

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®

A New Bridge

A Dolphin Boat

PFDs for Kids

In Remembrance...



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The Waterlog

The *Waterlog* is published at least 6 issues times per year along with an abbreviated companion the *Watertwig*.

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 editor 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.

Special thanks to *Waterlog* staff Mike and Beth Guler who will be assisting in production.

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Cover photo by *The Spirit of SC* tall-ship is launched in Charleston Harbor; Photo by David Herndon

Commander's Corner



Cdr. Frank Taylor, P

A New Way to Expand the Family?

Over the past several weeks I have done a lot of thinking and have reminded myself of how blessed I am. After all, I have two great families, the traditional family consisting of my mother, father and sister and my boating family. I have a great group of friends, and I am fortunate enough to be able to spend a good part of my free time doing what I love . . . boating. On top of all of that, I have the honor of serving as your commander.

We all have our ups and downs but when I think about the great people who comprise the membership of the Atlanta Sail and Power Squadron, I think that we all have something to be thankful for. Sure, some of us have boats, and there are some pretty nice ones in the group, but that is not what I am talking about.

The fact is whether we have a dingy, a yacht or a dream, there is one thing that we all can appreciate. At some point in our past, someone introduced us to boating. Maybe it was our parents or an uncle or a grandfather or grandmother. Maybe it was our best friend. At some point in your life, someone took you on your first boat ride. Whoever that person was, they gave you a gift. This gift will last you the rest of your life and continue to introduce you to new adventures for as long as you want it to. It will allow you to experience some of the best times you will ever have in the areas of relaxation, excitement and friendship. Some of the best memories I have were spent on a boat . . . fishing with my family as a kid on the Rappahannock River in Virginia, navigating the ICW with the squadron and slipping out on the lake in the middle of the week to steal a bit of alone time.

While we are enjoying this gift that has been given to us, let's not forget to spend just a little bit of that time to pass that gift on to someone else. Most likely those of us who have kids are going to share the boating lifestyle with them automatically, but what about others? There are probably a few folks in the office who just can't wait for you to invite them out. Your kids probably have a few friends who would love a day on the lake. And what about the kid who helps you fuel your boat up at the marina? Is he forever confined to the fuel dock only able to watch the boats come and go or will he ever get a ride?

We all know that one of the biggest functions of the squadron is education and I think we do a great job at that. I have heard several people say that the best place to learn boating safety, seamanship or navigation is the United States Power Squadron and that is something to be proud of. People in the boating community know about us and come to us for education but what about everyone else? What about those people who aren't boaters but would love to be if they only had someone to teach them the ropes? What about the kids who will never have the opportunity to get on a boat because they don't know anyone who has one? The squadron is already the best place for the boating community to get educated, but I think we can take that a step further. Have you ever wondered why some people aren't boaters? Seriously! Look at how much fun we have every time we get together. Why would someone not want to be a boater? Okay, maybe they can't afford a boat. That doesn't keep you from being a boater. We have several members who do not own boats, but they are boaters.

Maybe they tried it but did not like it. I'm not sure that is possible. I'm convinced that if you tried it, you would love it, but I'm willing to admit that there is a very small percentage of people in this category.

Maybe they have not been given the chance. I bet this is the reason. . . exposure. I have many friends who had never thought about boating until someone took them out on a boat. Now they are not only boaters, but boat owners! The fact is they couldn't resist what boating brought to their lives.

Continued on page 4.....

Squadron Happenings

2007 CHANGE OF WATCH

Atlanta Squadron's 2007 bridge officers took their oath of office at the 54th annual Change of Watch on 18 February at the Dunwoody Country Club. The 2007 bridge is composed of Frank Taylor, Cdr; David Herndon, Executive Officer; Patti Price, Education Officer; Carol Jordan, Administrative Officer; Sheryl LaBoda, Treasurer; and Jeff Batson, Secretary. The Color guard was from Ship 22 of the



D/Lt/C Janis Owen administers the oath of office to the new bridge. L to r: Janis Owen, Frank Taylor, Jeff Batson, Carol Jordan, Sheryl LaBoda, Dave Herndon, Patti Price



Commander-elect Frank Taylor takes his oath



P/C Sherrrod recognizes Tim Tyson for his outstanding humanitarian work.

Venturing program of the Atlanta Area Council of Boy Scouts of America. The participants from Ship 22 were Able Sea Scout Caleb Atubeh, Ordinary Sea Scout John Washburn and former boatswain Sea Scout Patrick Hodges

Before giving up command, P/C Margaret Sherrrod presented several awards. P/Lt/C Bill Gruber, SN, received his Life Member certificate. Roy Stegall and Jeff Batson accepted the District 17 award for Boating Education. Jack Friel received special recognition for his years of service in preparing Merit Marks recommendations.

Tim Tyson received the first Humanitarian Award to recognize his diligence and his success in supporting Operation Gift during the recent holiday season.



D/Lt/C Janis Owen presents Bill Gruber his Life Member certificate.

The Nelle Moon Member Involvement Award went to Lisa Herndon and the Commander's award went to Ed Troncalli.



Nelle Moon Award winner Lisa Herndon receives the award from her husband, Dave, the 2004 winner.

P/C Ed Troncalli receives the Commander's Award for outstanding assistance to the Squadron



Squadron Happenings

CROSSING THE BAR

Two of our Squadron families lost dear loved ones last month. Because of the times we've shared, our organization has become more than just a service and education club—it has become an extended family. When one of our own rejoices, we rejoice with them. When one of our own grieves, we grieve with them.

Doug Watson, Jr., 39-year-old son of Doug and Patti Watson, passed away on February 20 after being diagnosed with cancer a year ago. He is survived by his wife Amy and three small children, Nick, Madison and Lillie Grace, his parents, his brother Rick and his sister Jennifer.

Teresa Schoonover passed away on February 22 after five years with cancer. She is survived by her husband, Kevin, and her daughters, Jamie, Allison and Valerie.

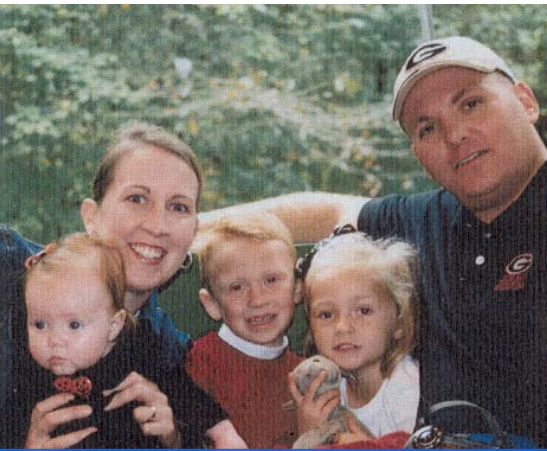
Both of these strong competitive athletes taught each of us the humility of mortality, the hope of faith, the strength of courage and the power of love. They leave a legacy of beauty that lives on in our memories.

*I walk the waters edge, lift my hand up to my eyes
Shelter my vision from the bright sunny skies
I look to the horizon of the bright shining sea
I swear that I see (them) looking back at me
Sailing on...
The slightest puff is all it takes and we are gone
Over the horizon to whatever lies beyond.
Sailing, sailing on.*

Lyrics by Eileen Quinn

A MESSAGE FROM THE WATSONS

Patti and I wish to thank our Power Squadron family for your prayers



*Lillie Grace, Amy, Nick,
Madison and Doug Watson, Jr.*

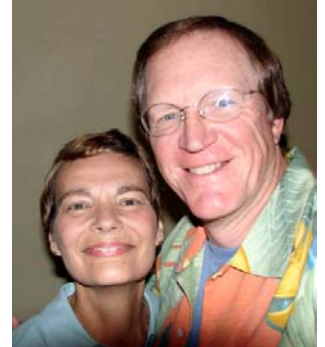
for our son , Doug, who fought deadly cancer for the last 14 months. This has been an unbelievably heartbreaking time for us and your prayers and wonderful support throughout this time has sustained us. We kept praying for a visible miracle up until the last breath. Nothing

visible came except for the reassurance from Doug's pastor, Dave Davis, that Doug was in the right frame of mind spiritually. Just having that knowledge was our miracle. Doug left his world on February 20, 2007. Our hearts are heavy, but we have felt your love. Thanks you -we love you. God bless you all, Patti & Doug

A MESSAGE FROM KEVIN SCHOONOVER

Dear Squadron members and friends,

The Schoonover family would like to sincerely thank everyone who has provided assistance during these most trying weeks. This includes everyone who called, visited, sent cards & notes, provided food, and was there just to lend a sympathetic ear. The grief process will be long, but I know that the journey won't be a lonely one as I have my boating friends there to support me. Once again, thank you all for all you have done.



Teresa and Kevin Schoonover

Best regards,

Kevin

WATERLOG WINS JOURNALISM AWARD

For the fifth year in a row, the Waterlog received the Distinction in Journalism Award. This year there were only three awards given in D17. Thank you to everyone who submitted articles and pictures in support of your publication!



COMMANDER'S COLUMN CONTINUED....

I am convinced that there are a lot of folks out there who are just waiting for someone to expose them and I think we have the perfect opportunity to do so. We already do a good job making ourselves known to the boating community. Let's start making ASPS and boating known to the community-at-large as well.

This is one of the goals that I have for us this year. While I have a couple of ideas of my own, I also want to hear ideas from you on how we can do this. So if you have a suggestion, please let me know. Meanwhile, let's look forward to another great year of boating!

Happy cruising,

Frank



From the Bridge



THE 2007 BRIDGE EXECUTIVE COMMITTEE 2007

SQUADRON OFFICERS

Commander	Frank Taylor, Jr.	commander@usps-atlanta.org
Executive Officer	David Herndon	xo@usps-atlanta.org
Administrative Officer	Carol Jordan	admin@usps-atlanta.org
Secretary	Jeff Batson	secretary@usps-atlanta.org
Education Officer	Patti Price	edu@usps-atlanta.org
Treasurer	Sheryl LaBoda	treasurer@usps-atlanta.org

EXECUTIVE COMMITTEE

Cdr Frank Taylor, Jr., Chairman
Lt/C David Herndon, Vice Chairman

Jeff Batson	Charlie Cox	Carol Jordan
Sheryl LaBoda	Bob Leathers	Hans Meier
Patti Price	Kevin Schoonover	Margaret Sherrod
Tim Tyson	Patti Watson	Jeff Wise
Matt Wise		



Cdr. Frank Taylor



Lt/C David Herndon
Executive Officer



Lt/C Carol Jordan
Administrative Officer



MEET THE SECRETARY

Lt./C Jeff Batson

The Secretary's areas of responsibility include the DR, the ASPS website, the Waterlog, the annual membership Roster and meeting minutes.

How did you get into boating? I grew up on Long Island Sound and spent my summers boating with the family runabouts, friends'

dinks, and an inflatable. Someday I'd like to re-create fond memories of bluefishing off the Thimble Islands. After marrying Anne, I got back on the ocean with submarines for the Navy...of course, I really wanted to stay home with Anne, but the Navy frowned upon missing the ship's departure! We were stationed in Athens, GA, Charleston, SC, occasionally St Mary's, GA, and finally as an instructor in Groton, CT. While in Groton we took small boat sailing lessons through the Navy using the hand me downs from the Coast Guard Academy's sailing team, and also Dyer Dhows at Mystic Seaport. We were members of Mystic Seaport for 2 years, and spent many Saturday afternoons with Nick in a stroller dreaming of cruising.

Do you own a boat? Is this your first boat? I first got back into boating by taking an ASA Basic Keelboat course in 1996. We bought a Catalina 27 in 1998, and lovingly sailed her on Lake Lanier for 7 years. There was less love in 2006 because we'd bought our current boat, a 1976 Trojan 36 Tri-Cabin, but hadn't yet sold the C27. To get our sailing fix now, my parents gave up their Laser 2, to Nick, and it now makes frequent trailer trips to Lake Lanier. The Trojan 36 has proved challenging because of the age, but we have come to love the features not found on modern boats, the uniquely spacious layout, and the use of wood. A 2007 generator would be nice, however. The name sent to Poseidon's rolls is *Celestine*, based on the strange conspicuous coincidences that led to the purchase, and the book *Celestine Prophecy* which spoke of these coincidences. We have always been at Aqualand Marina, and currently are berthed on ZM dock. Our future boating plans include a move to the low country of South Carolina. I've finished my 6-Pack work and other requirements, and am now



Lt/C Patti Price
Education Officer



Lt/C Sheryl LaBoda
Treasurer

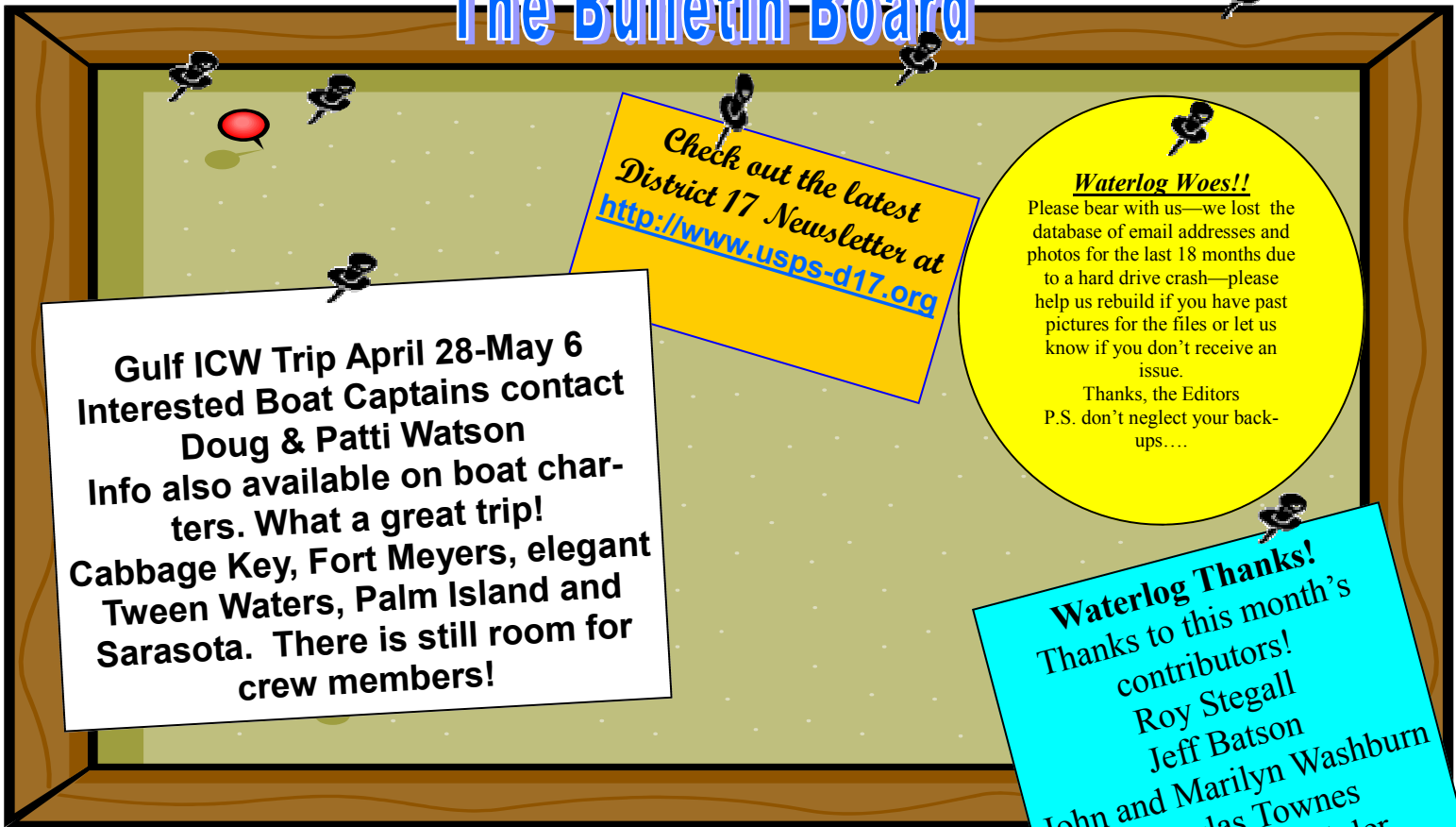


Lt/C Jeff Batson
Secretary

awaiting word to receive my USCG OUPV license. Perhaps *Celestine* will be the future for saltwater cruising, but a North Pacific 42 trawler is the boat of our daydreams.

Tell us about your family and other activities. I've lived in Alpharetta since 1994 with my wife, Anne, and sons Nick (17), and Bob (12). We've been members since the summer of 2005. Prior to becoming Secretary, I was Boat Smart Chairman. Anne is a Family Nurse Practitioner in practice in Alpharetta, and I am co-owner of a container decorating company in Norcross. Other activities besides boating mainly include participating or leading in the activities of Nick and Bob. Nick is a US Naval Sea Cadet and a Boy Scout. Bob is an actor and plays violin. Nick and Jeff play on the same ice hockey team in the Atlanta Amateur Hockey League. We have all been active with St. Barnabas Anglican Church in Dunwoody, and are avid Atlanta Thrashers fans.

The Bulletin Board



Gulf ICW Trip April 28-May 6
Interested Boat Captains contact
Doug & Patti Watson
Info also available on boat char-
ters. What a great trip!
Cabbage Key, Fort Meyers, elegant
Tween Waters, Palm Island and
Sarasota. There is still room for
crew members!

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

Waterlog Woes!!
 Please bear with us—we lost the database of email addresses and photos for the last 18 months due to a hard drive crash—please help us rebuild if you have past pictures for the files or let us know if you don't receive an issue.
 Thanks, the Editors
 P.S. don't neglect your back-ups....

Waterlog Thanks!
Thanks to this month's
contributors!
 Roy Stegall
 Jeff Batson
 John and Marilyn Washburn
 Douglas Townes
 Mike & Beth Guler
 Ed Troncalli

USPS EVENTS: MARCH 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
					Southern Boat Show	Southern Boat Show
4	5	6	7	8	9	10
				Excomm		
11	12	13	14	15	16	17
				General Membership Meeting		St. Patty's raftup
18	19	20	21	22	23	24
25	26	27	28	29	30	31

USPS EVENTS: APRIL 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
				Excomm Mtg		Boat-Smart Aqualand + Raft-up
15	16	17	18	19	20	21
				General Membership mtg		ICW Cruise
22	23	24	25	26	27	28
						Gulf ICW cruise
29	30					
Gulf ICW cruise	Gulf ICW cruise					

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



Life on the Water

PFD'S FOR KIDS

By Roy Stegall

It's interesting to review the year end statistics on children drowning. Do you realize that 88% of children who drown were "under supervision" at the time?

(Statistics from <http://www.usa.safekids.org/NSKW.cfm>).

How can children drown when they're under supervision? It's because of an exposure in how we operate as parents, and the nature of drowning. "Supervision" normally means the adults are near by. The adults socialize with other adults while the children go and play. If a child cries out, then the adult comes to their aid. We operate as parents on the audible alarm principle.

But... here's the issue... drowning is silent. The adult will never hear a drowning child call for help. Remember, in drowning the face is under water! You may hear splashing, but there won't be any cries or screams. To be sure of keeping your kids and grandkids safe around the water, you have two choices. (1). You watch them every minute, and never turn your back or take your eyes off of them. (2). You strap them into a PFD, and let them go play. The PFD will keep their head above water so you will hear them cry if they're in trouble.

Does your child not want to wear one? Let them go to the store and pick it out. If they choose the more expensive one that has a cartoon character on it, buy that one. It's "their choice" and they'll be happier about wearing it. If it becomes a battle of wills, remember, you're the parent! It's better to be safe and have your child alive.

My daughter Theresa almost drowned. Yes, it was "while supervised". She jumped into the deep end of the neighborhood pool, at age 4, before she knew how to swim. I was watching from twelve feet away, and saw her jump in. That's funny... she didn't come back up again. I walked to the edge of the pool and saw my daughter thrashing, six inches under the surface. There was no sound. I knelt and reached my hand into the water and pulled her up. No harm done, and she learned she was not ready to play in the deep end yet. The lesson? Drowning is silent! I never heard a cry. If I hadn't been watching, it might have been a different outcome.

Don't let your child or grandchild become one of the 2007 statistics. Have 'em wear their PFD!

IS YOUR BOAT OLD? 23 WAYS YOU CAN TELL

By Jeff Batson

1. You know the section number titles of the West Marine Epoxy System guide from memory.
2. The first 4 engine repair companies you call will not even discuss your engine even though they are "certified" Mercruiser repair facilities.
3. You are 4 fuel fill caps but 2 are filled with sand.
4. The mouse left.
5. You get an annual hardbound edition of the West Marine Catalog that weighs at least 15 lbs. at no cost because you are a "superior" customer.
6. Your speed is gauged by the color of the exhaust smoke
7. The previous owner installed white carpet, used indoor polyure-

thane on outside teak, yet did not have a functioning bilge pump.

8. Mercruiser stopped offering a critical hose 15 years ago
9. You found Noah's initials carved in the bilge (OK, this is the only exaggeration in this list!)
10. The aft head flushes to the forward head while on plane
11. You use 25 gallons an hour at 10 knots, but you can coast without throttle for ½ mile even after you have arrived on land
12. The generator is installed under the salon so that when you are able to hear a conversation, you know the generator is broken.
13. Previous owner wired the anchor / running lights to short out when you use the three way switch to energize the anchor light.
14. LORAN is installed.
15. Stereo speaker wire has been used to connect the main bilge pump
16. Retrofitted tank installation creates a 6 inch list to port
17. Anchor apparently came from a battleship
18. The model in the original magazine advertisement has a bright pink polyester evening gown and hair 3 feet tall (not long...tall)
19. There are no oval windows
20. There are 5 antennas and only 1 device that requires an antenna
21. The windshield wiper does not have a rubber portion to it
22. Until repairs were completed, it rained in every space except the shower stall. That was the reason the previous owner kept it under cover.
23. Your anchor winch is your spouse with gloves, fondly known as "anchor wench".

* * *



Overheard on the dock about the boat above:

- "Now THAT's what I call a dinghy!"
- "Hey, Joe, we've got a problem with the starter on Engine 6 – or is it Engine 4?"
- "It's easy. To back into the slip, just put the odd numbered engines in reverse and the even numbered engines in forward. As you approach the slip, put the even numbered engines plus engines 3 and 5 in neutral. Then you put engines 2 and 6 in reverse..."
- "Hey, Fred! Check it out. They had an outboard special at Big Lots."



Life on the Water

DAY MARKS: WHAT AM I LOOKING AT?

This is part 1 of a four part series on aides to navigation with examples specific to Lake Lanier by Doug Townes

This month's article discusses daymarks, especially the type marks we encounter on Lake Lanier. Let us begin by discussing what a daymark is.

A daymark is an aid to navigation (ATON) that is fixed to the ground whereas a "buoy" is an ATON that is floating on the water and tethered to some sort of anchoring system. Buoys tend to be higher cost than daymarks.

If buoys are more expensive and higher costs to maintain, why not use all daymarks? How does a maintaining agency like the Coast Guard or the Army Corps of Engineers make the decision of which type to use? Here is the answer: daymarks are best suited in wide channels where the water gets deep quickly as you move out from shore. This way a captain and his/her vessel can come close to the marker and still be confident that there will be plenty of clearance between the bottom of the vessel and the ground. The far shore in a bend of a river is usually a good place for a daymarker. When the safe depth is farther from the shore, a buoy is the ATON of choice.

Day marks are used extensively by the Corps of Engineers on Lake Lanier. Here are two day marks that you typically find on Lake Lanier.



As experienced Lake Lanier boaters you should already know these two markers look similar to the # 2 and the # 3 markers on the Chattahoochee River channel.

In next month's article, we will discuss other daymarks we encounter on Lake Lanier. Until next month, here is a question for you to ponder: Are these two daymarks close to Buford Dam or closer to Gainesville and why? If you are headed upstream (upriver) which side of your boat do you keep these markers on and why?

Remember, **"Safe boating knowledge is not a destination, It is a journey."**

INVITATION FROM DISTRICT 26

*The information below comes to us from
Louis Hohenstein, a former member of District 17,
now and a member of District 26.*

Thank you for the recent list of District 17 activities. On behalf of District 26, I would like to extend an invitation to all District 17 members to attend the District 26 Cruise and Rendezvous to be hosted by the Beaufort, SC Sail and Power Squadron on 1-3 June.

As a former member of the Atlanta Sail and Power, I know that some of the members of that squadron based boats on the coast,

particularly at Hilton Head. Nevertheless, all members of District 17 would be most welcome, with or without boats. If you would ask any members of District 17 planning to attend to contact me, I will be happy to provide information about land and water facilities, and assist in any way I can.

Cordially,
Louis Hohenstein



Ordinary Sea Scout John Washburn, Able Sea Scout Caleb Atubeh, and former boatswain Sea Scout Patrick Hodges present the colors at COW



Jack Friel, holding gift, receives congratulations from Past Commanders Jeff Wise, Ed Troncalli, Gary Meinken and Hans Meier for his service as Merit Marks Chair.

???MARCH PUZZLER ???

Bob returned to his hometown for a high school reunion and was staying with his parents, sleeping on the couch. One morning before Bob was fully awake, the doorbell rang and he was pleased to see an old pal on the porch with a teenage girl.

"What's it been, twenty years? Catch me up on what you've been up to" said Bob.

"Its been at least that long," replied the former classmate. "I married someone a year younger that you didn't know. This is my daughter."

"And what's your name?" Bob asked.

"I have the same name as my Mom," the girl replied.

"Well, nice to meet you, Annie," said Bob.

How did Bob know the girl's name?



Life on the Water

AMAZING £40,000 'DOLPHIN BOAT' THAT CAN LEAP OUT OF THE WATER

by LAURA ROBERTS

It looks like something from a James Bond film. Shaped exactly like a dolphin, this boat is the latest toy for millionaire adrenaline junkies. The Seabreacher can jump 10 feet in the air and even perform acrobatic tricks.

Created by two water sport fanatics, New Zealander Rob Innes, 33, and Californian Dan Piazza, the Seabreacher is made of out of fibre glass, stainless steel and aluminium and uses the discarded canopies of US fighter jets.

The two-seater craft can submerge 2 ft underwater for around 20 seconds at a time creating the dolphin-like dive effect.

The price for a custom-made Seabreacher is not for the fainthearted and would cost in the region of £40,000.

Mr Innes said: "Because it's so light it pops out of the water like a cork. It can fly up to 10 feet in the air even if you are going at 15 mph.

"It's really just for fun. It's a 3-D jet ski. We liken it to a monster truck. In the end we would like to turn it into a recognised sport as you can race and jump. You can do a single or double roll in the Seabreacher which is great fun though the landing is quite rough.

"It is quite complicated to drive though - it's a workout to handle it. I would be wary of selling it on to people because there is the danger that after submerging you could hit a boat or a swimmer. We always stay in radio contact to check the surface."

The current Seabreacher model is 14 ft 10 inches long and weighs 1,000 lbs. It has taken eight years for the creative Innespace duo to make the two-seater vessel which they hope to turn into a model for 'aqua Formula One'.

The 175 horsepower engine enables it to 'fly' through water using an Atkins marine rotary engine. A super-charged 300lb engine is available which generates 240 horsepower, the equivalent of an engine used in a standard family car.

Mr Innes said: "The latest model is actually less dolphin-like in shape than earlier versions but the general shape makes it move more efficiently through water. It's always best to try and imitate nature in these things."

The cockpit has glass three quarters of an inch thick, taken from Raptor-22 fighter jets. This enables it to withstand re-entering the water nose-first without shattering.

The pilot and passenger are both strapped into their seats with four-point safety harnesses, similar to those used in rally cars, to protect them from the impact of diving and jumping.

Two fins, or wings, which are operated by hand-held joysticks allow the pilot to change direction while the tail, or rudder, is operated using foot pedals.

There are even two windows positioned near the foot pedals of the pilot so that any obstacles underneath the boat can be seen.

Future models will have a camera attached to the outside of the boat with screens visible to the pilot to make it easier to see swimmers or boat hulls underwater.

Seabreacher has a long snorkel concealed within the top fin which provides an airflow into the boat. During diving the butterfly valve closes to prevent the cockpit from getting flooded. Mr Innes said: "It's perfect for rich adrenaline junkies."

The Seabreacher will be available to test-drive from this summer.



???DECEMBER PUZZLER ANSWER???

If 3 Vessel Safety Inspectors can inspect 3 boats in 20 minutes, how long will it take 6 inspectors to check 6 boats?

Answer: 20 minutes.



AFTerthoughts

THE BIRTH OF A TALL SHIP

BY David Herndon

Watching a new ship being launched is quite an experience. The *Spirit of South Carolina*, a pilot schooner, felt water below her hull for the first time a little past noon on Sunday, March 3, 2007. She weighed in about 150 tons and is 140-ft in length, with a 24-ft beam. The ship and the Maritime Foundation are doing fine.

Yes, it was a little bit like watching a birth, although thankfully we don't bash perfectly good bottles of champagne over the heads of our newborns.

The new ship without her masts, and thus not yet fully formed, was eased from the cradle that held her suspended above the water, and she took her first lap around the fleet of boats anchored in the harbor to watch the event. Looking more like a giant's canoe than a tall ship, her first steps might have been a bit wobbly in the 20-mph breeze, but she quickly gained her stride. When she loosed her cannon salute to the crowd watching from the pier, all the world knew that the *Spirit* was alive and well in the world. (You probably could have heard the cannon report in Atlanta!)

It was a proud moment for the people of Charleston and all of South Carolina.

And, of course, it was a boating event. Well over 100 boats crowded the Cooper River in the area just off the Maritime Center opposite Patriot's Point. Almost every style of boat you can imagine was out there: big cruisers and trawlers, small center consoles, official launches, sailboats from 15- to 50-ft, ski boats, johnboats, a shrimper, and one guy in a little catboat that seemed to be everywhere. We enjoyed watching the people, the boats, and the adventures in anchoring. (Eileen Quinn's "The Anchoring Dance" came to mind more than once.) It was a good day on the water – as most of them are.

Happy boating!



David and Lisa Herndon
Atlanta, GA

