic Chemist and a Safety Manager for the Georgia Bureau of Investigation. Yes, CSI is a great show. One character represents the actions of about 10 people in actual life. Retirement is great; I miss my co-workers, but now I have more time for boating, hiking, biking. . . I also do database management for Windsong Sailing Academy, Dave's business. Who could ask for more? Combining work and fun into one! We have two daughters and two grandchildren. I can't wait to get the grand kids on the water



Life on the Water

MARYLAND TO SOUTH CAROLINA WITH ERNESTO IN BETWEEN

By David Herndon



Lisa and I had the privilege of assisting with the delivery of her brother's new boat, *Quintessence*, from the north end of the Chesapeake to Edisto Beach, about 40 miles south of Charleston. The trip covered 743 statute miles and took us 7-1/2 days, including a half-day delay due to malfunctioning locks, and 1-1/2 days waiting the passage of Tropical Storm Ernesto.

The boat is a 32-ft Jenneau Prestige sedan cruiser. Jenneau is known for their sailboats, but they build a great cruiser as well. *Quintessence* is well-appointed with all the amenities for longer term cruising, and with the structure and stability to handle some fairly rough water. Powered by twin Volvo diesels she cruises comfortably in the low- to mid-20's, with a top end of about 28 kt. Stir in a bow thruster, and you can fit her graceful hull into some pretty tight places. Then top it off with the latest electronics – including the XM Radio Marine Weather package integrated with the Garmin 3210 chartplotter, and we had the recipe for a successful cruise and a lot of fun.

That proved to be the case, as Lisa, her two brothers and I headed south from the Upper Chesapeake on Sunday, Aug 27. Our first day was perhaps the most challenging. A band of thunderstorms had moved up the Bay overnight, and left behind six foot seas which we battled for a good portion of the day. Our objective for the first day was Pt. Lookout, at the mouth of the Potomac, but the combination of a late start and the rough water forced us to find an alternative. On the advice of a knowledgeable local cruiser, we went in at Solomon's Island at the Patuxent River, tying up at the Solomon's Yacht Center dock just as the last daylight faded. Solomon's is a great place. We found a fine seafood restaurant. Stoney's Kingfisher, a short walk from the marina where we nursed our bruises and planned the next day.

Day 2 brought us into the Norfolk Yacht Club a little after 2:00 pm after a much more pleasant run down the Lower Chesapeake. The seas were much calmer, with only one- to two-foot waves, and we were able to make good time. While the facilities were stunning, complete with an extensive fitness complex, they looked at us like we were crazy when we inquired about washers and dryers for transients.

Day 3 took us to Midway Marina in Coinjock, NC, which is only about 50 miles from Norfolk. Our progress was slowed by the many low bridges in the first few miles of the ICW south of Norfolk, as we had to wait for them to open. When we arrived at the Great Bridge Locks, we found the locks were out of commission due to an electrical problem. This delayed us another three hours as we waited for the repairs to be made. We spent that time in an "ICW Raft-up" tied up to the side of a barge carrying scrap metal to a plant for recycling. We arrived at Midway about 5 pm, enjoyed dinner at Crabbie's restaurant, and found a good selection of wines at the ship's store!

The Albemarle Sound has the reputation of being potentially the roughest passage on the ICW. We wanted to get across the Sound early in the day before the sun's heating got the breezes – and the waves – going. Our crossing was uneventful. We encountered only two- to three-foot waves. Once across the Sound, we made good time to Oriental, NC, where we tied up at Oriental Marina to wait out TS Ernesto.

Oriental Marina is one of the oldest and most delightful marinas on the ICW. It is located in a sheltered harbor off the Neuse River. We arrived the day before Ernesto was expected to pass the area, and the weather was quite pleasant. The tiki bar in the courtyard next to the yacht basin was the site of

a busy happy hour as the crowd of regular local patrons and transient cruisers swapped stories and speculations about the oncoming storm. The next day, when the storm was only a few miles to the south and the rain was pouring, the tiki bar opened as usual for happy hour. The number of patrons, all in their slickers and foul weather gear, was only slightly diminished from the previous day. No little tropical storm was going to stand in the way of a good happy hour!

The people in Oriental are incredibly hospitable. There are great restaurants and stores with almost anything cruisers would need all within a few blocks of the marina. Even though it was only a few minutes walk to the grocery or hardware or convenience store, local drivers frequently stopped and offered us rides. The manager of the grocery insisted on giving us a lift back to the boat, with departing instructions to call her if we needed anything else and she'd bring it to us. That is southern hospitality!



Ernesto passed about 50 miles to the west of us during the night. There was not much wind, but a lot of rain, the heaviest coming coincident with high tide. We watched as the water rose steadily in the yacht basin until it eventually went over the seawall and flooded the street. As the tide receded, so did the

flooding and there was no major problem.

The morning of Day 6 dawned with heavy overcast and 15-20 kt winds, but no rain anywhere to the south of us. We waited until the winds dropped a little, and about midday we headed out to continue our journey. The Neuse River crossing was a bit rough, but once across that body of water, it was smooth sailing. We spent that evening at Swan's Point Marina, a perfectly functional but somewhat rough-around-the-edges facility southeast of Swansboro (*editor's translation: industrial boat yard*).

An early start on Day 7 took us through Beaufort and Morehead City, where we shared the channel with a number of active shrimpers. Continuing south through the Wrightsville Beach, Southport, and North Myrtle Beach area, we encountered quite heavy holiday recreational traffic – lots of relatively small boats and PWCs in narrow channels paying little or no attention to their wakes. (The wakes weren't a problem for us, but they certainly were a problem for other boaters and for docks along the sides of channel.) A few more low bridges, and then we were past the Myrtle Beach area and into the Waccamaw River.

The Waccamaw and the other rivers, creeks and canals that make up the ICW from south of Myrtle Beach to Isle of Palms was, in my opinion, the highlight of the cruise, and may well be the highlight of the entire ICW. The Waccamaw is incredibly picturesque, with a broad channel bounded by cypress trees with several very nice secluded anchorages just off the channel. There are several excellent marinas along this route as well. It's an area I want to revisit.

(continued on page 8)



Early morning on the Waccamaw River



Life on the Water

MARYLAND TO SOUTH CAROLINA WITH ERNESTO IN BETWEEN

(continued from page 7)

We spent the evening of Day 7 at Wacca Wache Marina near Murrell's Inlet. The marina is quite good, but the restaurant there left a little to be desired. It's an ok bar and grille, but they are not properly equipped for restaurant service. We enjoyed the live bluegrass band and marveled that 7 days had passed so quickly.

Day 8 took us from Murrell's Inlet down the Waccamaw, past Georgetown, Isle of Palms, across Charleston Harbor and finally to our destination at Edisto Beach. We arrived early afternoon on Sunday, Sep 3, a couple of hours ahead of our original cruise plan – after losing nearly 2 days along the way! We all agreed that after sharing a 32-ft boat with three other people for 8 days, we could easily have gone another week. Unfortunately though, real life asserted itself, so we prepared the *Quintessence* for her new home, and then headed up the highway to our other lives.

GETTING YOUR BOAT READY FOR HURRICANE SEASONS

Submitted by Jeff Wise

For much of the South and East, hurricane preparation this time of year is a major concern. The chance of a major hurricane hitting shore is very high, and as we saw with Katrina and Rita last year, the effects are devastating! When a hurricane rears its ugly head, your family and home have to take priority, leaving everything else left to depend on your advance preparations for the storm, so it is important to put some time and thought into it now so you can focus on what really matters should you have to contend with a storm.

Insurance Coverage

The first step is to understand what type of coverage you have, and what your insurance company's policies are if your boat sustains hurricane damage. Many offer comprehensive coverage that quickly becomes null and void if you so much as touch your boat after the storm. Your first step should be to call your agent or visit your provider's website to learn exactly what steps to take in the event of a hurricane.

Prior Preparations Prevents Poor Performance!

Ah, the P's... they work here too. As tedious as it is, walk through what needs to be done before, during, and after. Ideally, get all of this onto a piece of paper and keep a copy in a ziptop bag in case you have to hand off the instructions to someone else. You should probably keep this with your registration, title, and insurance information in case you have to call the insurance company, which should be on everyone's plan.

The Sure Place is In-Shore

If you're done with your boat for the season, get it out of the water. That beautiful, secure marina on hurricane day is going to more resemble a hot tub. Just because you are an expert at tying down your boat, removing any object that can fly around, and having a plan of action after the storm, doesn't mean your slip neighbor with the 14 year old lines who hasn't tended to his boat all summer is.

If your boat is small enough to fit on a trailer, this should be a pretty simple task. Larger boats will need a more established plan. Many marinas will help you get your plan established. If your pulling your boat but still live close to the water, make sure you are aware of flood zones and take into consideration that if a storm hits, a lot of what is around will be flying around (i.e keep those sail boat masts away from powerlines!)

Everything Off!

There are two reasons why you should leave nothing on your boat in the face of a storm. First, and most obvious, is whatever isn't secured in place is bound to flop around and cause damage. Second, and less obvious but just as important is that looting after a storm on boats is a common occurrence. Looters know that when a major storm hits, you're tending to your family, homes, and businesses and the pickings are easy at the marina.

Have more to add?

We are always looking for additional ways to expand on our content. This site is for you, the visitor for the greater good of the boating industry. Please feel free to submit your comments, questions, and concerns here <<http://www.ablboats.com/contact.asp>> .

???SEPTEMBER PUZZLER ???

Where would you find this sign on the Intracoastal Waterway?

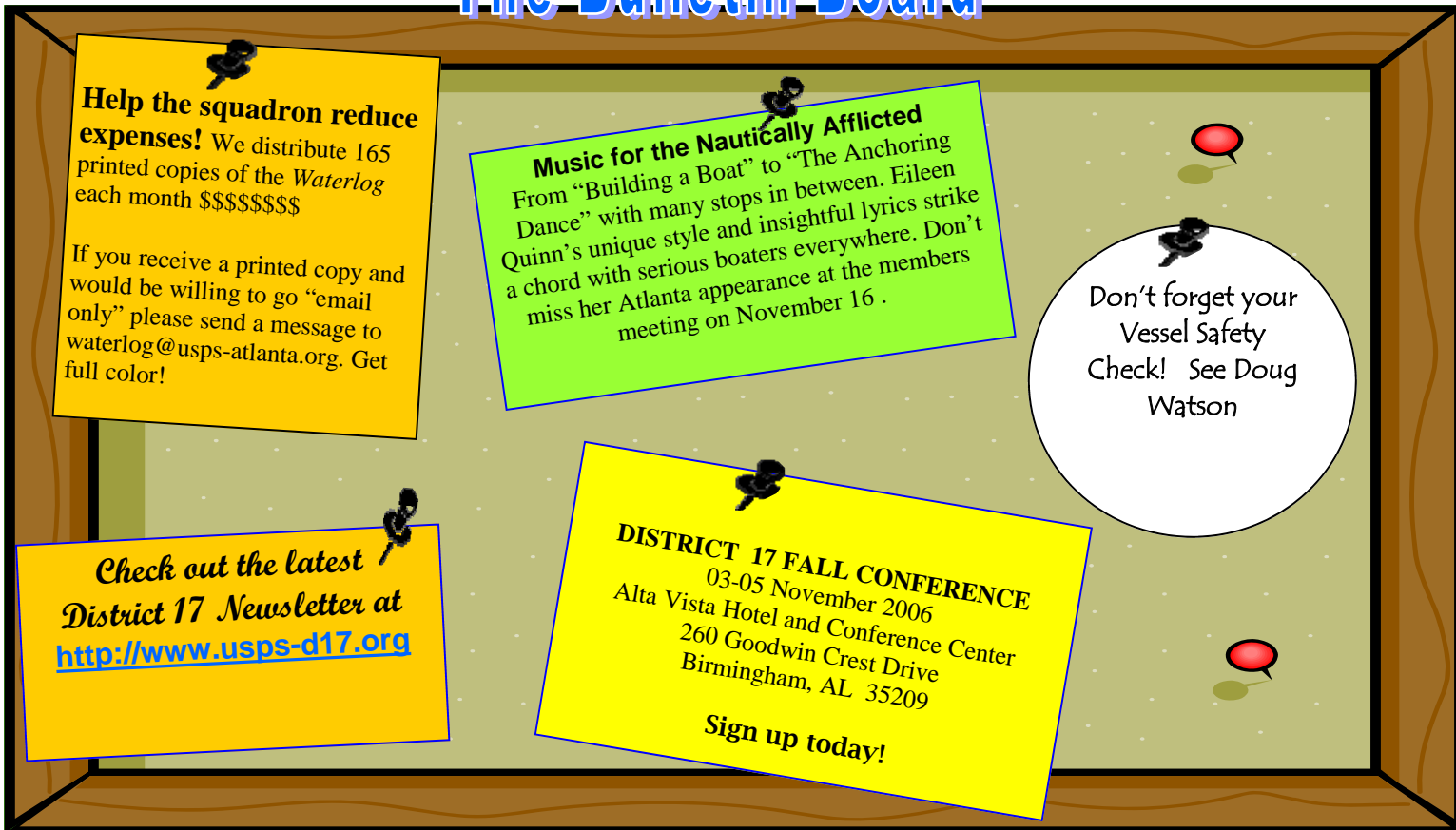
Atlantic Intracoastal Waterway			
← South	Destination	North →	
COINJOCK	37	NORFOLK	12
ELIZABETH CITY	64	NEWPORT NEWS	24
BELHAVEN	126	CAPE CHARLES	50
BEAUFORT	182	RICHMOND	115
WILMINGTON	297	WASHINGTON	209
SOUTHPORT	310	BALTIMORE	210
GEORGETOWN	392	PHILADELPHIA	296
CHARLESTON	455	NEW YORK	452
SAVANNAH	575	BOSTON	717
JACKSONVILLE	734	EASTPORT	967
MIAMI	1084		
KEYWEST	1236		

???JULY PUZZLER ANSWER???

_____ is the single major cause of small boating accidents.

Answer: Overloading

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.

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

DISTRICT 17 FALL CONFERENCE
03-05 November 2006
Alta Vista Hotel and Conference Center
260 Goodwin Crest Drive
Birmingham, AL 35209

Sign up today!

Don't forget your **Vessel Safety Check!** See Doug Watson

USPS EVENTS: OCT 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 TN River Cruise	2	3	4	5	6	7
8	9	10	11	12 Ex-comm Mtg; D17 in Bham	13 D17 Conf in Bham	14 D17 Conf in Bham Chili cook-off New members Orientation
15	16	17	18	19 General Membership Mtg	20	21 Oktoberfest raft-up
22	23	24	25	26	27	28
29	30	31 Halloween				

USPS EVENTS: NOV 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 Fall Leaf Cruise
5	6	7	8	9 Excomm Mtg	10	11
12	13	14	15	16 General Membership Mtg—Eileen Quinn	17	18
19	20	21	22	23	24	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



AFTerthoughts

There is a hint of fall in the air. The midday temperatures are a few degrees cooler. The fall school session is well underway. The leaves aren't changing yet, but somehow you can tell it will start to happen soon. It's one of my favorite times to be on the water, ranking right up there with spring, summer and several days during the winter.

We noticed the lake was pretty quiet last weekend. The end of summer coupled with big football games on weekends help create the annual cycle of reduced lake traffic after Labor Day. High fuel prices and dramatically low water levels certainly add incentive to leave the boat at the dock. And I can't help but think that the closing of Up The Creek restaurant at Starboard Cove might have had an effect.

There may be fewer boats on the lake, but there are lots of activities

ahead: the Tennessee River cruise, a chili cook-off, an Oktoberfest raft-up, a very special members meeting featuring Eileen Quinn, the annual leaf cruise, and finally the Holiday Party. Even though some of the squadron activities begin to move indoors, there are a lot of good boating days left. I really love all these squadron activities and try to make them all, but I also like some occasional quiet time in a cove. The cooler fall breezes make these times especially relaxing.

Prepare to enjoy the changing season. It's not so crowded; it's not so hot; and it's a great way to put some distance between yourself and the daily grind.

Happy boating!

Lisa Herndon
Atlanta, GA 30319

