

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®

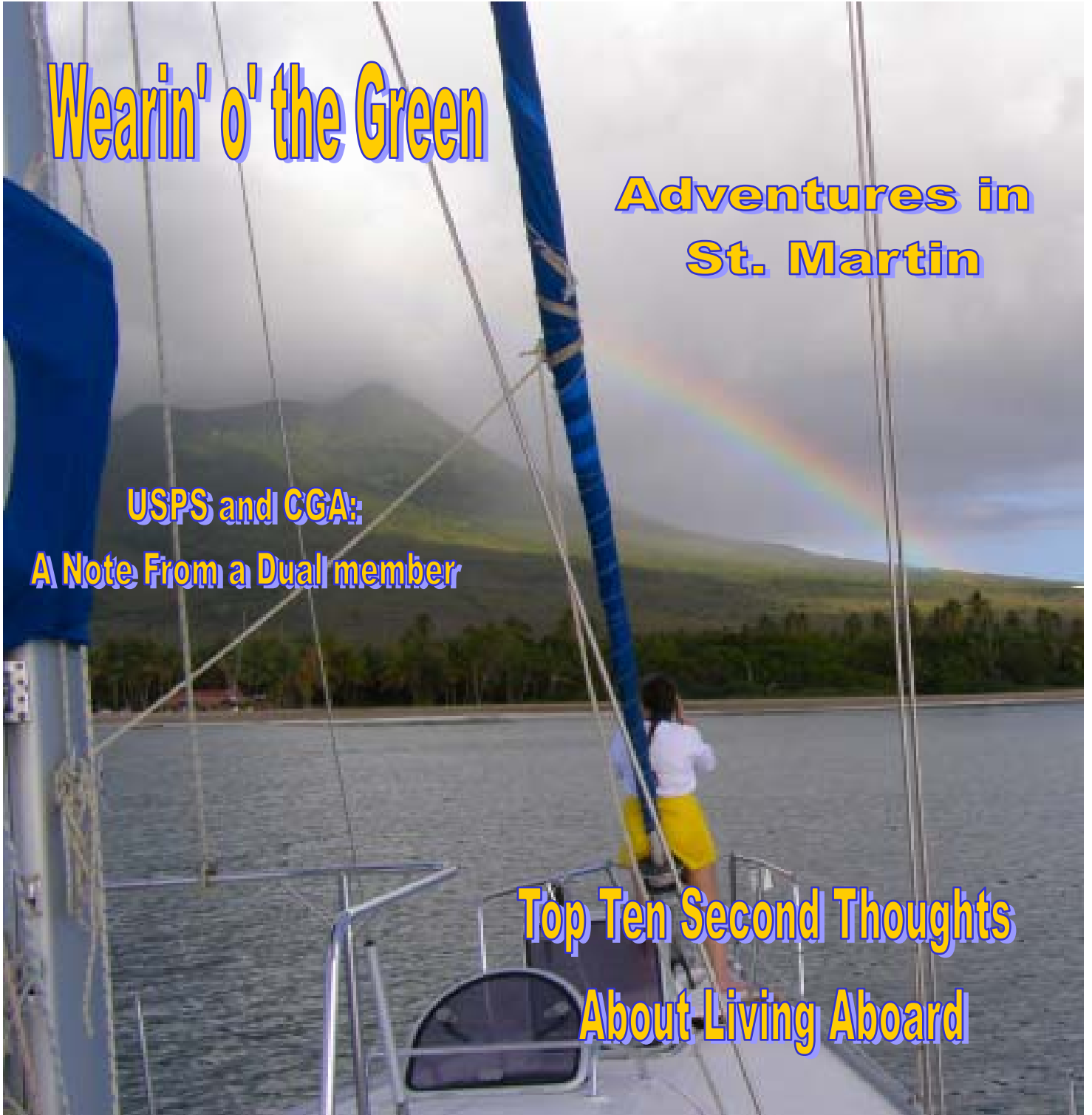


Wearin' o' the Green

Adventures in St. Martin

USPS and CGA:
A Note From a Dual member

Top Ten Second Thoughts About Living Aboard



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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 produced this month's Life on the Water section

Please send comments and suggestions to:-

Lt. Lisa Herndon, AP
 Lt./C David Herndon, AP
 1332 Cambridge Ct.
 Atlanta, GA 30319
 Tel: 404-239-0513
 E-mail: waterlog@usps-atlanta.org



Cover photo by Mike Guler in the Leeward Islands.

Commander's Corner

**Do Yourself a Favor,
 Get a Vessel Safety Check**



Cdr. Frank Taylor, P

I think we all know that the United States Power Squadrons does a lot for the boating community. One of the most visible services we provide to the public is the Boat Smart class. With the absence of a licensing requirement in many states, the local Power Squadron is one of the few options that many new boaters have for learning the rules of the waters. But we don't stop there. We offer safety materials and seminars at local boat shows, boating related events and boating stores.

Another popular service is the Vessel Safety Check. Last year the United States Power Squadrons inspected over thirty thousand boats nationwide. This no doubt helped make our waters a safer place for us and the other people in the boating community. This is one of the most powerful tools that we have to make our lakes and rivers safe. After all, where else can you have a trained examiner come out and inspect your boat and assist you in making sure that your boat is safe and ship shape? On top of that, it's free!!

The Atlanta Sail and Power Squadron inspected just under 60 vessels in 2006. The majority of these vessels were owned by boaters who were not members of the squadron. As members, we should be the first in line to get our vessels inspected at the beginning of the season!! After all, we all want to be safe boaters right? As experienced, educated members of the squadron, we also have a duty to set the standard for the rest of the boating community by keeping our boat safe and getting it inspected each year.

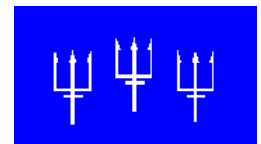
If that is not enough for you, how about a little break on your insurance costs? That's right. Some insurance companies provide a discount for boat owners whose boat has passed an inspection.

Of course, the biggest advantage is the peace of mind that you have a safe boat. As a Vessel Safety Examiner, I have had numerous boat owners thank me for the inspection because it had turned up something that could have led to an issue later on had it not been found. Believe me, it is a lot easier to enjoy your day on the water when you know that you and your vessel are well prepared.

So, help your community and help yourself. Get your boat examined this year. It only takes a few minutes and it could save you a lot of headache in the future.

See you on the water,

Frank



Squadron Happenings

WE'RE ON THE WATER AGAIN!

The Atlanta Sail and Power Squadron ushered in the 2007 on-the-water boating season with a wearing of the green Saint Patrick's Day raft-up. The day was sunny and breezy and spirits were high as everyone practiced their anchoring and raft-up skills after a winter's rest.

A second raft-up scheduled for April 14 was called off due to inclement weather, so the blessing of the fleet will be held on May 14. The raft-up in May will also celebrate Mother's Day with the men providing refreshments.

Above and below, squadron members don their green as everyone becomes Irish for the day



MEMBER MEETINGS FEATURE DISTRICT OFFICER OF EDUCATION AND AN OFFICER OF THE LAW

The March membership meeting featured District 17 Education Officer Herman Green who presented the plans and improvements coming for the USPS educational programs. Dramatic changes are taking place that will offer a new suite of education opportunities for boaters of all levels, including revitalized standard courses, new electives and the USPS University seminar series.

Eighteen to twenty new seminar courses of two hours each are under development, complete with on-board guides for quick reference. For example, courses scheduled for availability in June include Knots, Boat Handling and Docking. By the end of the year, Heavy Weather Sailing

Right, District Commander and new Atlanta squadron member Janis Owen presents Jeff Wise with the Excellence in Boating Education Award sponsored by the USPS and the National Boating Association



and Emergencies on Board are among the courses expected to be completed.

A new set of certifications in addition to the traditional USPS rankings will be offered. Designed to make it easier to charter boats, especially in foreign waters and for insurance or homeland security purposes, the new certifications will be (1) Inland, (2) Near Coastal, (3) Coastal and (4) Off Shore.



Above, District SEO Herman Green introduces the plan for revitalized courses and new seminars.



Past Cdr. Margaret Sherrod presents her Trailblazer Awards to Mike Schneider (above) and Greg Clark (left) for outstanding contributions to the squadron.

Sergeant Robert Brower of the Hall County Sheriff's Marine Division spoke at the April membership. The division operates a 23-ft Proline power boat, 2 jet skis and 2 pontoon boats, which they use for surveillance and protection of Lake Lanier's dams, bridges and water intakes as part of their charge by the Department of Homeland Security. They assist the Georgia Department of Natural Resources in enforcement of boating laws and work closely with the Army Corps of Engineers in security of their parks.



Patrol operations are maintained year around. In their first 6 months of operation, they checked 150 boats, gave away life jackets to 38 children and provided 31 sets of chemical light sticks for vessels without proper lighting.

Squadron Happenings

COAST GUARD AUXILIARY AND THE USPS —A NOTE FROM A “DUAL MEMBER”

By Douglas Townes

There has been a lot of e-mail traffic lately within our squadron about the influx of Coast Guard Auxiliary members seeking membership in the U.S. Power Squadrons. As a “dual member” I thought I would write an article for the Waterlog that might help explain why the U.S. Power Squadrons might be seeing a sudden increase in applications from former (or current) CGA members.

Let me begin this article with a disclaimer. In no way should my remarks be construed as representing the views or opinions of the Coast Guard or the Coast Guard Auxiliary. I am writing this article from a perspective of what I have personally seen and experienced as both a member of the Coast Guard Auxiliary and of the US Power Squadron (dual member). I just recently received my 25 year certificate of membership in the Auxiliary so my comments are coming from someone with this perspective.

The Coast Guard Auxiliary was founded in 1939. This was the same year England declared war on Germany. England had a group of volunteer yachtsmen that could be pressed into government service in times of need. By offering their yachts to the government in times of National Emergency, this group of volunteers was given special training and became part of Britain’s “Coastal Watch” service. A group of U.S. dignitaries and military officials went to Britain in 1939 to observe this group, and returned to set up a similar organization in the U.S. This became the Coast Guard Auxiliary. It was a good thing for America that the CGA was founded in 1939 because this volunteer service became an integral part of America’s coastal watch system after the United States entered the war in December, 1941.

After the war, “teaching boating safety” was added to the mission of the CGA as well as “vessel safety inspection of civilian boats”. Through out the 68 - year history of the CGA, the volunteer service of the CGA to assist the Coast Guard in National emergencies has been exemplary.

After 9/11, the Coast Guard and the CGA were transferred from the Department of Transportation to the Department of Homeland Security. This transfer came with a substantial increase in the responsibilities of the Coast Guard. During the 80’s and 90’s, the Coast Guard was the nation’s first line of defense in the war on drugs smuggled in by sea. The Coast Guard has also been the interceptor of immigrants that want to come into this country via our multi-thousand mile shore line. The Coast Guard is also the first line of defense against environmental pollution. Did you know the Coast Guard Academy now graduates more environmental majors than engineering majors? In addition to these traditional duties and responsibilities, the Coast Guard now has responsibilities for stopping terrorist activities that may come through our water borders. We all saw what the Coast Guard can and did do in a national natural disaster emergencies like Hurricane Katrina.

To meet these increased expectations, the Coast Guard turned to its volunteer partners to help share some of this very heavy load. Many of us in the Coast Guard Auxiliary went from being one of the main

purveyors of public boating safety to additional roles of homeland security participants. As you can imagine, this shift in additional responsibilities came with an exposure to national security procedures. Because of this exposure, the need for background checks of all volunteers became necessary. For many of the Coast Guard members this transition of duties and responsibilities along with the need for a detailed background check caused at least 2,700 of our members to resign.

My wife was one of these casualties. After volunteering for 22 years in various management capacities and achieving the CGA’s highest training status (AUXOP), Elaine did not like the new direction that the CGA was headed. In case any of you are wondering, Elaine had held a top secret clearance when she worked at the embassy in Cairo, Egypt, so security was not an issue.

Auxiliary members are experienced boaters and the USPS Education Department is accepting several of their specific course certifications as parallel to the Seamanship, Piloting and Advanced Piloting courses offered by USPS so let’s welcome them aboard. As two-year members, Elaine and I have made many friends in this squadron and we look forward to many more years of fellowship and sharing of boating safety education. Let’s all continue to work together to promote boating safety education and let us pray for our nation’s leadership as they continue to make difficult decisions in preserving the freedoms we all enjoy in this great country.

The Safety Net

Submitted by

Safety Officer Charlie Cox, excerpts
from article on www.boatsafe.com

(Editor’s note: the lead-in to these tips came from an article about a captain who drowned in full view of land around other boats with a Coast Guard station a half mile away, because the only crew on board did not know what to do.)



Tips that the captain should cover for a mini-briefing of the crew:

- Go over where the life jackets are located so that if the captain gives the order, people aren’t wasting precious time tripping over each other and tearing things apart trying to find them...readily accessible does not mean in a storage compartment in the V-berth under two cases of your favorite beverage.
- Point out the fire extinguisher locations and instruct passengers/crew how to use them
- Conduct a demonstration on how to use the VHF radio. Discuss which channel is the emergency channel and how to pinpoint your location on the GPS (if you have one).
- Show the crew where some of the basic equipment is located—life ring, boat hooks, gaffs, lines, first aid kit...in case they are asked to retrieve them in a hurry.

From the Bridge



THE 2007 BRIDGE EXECUTIVE COMMITTEE 2007

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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

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Cdr. Frank Taylor



Lt/C David Herndon
Executive Officer



Lt/C Carol Jordan
Administrative Officer



Lt/C Patti Price
Education Officer



Lt/C Jeff Batson
Secretary



Lt/C Sheryl LaBoda
Treasurer

WHO WANTS TO BE A VSE?

By Vessel Safety Chairman Kevin Schoonover



Do you enjoy being at the lake? How about being on and seeing various types of boats? What about helping people boat more safely? If you answered yes to these three questions then we want you to become a Vessel Safety Examiner or VSE.

A VSE conducts Vessel Safety Checks. This is a courtesy examination of boats to verify the presence and condition of certain safety equipment required by

State and the Federal regulations. Vessel Examiners are trained specialists and are members of the United States Power Squadrons or the US Coast Guard Auxiliary. They also make recommendations and discuss certain safety issues that will help make boating more safe on area waters.

To become a VSE, you take an online open book test. We supply you with all the information and materials required to pass the exam, a 90% or higher is required. After completing this exam, you are required to conduct five examinations under the supervision of another examiner. After that, you acquire full VSE status and must only complete ten inspections per year to maintain your certification.

Recipients of successful examinations are issued a sticker to be affixed to the vessel confirming their commitment to safe boating. They will also receive a coupon that is good for 10% off safety related merchandise at West Marine.

If this kind of activity appeals to you, contact Kevin Schoonover to arrange training, testing, and certification.

??MARCH PUZZLER ANSWER??

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?

Answer: The former classmate was a woman named Annie.

The Bulletin Board

Boating Safety Week!

We'll be manning the stores on May 19. Charlie Cox, Safety Officer, will have a list of stores and sign-up sheets at our next membership meeting.

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 and they can always be seen on our website!
Thanks, the Editors

Waterlog Thanks!
Thanks to this month's contributors!
Roy Stegall
Douglas Townes
Mike & Beth Guler
Charlie Cox
Ed Troncalli

USPS EVENTS: MAY 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Gulf ICW cruise	2 Gulf ICW cruise	3 Gulf ICW cruise	4 Gulf ICW cruise	5 Gulf ICW cruise
6	7	8	9	10 Excomm Mtg	11	12
13	14	15	16	17 General Membership mtg	18	19 Raft-up—Men cook! Safe boating wk
20 Safe boating wk	21 Safe boating wk	22 Safe boating wk	23 Safe boating wk	24 Safe boating wk	25 Safe boating wk	26 Safe boating wk
27	28	29	30	31		

USPS EVENTS: JUNE 2007

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



Life on the Water

LADIES WHO LAUNCH

By Carol Jordan

The "Ladies Who Launch" are making plans and clearing their calendars for our weekly Wednesday outings on Lake Lanier.

The Ladies Who Launch is a non-threatening day of boating for those who are nautically challenged and/or intimidated by their husbands whenever they are on a boat. We like to boat, snack, swim, have lunch, swim, snack and then go home. Oh yes, (just to say that you've actually learned something useful about boating) we also have a little info lesson on one simple BoatSmart or Seamanship subject, such as how to cleat a line, anchoring, reading lake markers, clouds/weather, safety and emergency procedures, etc. I like to keep it simple, make it fun and look forward to our next time together!

If you would like to be included in our e-mailings, please just let me know, and you will be on the list for the rest of this boating season. If I don't hear from you, we'll miss you...

We meet at Aqualand on Wednesdays. Some of the gals ride together just to make it more fun and share the drive.

As usual, everyone brings something to share such as a sub, pasta salad, chicken salad, cheese and crackers, fresh fruit, desert, etc. And of course, something to drink and plenty of water.

See ya next Wednesday on the dock!

Every day is a great day on the lake!

THE ADVENTURE BEGINS

By Beth Guler

We started our sailing vacation in a rainy downpour in Saint Martin, but sunny skies were not far behind. Power was out in our hotel room, so we expected to get a good night sleep, but the desk clerk had other plans for us. She woke us up around 1:00 am to tell us the power would be back on in a couple of hours.

The adventure begins. The next morning, Mike and I went to the chart briefing. This was our first time leaving out of a French island so we had to listen carefully. Our instruction was in a mix of

French and English, but she was very knowledgeable of the area and gave us many good tips. In the middle of the briefing the power went off again. She remarked that was normal, they usually lost their power when it rained. Luckily the rain stopped and we loaded our sloop, the *Abalone*, and waited for our boat check-out. We were given a very brief rundown on the boat and were each given

tasks. Mike filled out the Captain's paperwork. Beth and Cathy checked inventory and put away groceries. Bob topped off the water tanks. It was approaching noon, and once done, we could leave. We were disappointed with the lady performing the boat check-out as she was not as knowledgeable as the lady in the chart briefing. The print on the oven was worn off and we were having difficulty making sure it worked. We had to find someone else to help us with lighting the oven.

Finally we're off! The channel entrance at Oyster Pond is a pretty tricky one, lots of current, some rocks and reefs and the seas were ranging 8-12 ft. We got to the narrowest part of the channel and the engine died. We tried restarting the engine a couple of times—no luck. The Captain swung into action! "Bob, get on the radio and call Moorings and tell them our problem. Cathy, man the dingy, keep it up close and away from the shoals. Beth, get the dock lines back out and adjust the main sail to keep us off the rocks." It was a very tense 2 minutes until a chase boat came out to rescue us. But no worries - we were successful in keeping off the rocks and were towed back to the dock.

Now it was time for the boat doctor, as they referred to him, to figure out the problem. It only took him a few minutes to see that there was water in the diesel. That's when it all came together and we knew what happened. Mike checked his notes and sure enough during the boat check-out, we were told to top off the water tank on the starboard stern tank and the bow tank. The problem was the stern water tank was on the port side. Bob made the bad assumption that the check-out lady knew what she was talking about.

Three hours later, we set off again. With motor sailing we had just enough time to anchor off Isle Fourchue as the sun set. Unfortunately, it was a very "rolly" anchorage with no time to find a better one. And that ended our first day—the adventure had begun!



The channel at Oyster Pond as viewed from Fife Hill



Sunset at Isle Fourchue



Life on the Water

TOP TEN SECOND THOUGHTS ABOUT FULL TIME CRUISING

By Mary & Roy Stegall - Currently on a Five-Month-Plan.

10. You hear brokerage stories about lemon boats. (And the cost of fixing them!)
9. When it rains, you, your wife, and all the pets are stuck in a single small room below decks.
8. Your kids say you don't need to visit them at college or check on them... "just set up an automatic deposit for the money, and I'll be fine!"
7. If the water depth is less than the length of your keel, you have surely run aground. This isn't just your boat, but your "home"!
6. You pay additional postage, at the first class rate, to have junk mail forwarded to you.
5. When cruising, there are limited choices for women's hair care. You may have to let your husband cut your hair!
4. Your wife asks for the insurance policy info... "just in case" you fall overboard.
3. You want to go shopping? You get out and walk. And walk... and walk... and walk.
2. Boats don't have dishwashers. Cruisers wash the dishes by hand!
1. You have to get rid of 80% of your "stuff". Everything must be sold, donated, stored, or go on the boat. (And only 5% of it will fit on the boat!)

???APRIL PUZZLER???

How well do you know your Captains??? Level one knowledge (more to come!). Name these Captains:

1. Captain of the pirate ship *Jolly Roger* in *Peter Pan*
2. Commander of the starship *Enterprise*
3. Secret identity of Billy Batson
4. Police captain played by Hal Linden
5. Famous Scottish pirate
6. Captain of the *HMS Bounty*
7. Surgeon portrayed by Alan Aida on MASH
8. Bad guy in McDonald commercials
9. His life was saved by Pocahontas
10. Their No. 1 hit was *Love Will Keep Us Together*

STRANGE BOAT

By Beth Guler

Roy Stegall found this strange catamaran-like boat on the internet. The photos were taken in the Port of Ilwaco off the Washington State coast.

It has glass walled cabin suspended over a pair of giant pontoons via tall, spidery legs. The pontoons seemed to be made of rubber, the



steel spider like legs jointed in three places suggests that the boat can be raised and lowered depending on the seas.

There were no boat numbers or names showing on the hull, which made people wonder about the boat origins. Some suggested Boeing may be involved. The crew seemed to be sworn to secrecy and one man stayed guarding the boat at all times.

I wonder how this boat would handle full time cruising, Roy.





Life on the Water

MAN OVERBOARD PROCEDURES FOR PLEASURE CRAFTS

By Andrew Postell

Due to a recent sailboat racing accident this article was written by a member of the Barefoot Sailing Club. Falling overboard can happen to anyone, and you need to be prepared when it happens .

1. If the weather is rough, especially during early spring when the water is also cold it is recommended that you wear life jackets.
2. You need a designated spotter. That person will not take their eyes off the person that falls into the water for any reason. Decide who this is to be before setting out, but have a backup in case your spotter is the one who falls overboard.
3. If you are the person in the water, try to stay calm and turn your back to the waves to avoid “water intake.”

Without An Engine

A simple way to recovery is to:

1. Put boat into an "apparent" beam reach (burgee across the boat). Allow yourself some sea room to maneuver and get yourself organized to recover the person from the water.
2. Tack and sail on the opposite beam reach (person in water now on Weather bow).
3. Approach on a close reach easing the sheets in the final stages. Leeway will increase as you slow down - allow for this.
4. In a larger boat it is easier to come alongside to windward of the person in the water and make the recovery over the leeward side.
5. In a dinghy, come alongside to the leeward of the person in the water and make the recovery by he weather shroud.

With An Engine

To stay as close to the person in the water as possible:

1. Come up to wind and tack, leaving headsail cleated so that boat stops hove to.
2. Throw a heaving line to the person in the water, if in range and haul alongside.
3. If not within heaving line range:
 - start the engine
 - lower or furl the headsail
 - sheet the main sail amidships.

Ensure there are no lines or sheets lying loose on deck or overside that could foul the propeller.

4. Motor to leeward of the person in the water and approach him/her head To wind.

LAKE LANIER DAYMARKS

By Douglas Townes (Part 2 of 4 part series)

In last month's Aid to Navigation (ATON) article we showed a green, square daymark with a “3” in the center and a red, triangular daymark with a “2” in the center then finished with two questions:

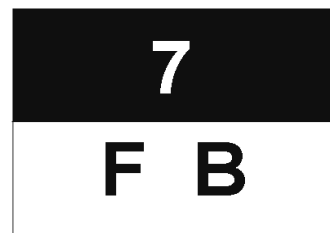
1. Are these two daymarks close to Buford Dam or closer to Gainesville and why?
 2. If you are headed upstream (upriver), which side of your boat do you keep these markers on and why?
- In this month's article we will answer these two questions as well as discuss more Lake Lanier daymarks.

In the US Aids to Navigation System (formerly Western Rivers Marking System), red daymarkers, lights, and buoys mark the starboard banks and limits of channels as vessels "return from sea" or proceed upstream. Green daymarkers, lights, and buoys mark the port banks and limits of navigable channels while going upstream.

When traveling downstream, river banks are named "right" and "left". The right bank has green aids and the left bank has red aids, thus the west bank of the Chattahoochee is its right bank and it has green aids. To avoid confusion, commercial river traffic often calls the right bank the right descending bank and the left bank the left descending bank, expressed in this way, the terms leave no room for doubt. In question # 2 we are headed “upstream” so the # 3 green daymarker would be on our left or port side and the # 2 red daymarker would be on our right or starboard side.

Daymarker/buoy numbers increase as one travels up stream from the mouth of a river or stream. The number on a daymarker corresponds to the same number of the marker/buoy on a chart. Therefore daymarkers also help a vessel operator locate his/her position on a chart. The answer to the first question would be “Buford Dam” since a dam acts like a river “mouth” in closed basin lakes like Lake Lanier. The # 2 and # 3 Chattahoochee markers would be closer to Buford dam than to Gainesville.

Here is another marker on Lake Lanier:



Why is this marker black? Are these markers to be treated as “red” or as “green”? What do the letters mean?

Be sure and read next month's ATON article for the answers

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



AFTerthoughts

TIME FOR A BIGGER BOAT?

By David Herndon

When is it time to buy a larger boat? (I almost wrote “When is it time to think about buying a larger boat?” but I changed the text on the premise that an avid boater is always thinking about something bigger. And all this assumes that the audience here is a community of avid boaters.)

The first consideration is the condition of the current vessel. When your boat spends more days unable to leave the slip or in the repair yard than out on the water, it’s probably time for a replacement. If you’re going to replace the boat, you might as well upgrade while you’re at it. That 25-footer with the cramped cabin, tiny head, non-functioning air conditioner and cantankerous trim tabs could become a spacious and comfortable 30-footer with all the amenities you’ve always wanted in no time at all.

But what if the current boat is in good repair, fully paid for, and running like a charm? What possible justification could there be to replace it? Well, maybe you’re a sailor and have decided that power

boating is really your calling, or vice versa. Or perhaps that pontoon that was so much fun when the kids were smaller just doesn’t fit the bill any more. Maybe the time you spend living on the boat suggests moving up from cruiser to houseboat.

The underlying premise of this article is that life is too short to spend it in the wrong boat. Like that favorite pair of Docksiders, the boat has to fit comfortably and perform reliably.

Then there’s the financial part of the equation. We all know that using the words “boat” and “investment” in the same sentence could be symptomatic of a psychological disorder that has a hard-to-pronounce name. If you’re thinking about a bigger boat, recognize up front that you’ll have to pay for it with Boat Dollars – you know, that pool of funds that has to always be available, but which doesn’t count.

So when is it time to buy a larger boat? I think the answer is: “you’ll know when you’re ready....” or when your spouse finally agrees.

Happy boating!

David and Lisa Herndon
Atlanta, GA

