

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®



**Cardboard Floats!...
or maybe not**

**Whether to Weather
the Weather**



Arriba! A Fiesta

Visitors Coming

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The Waterlog

The Waterlog is published at least 6 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:-

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Cover photo by Pamela and Mark Pfaff

Commander's Corner



Cdr. Frank Taylor, P

How Are We Doing?

Recently a report was released showing the membership trends of the United States Power Squadrons over the past several years. There was good news and not so good news. The not so good news was that the overall membership of the USPS has been steadily decreasing.

The good news is that the Atlanta Squadron and District 17 have performed better than other districts and squadrons. While District 17 has managed only a minor decrease in overall membership, the Atlanta Squadron has actually had a membership increase in recent years.

As I ponder over these statistics a few questions come to mind:

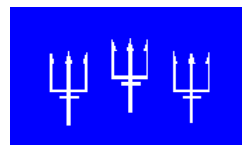
What makes our members join the squadron in the first place and what makes them stay? What make some leave?

The United States Power Squadrons is charged with several tasks. Amongst them, the tasks of serving the public with programs such as Boat Smart and the Vessel Safety Checks. It is also important, however, that the squadron be able to adequately serve its members. We have an abundance of educational programs and social activities that give members the chance to learn and get involved in the world of boating. But how are we really doing? After all, if we cannot serve our members well, we ultimately lose our ability to do anything.

I'd like to hear from you about what aspects of the squadron appeal to you. Why did you join? What do you enjoy about the squadron and what do you feel needs to be improved? It is imperative that we know that we are on the right track to keeping our members happy. Obviously, we can't implement every suggestion but we do need your feedback. The next time you have a few minutes on your hand, send me an e-mail at commander@usps-atlanta.org or send your comments via snail-mail to my address as listed in the roster.

I look forward to hearing from everyone.

Frank



Squadron Happenings

THE COMMANDER'S LAKESIDE EVENT

About sixty members in ten boats attended the Commander's party held at the lakeside home of Ed and Genie Troncalli. Everyone enjoyed great food and camaraderie.



And they're off! The starting line of the Cardboard boat race is not without it's share of dramatic launches



"Help Me" takes an early lead as "Pretty in Pink" and "Trolli's Tug" battle for second place

The highlight of the day was the annual Cardboard Boat race. Five strong vessels battled for the finish line, representing weeks of work - or in some cases, a couple of hours that morning. The course was tough, even provoking one combatant to snare a buoy and drag it to the finish line behind him.

The awards were as follows:

- The Titanic Award (most spectacular sinking): a tie between *TJ's Toy* (TJ Convery) and *Soiree* (Norm Oien)
- The Bristol Award (best appointed, complete with ship's papers and a cupholder) - *Trolli's Tug* (Ed and Ryan Troncalli)
- The Phoenix Award—(kept sinking and coming back) - *Soiree* (Norm Oien)
- The Avis Award (came in second but tried harder) - *Pretty in Pink* (The Ladies Who Launch)
- The Perseverance Award (never gave up) - *TJ's Toy* (TJ Convery)
- First to the Finish and Grand Champion - *Help Me* (Frank Taylor)

(More pictures on page 5)

Tied for most spectacular sinking: Right, Norm Oien in "Soiree", and below, TJ Convery in "TJ's Toy". Norm had a positive attitude from the start, bringing a water jug to marked "Here Lies the Soiree"



GET READY TO MEET THE LAKE MURRAY SQUADRON!!

The Lake Murray Power Squadron will arrive on August 10 with ten boats to enjoy the waters of Lake Lanier for the weekend. The Atlanta Sail and Power Squadron is planning a burgers and brats cookout on a beach on Saturday afternoon, August 11, and has challenged the visitors to a water war.... But we may have worthy competitors, as this club averages 100 members at any given meeting and has cruises planned nearly every week during the summer, including a raft-up called the Log-Jam which has been known to have more than 100 boats! There will definitely be lots of fun boat stories and new friendships to be made so don't miss the Saturday afternoon event. We need volunteers to help stake out a lovely venue Friday night if possible because you know how those good coves get away on Saturday. Look for more details in upcoming DR issues. Get your water cannons ready!



The Lake Murray Power Squadron at their annual Log Jam raft-up

BOAT SHOW DATE CHANGES

The dates of the summer boat show have been changed from July 27 - 29 to August 3 - 5 and it will now be at the North Atlanta Trade Center. If you have already signed up to volunteer, contact Glenn LaBoda to get a new time slot. We can still use additional volunteers as well.

START PLANNING FOR FALL CLASSES

Fall classes will offer Seamanship, Advanced Piloting, Sail and Junior Navigation (tentative). Make your plans now and contact Patti Price with any questions.

Squadron Happenings

THANK YOU FOR “PRETTY IN PINK”!!

By Kevin Schoonover

About a year ago, Teresa presented me with a request to assist the Ladies Who Launch with the design and construction of a cardboard boat for the annual race. I was impressed and flattered that I would be asked to participate in such a process and readily agreed. To make a long story short, it is obvious to say that the next 6-8 months was difficult and trying for the Schoonover family, however, I know that Teresa would have wanted me to continue the work at hand.

The result was the “PRETTY IN PINK” entry in the most recent race. While we didn’t win the race, we did bond, have fun, eat lots of food, learned a great deal about power tools, worked hard, and eventually reached our goal! The boat was great and so were all the people who participated in its design, construction, and piloting.

Thank you for allowing us to be part of the team!

Sincerely,

Kevin, Jaime, Allison, & Valerie Schoonover.



Sombreros and Mexican flags abounded and Curley Litke even showed off his new doggy goggles called “doggels”.



Above, The Ladies Who Launch and designer Kevin Schoonover built “Pretty in Pink” as a group effort. Their vessel won the “Avis Award,” for coming in second but always “trying harder.” Below, Kevin Schoonover receives the Avis award from Carol Jordan, Administrative Officer and founder of Ladies Who Launch



LOTS OF OPPORTUNITIES TO BE ON THE WATER

By Patti and Doug Watson, On-Water Chairpersons

The Squadron took it South of the Border with a Refried Raft up on July 14. Eleven boats, 29 people, 4 dogs plus 1 visiting houseboat from the Music City Squadron enjoyed a variety of delicious Mexican dishes.

Tim and Barbara Tyson arrived on their new boat, "Gideon", decorated in keeping with the theme for the day. A salute to the new Captain and his First Mate for a fine first Raft up!

August brings the Lake Murray Squadron to Lake Lanier. We will greet them on Sat Aug 11, with a raft-up with a social time on the beach (Same location as the Mexican raft-up). Prior to the raft up, a water fight is planned, so get ready, ASPS wants to win this on!!

On Aug 18, we will have our scheduled raft up. The theme will be a Hawaiian Luau. Mark your calendars. Details to follow

Fall River Cruise DATE CHANGE, Oct 19 -21, Guntersville AL to Joe Wheeler Park (west of Decatur, AL.) This will be a very exciting trip. Let Patti and Doug know if you will be coming. This promises to be a trip you don't want to miss.

Joe Wheeler State Park



Squadron Happenings

WHETHER TO WEATHER THE WEATHER?

The July membership meeting featured special guest speaker Brian Lynn with the National Weather Service. The service covers 96 counties in central and northern Georgia and utilizes information from 1200 weather balloons sent up twice daily worldwide, with 96 in the U.S. alone. Information from the balloons on temperature, moisture, pressure, as well as wind speed and direction are fed into computer models to produce forecasts, warnings and climate data which are transmitted through a number of Weather Service products such as www.weather.gov. That weather information on the lower numbered channels of you're your VHF radio comes from one of NOAA 16 radio transmitters across north and central Georgia plus two radars.

The Southeastern River Forecasts cover 300 river locations, using rainfall amounts from rain gauges and radar-derived precipitation estimates. Mr. Lynn showed videos of the impacts of flash floods, which can take place in minutes or hours, versus river floods, which can last from hours to weeks.

Thunderstorms are produced by moisture, lift (caused by warm weather) and instability (changing temperatures as the sunshine heats the earth).

Brian's parting advice included, "learn the signs for advance notice. Mother Nature can be fierce, but she almost always gives you signs if you pay attention."

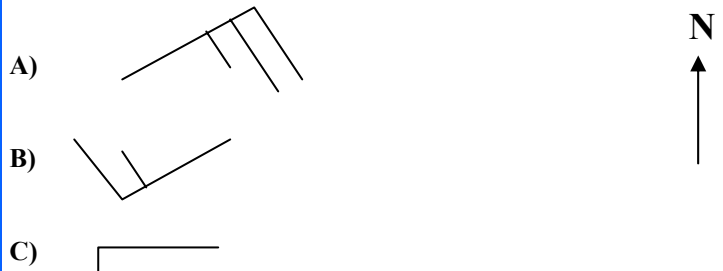
Greg Clark, in charge of public relations for the Atlanta Sail and Power Squadron, published an article in Lakeside on Lanier's July issue entitled "Weather or not to go boating out on the Lake." It included some very helpful lessons on recognizing some of the signs of Mother Nature, including the scientific reasons behind the old adages "Red sky at morning, sailors take warning; Red sky at night, sailor's delight" (due to bending of light in the atmosphere combined with dust from downward air pressure) and "mare's tail and mackerel scales make tall ships take in their sails" (cirrocumulus clouds indicating an approaching warm front and the onset of rain.) . To quote Captain Clark, "Red sky at night indicates that there is a downward pressure of airflow creating a high-pressure area...the sun's rays are split into the red spectrum. Typically fair weather will follow the next day."



The *AFTerthoughts* in this issue gives advice on handling an approaching storm. The common theme in our speaker and our writers is one of caution, awareness and reaction. Squadron raft-ups have turned from fun to damage and danger in minutes. Don't mess with Mother Nature.

???JULY PUZZLER ???

What do each of these wind symbols stand for on a weather map? (*Hint: wind direction and speed*)



Barbara and Tim Tyson receive the Flag Lieutenant's burgee from Commander Frank Taylor. The Tyson's are now proud owners of their first vessel, the noble "Gideon," whose former owners are now about to sail the seven seas (see "Where's Rapid Roy" on page 8)

Commander Taylor receives the award for First to the Finish Line in his boat the Help Me!



The final remains of "TJ's Toy", above, and "Soiree", Right



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		

MEET THE D17 DISTRICT COMMANDER

(and recently joined ASPS member!)

D/Cdr Janice Owens



Where did you grow up and how did you become interested in boating? I grew up in high Southern Hills (might have been close to Butcher Holler) where the corn grew tall and the county was "dry". No lakes or rivers were within miles and I never put my feet on a sailboat until I met Ben. But meeting Ben is another story within itself! Soon after I met Ben, he insisted we "go on a log race". I immediately thought of people standing on tree logs floating in the water, racing each other to get the logs to the paper mills like the TV series, *Here Come the Brides* in Seattle! So that's what I knew about the United States Power Squadrons and their innards. Since Ben had been sailing for many years and had a passion for boating and USPS, I knew right away I needed to learn some things or I would be left behind. That was not part of my plan, so I began going out boating with him and learning so many things. Twelve years later, here I am and happy I made those decisions.

Tell us about your interests outside of boating. As soon as I finished high school, I moved to Birmingham to begin a career in nursing. During the following forty years, I worked in various nursing specialties, but my last fifteen years in the profession were spent in oncology and hospice. Hospice will always remain close to my heart.

What are your plans this year? I still have the class of "N" facing me, but that has been put aside until my Watch as your district commander is finished. This year I am simply too busy and having too much fun to get into a "N" educational class with Herman Green; we'll save that fun until next year! In the meantime, we will be going out on our Logan Martin Lake in our cruiser *Meteora*, or slipping into bird rookeries in our little electric boat with Muffin, The Dog Who Owns Us.



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

VESSEL SAFETY CERTIFICATION UPDATE

By Kevin Schoonover, VSC Chairperson

The ASPS Vessel Safety Examiners (VSE's) have been busy this spring. As of June 30th, we have completed almost 30 inspections. In addition, we have completed the certification of P/C Ed Troncalli, SN, to the ranks of VSE and recertified Jim Lott.

We expect a busy 4th of July weekend with lots of people on the water and a need educating the public on safe boating. Our goal for this year is to break the 100 inspection mark!

If your boat still needs an inspection, give one of our inspectors a call or email them. They are listed in the roster.

The Bulletin Board

Save the Squadron Money!

Please pick up your roster and CD at the general meeting.

The CDs will not be mailed except for those folks that require mailing of the paper roster.

Don't Miss Jeff Wise's GPS seminar at the Boater's World in Duluth on Saturday, July 28th at 9 am

THANKS AGAIN

To Ed and Genie Troncalli for their generous hospitality in hosting the 2007 Commander's party and Cardboard boat race

Waterlog Thanks!
Thanks to this month's contributors!

Mike & Beth Guler
Kevin Schoonover
Tim Chitwood
Glenn Cowham
Pam Napier-Pfaff
Patti Watson
Roy Stegall

Mark your calendars for the Fall Tennessee River Cruise!
October 19-21
Guntersville to Joe Wheeler State Park

USPS EVENTS: JULY 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12 Excomm Mtg	13	14 Raft-up
15	16	17	18	19 General Membership mtg	20 Watts Bar Invitational, TN	21 Watts Bar Invitational, TN
22 Watts Bar Invitational, TN	23	24	25	26	27	28 GPS seminar @ Boater's World 9 a.m.
29	30	31				

USPS EVENTS: AUGUST 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3 Boat Show @ N. ATL Trade Ctr	4 Boat Show @ N. ATL Trade Ctr
5 Boat Show @ N. ATL Trade Ctr	6	7	8	9 Excomm Mtg	10	11 Lake Murray Squadron at Lake Lanier
12	13	14	15	16 General Membership Mtg	17	18 Raft-up
19	20	21	22	23	24	25 Boat Smart @ Sunrise Cove 8:30 a.m.
26	27	28	29	30	31	

General Membership Meeting at **Aldo's Restaurant at 6690 Roswell Road in Sandy Springs, GA**

ExComm Meetings at the Hickory House, 5490 Chamblee-Dunwoody Rd, Dunwoody, GA



Life on the Water

HOW WOULD YOU LIKE TO DOCK THE TITANIC?

By Kevin Schoonover

Docking the Titanic and many other on the water challenges await you in a new PC game I recently found while browsing through Boating Magazine. A free demo of ShipSim2006 can be downloaded by going to www.shipsim-secure.com. The demo shows a list of over 40 adventures available with the full program including:

- Tugboat Trip In Rotterdam
- Titanic To The Shipyard
- NYC Patrol Boat
- NYC Power Boat Trials
- Yacht Cruise Around The Islands

The demo allows you to play NYC water taxi for free. In the scenario, you pilot a twin screw water taxi from the home dock to several other docks to pick up passengers, all the while having to negotiate the busy harbor of NY. While the game is not overly thrilling with respect to special effects, I did find it to be relatively realistic in controlling a twin screw vessel. The game includes GPS, Chart, and Compass data to help you navigate from point to point. It also keeps track of hull damage you incur with every arrival, so don't try to force yourself onto the docks!

A new version of the game is due out in mid-July (Ship Simulator 2008). The approximate cost is \$20.00.

WHERE'S RAPID ROY???

By Roy and Mary Stegall

Mary and Roy are retired, and living in a dumpy trailer park in Florida. OK, it's temporary... but it's the truth! We completed the sale of our home, and in the same week we made an offer by on an Island Packet sailboat in Florida. We loaded a U-Haul trailer, and took our personal belongings with us, and checked into a one month rental at a trailer park in North Fort Myers. This will be our transition stay as we have a survey and sea trials on the boat, and finalize the purchase. A trailer park in Florida! Aaaaarrgghh!

The highlight of the past week was the sea trial. We were on the water just briefly, to test the engine, autopilot, and inspect each of the sails. Still, there was joy in our hearts to be out on the water. The boat performed flawlessly, and the surveyor found only minor problems. It's all a "GO" from here. The boat is currently in the yard for a bottom job and to compound, buff, and wax the hull. We might as well start out right!

Here's some photos to prove we haven't yet dropped off the face of the earth. We're just in a holding pattern, very close to the edge. The trailer park is close enough to the end-of-civilization that we can see it from here. (Smile!).

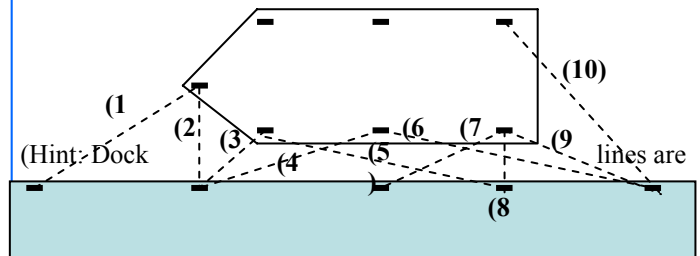
For more information and photos, see our story on the Windsong web site. www.windsongsail.com



Roy and Mary Stegall

???)JUNE PUZZLER ANSWER???)

Name the dock lines.



generally named first by their direction, then by where they fasten to the boat, then by the type of line. All three elements may not be included.)

- | | |
|-----------------------|---------------------------|
| 1. Bow Line | 6. After Spring |
| 2. Forward Bow Breast | 7. Forward Quarter Spring |
| 3. Forward Bow Spring | 8. After Quarter Breast |
| 4. Forward Spring | 9. After Quarter Spring |
| 5. After Bow Spring | 10. Stern Line |



Life on the Water

NEVER BE TOO SURE ABOUT BOATING SAFETY

By Tim Chitwood and Glenn Cowham, District 17

Sometimes you miss the boat. Sometimes the boat misses you. And sometimes you're lucky if the boat misses you.

A boater on West Point Lake was lucky his boat didn't boomerang on him after he let go of the wheel at three-quarter throttle and was thrown overboard.

To drain rainwater from the boat, he went back to pull the plug while the boat was under way. But when he let go of the wheel, it turned on him. And over the side he went. Man overboard. When the man overboard is the only man who was on board, he's lucky he doesn't land to starboard if the empty boat swings to the right. This man got clear of the boat and swam about 100 yards to shore. By then his wife had reported the mishap.

"The man had told his wife, 'Take the boat trailer around, and I'll bring the boat over there and we'll load it,' " Park Ranger David Barr said. "Well, when the wife came around to the boat ramp, she looked out and all she saw was this boat with nobody in it spinning around in circles."

And that's where it was when park rangers arrived: circling on the water. NOW WHAT?

So here's a question: How do you handle a boat unmanned?

- (A.) Shoot it until it sinks.
- (B.) Go out in another boat, throw a line to hook the loose boat, tie it off and watch the tethered boat ram you when the slack runs out.
- (C.) Summon Spider-Man to ensnare the boat in his web.
- (D.) Sit and wait for the boat to run out of gas.

If you guessed "B", nice try. Sometimes you can throw a line that tangles the propeller and stops the motor, if you get the rope in the right place.

After the evening accident on West Point Lake, authorities chose "D."

The unmanned boat sputtered out of gas in about half an hour. "That boat probably wasn't going in any more than a 25- to 30-foot radius," Barr said. "The guy said he had just put gas in the tank, so we were like, 'Golly, we're going to be here all night.' But it was one of those portable tanks, so within 40 minutes it had burned all the gas up."

CLOSE CALLS- -That was just one of three close calls out on the lake that week. In other incidents:

- On April 5, a man launching his boat about 3 p.m. noticed the motor wasn't running well and the engine was smoking. When he pulled the cover off the engine compartment, boom! An explosion threw him against the boat's console, Barr reported. The man got the boat back to shore, but it burned. He was bruised and some of his hair was burned off.

- Also on April 5, about three hours later, a big wave caught and capsized a 22-year-old man's 12-foot johnboat, which immediately sank. He had to tread water for 15-20 minutes as rescuers from shore rushed out in another boat, Barr said. The man was treated at West Georgia Medical Center for hypothermia and exhaustion.

None of the boaters wore a life vest, and the one whose boat capsized came close to drowning, Barr said: "When the rescuers got to him, he had actually started to go under water. They had to reach into the water and pull him out. Had they been 15 seconds later, they probably wouldn't have been able to see him. Under Georgia law, anyone age 12-15 must take safety classes to operate certain watercraft, including jet skis, while unsupervised. Under Alabama law, boaters must pass a test to get a license. Taking this class exempts Alabama residents from that test. This class is good because it allows you to operate a lot of different things unsupervised, but the best thing is it teaches you what the laws are, what the buoys mean, who has the right of way," Barr said.

Cpl. Brent Railey, a DNR enforcement officer, said "One common mistake boaters make is neglecting to check their equipment. This time of year, the biggest problem we see is people getting out there with boats that they have not inspected before they put them in the water. Some forget to replace old gear, and don't realize a vital piece of equipment is missing or damaged until they need it. One of the things that we see a lot of, if it's an inboard-outboard, is checking that gasket that's around the boat and the motor, because those things will dry-rot on you. Every year, we have several people, when they slow their boat down, the backwash will hit that thing and just collapse it, and the whole boat will sink. Also, parents need to remember that an adult life jacket won't fit a small child, and any life jacket that's rotted or frayed needs to be replaced: The floatation's going to rip out of it, and you might as well not even have one."

Though Georgia requires the safety course before those 12-15 years of age can run a boat or jet-ski without adult supervision, once you reach age 16, "you're wide open," Barr said. "You don't need any safety course or anything. Isn't that wild? It's kind of scary."



AFTerthoughts

KEEP AN EYE ON THE WEATHER

The Fourth of July has come and gone, and we're in the midst of another summer. So far, it's been a dry one. The lake levels continue to fall, with Lake Lanier down more than four feet since spring. At one point, Lake Lanier was falling at a rate of two inches per day.

Fortunately, we seen some rain recently—not enough to make up for the substantial deficit, but enough to stem the rate of drop somewhat.

A little rain shower should not interfere with a good day on the lake. In fact, I kind of enjoy buttoning up in the cabin and waiting out a shower with some good music on the stereo and a good book or the Sunday New York Times.

But passing showers are different from thunderstorms. I'll do whatever I can to avoid being on the water in a thunderstorm. Lightning is the major concern, but the winds that usually accompany these summer storms should not be taken lightly.

Pay close attention to the skies around you, especially the western skies and especially between mid-afternoon and early evening, when on the water. Suspicious cloud formations should trigger you to monitor the weather channels on your VHF. If there are storms in the area, try to get back on land or in your slip before they arrive.

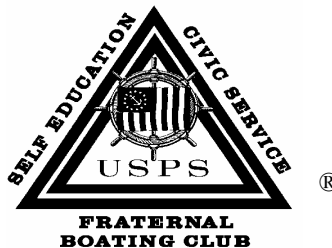
If you find yourself on the water facing an approaching storm and unable to

get to your dock, the following should steps should be followed:

1. Put on your PFD and insist that all passengers and crew do likewise. Get your foul weather gear ready.
2. Turn on navigation and running lights.
3. Slow down! Visibility becomes all but impossible during a storm. Have your crew keep lookout in all directions.
4. If possible, find a cove that is sheltered to the west, but any cove will do. The idea is to get out of the main channel, away from other boat traffic, and into an area that's as sheltered as possible.
5. If weather permits, drop an anchor and put out extra scope, but make sure the wind won't swing you onto shore. Ensure the hook has a good set.
6. Turn off your nav lights, but make sure your anchor light is on.
7. If anchoring is not possible, keep the boat's bow into the wind
8. Whether anchored or not, keep the engines running to enable you hold your position in the wind.
9. Wait it out.

Fair skies—and happy boating!

David and Lisa Herndon
Atlanta, GA



STAMP

