

Official newsletter of the  
Atlanta Sail and Power Squadron

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# WATERLOG

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

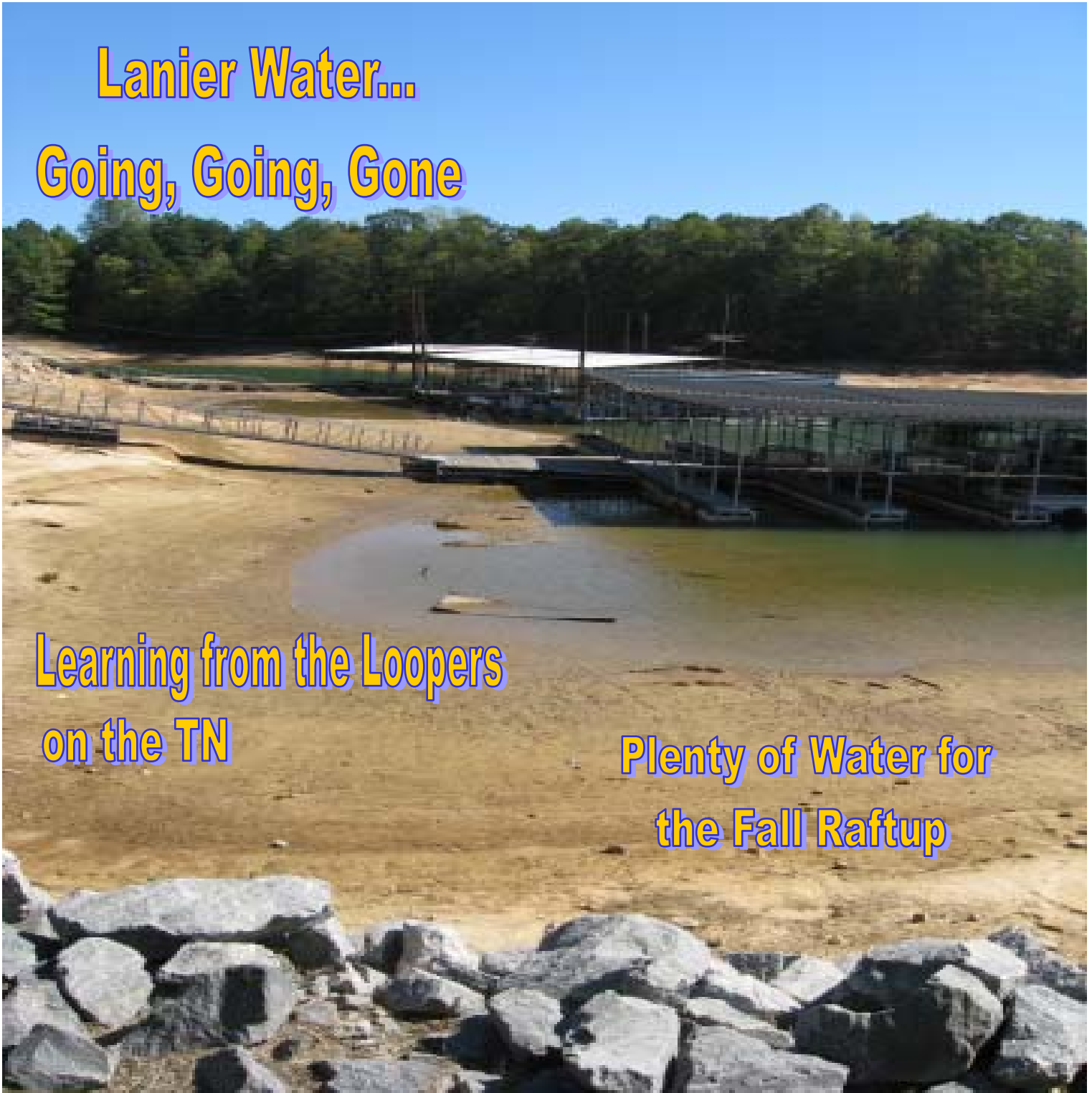


## Lanier Water...

## Going, Going, Gone

## Learning from the Loopers on the TN

## Plenty of Water for the Fall Raftup



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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 helped with production of this month's Life on the Water section**

**Please send comments and suggestions to:-**



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Cover photo by Lisa Herndon—UYC vacated docks on Lake Lanier

Commander's Corner



*Cdr. Frank Taylor, P*

A few things to think about when lake levels are low

Sometimes it is easy to take our enjoyment of our waterways for granted until we experience drought conditions like we have today. While we can't control how much rain we get over the next several months, there are a few things that we can do and think about during these dry times.

First of all, there is the obvious thing – conserve water. This starts with obeying the water restrictions that are already in place. While these restrictions deal with outdoor water use, you should also think about conserving water indoors as well. Try taking shorter showers, recycling dish water or washing machine water to water the plants. Maybe it is time to fix that leaky faucet or toilet as well.

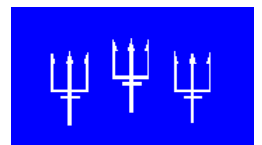
Secondly, with the water being low, it is a great time to clean up some of that trash around the lake edge. Yes, there was a shore sweep a few weeks ago but there are still some areas along the shore that still have debris waiting to be picked up. The next time you head to the marina, take a look around your dock to see if there are a few items that you can pick up. If you live on the lake, this is an opportune time to clean up around your own dock.

Also, if you are on the lake during these low water times, as Charlie Cox would say, “watch your bottom”. There are many people that have already hit bottom because of shallow water. Be careful and do not add to the statistic. Stay in areas that you are familiar with or that are known to be deep enough for your boat. If you do not have a depth finder, now may be a good time to buy one.

Lastly, now may be a good time to take a spin on the lake. Why, you may ask? I remember the year I bought my boat. It was 2002 and the lake was low. Not quite as low as it is now, but it was low. My first experience on the lake was at a time when all of the shallow spots were exposed and I was able to see where they were. When the lake was back to normal, I still remembered where those spots were and that knowledge has been helpful. So, consider taking your own low water cruise on the lake now. You may find it enlightening.

Happy boating

**Frank**



# Squadron Happenings

## OCTOBER RAFTUP FINDS WATER

Eight boats found their way to the October raft-up with smooth waters, warm weather and bright blue skies. There was plenty of depth in the cove near Holiday Marina and everyone enjoyed seeing familiar faces and meeting new members. Nan Putman displayed her Oktoberfest flag and Ed and Jean Schwartz made their first raft-up of the year as they prepare to move down from Upper New York for the winter. As always, there was plenty of food and a wide variety of libations



*Left, Wayne Flanagan and Faith Olsen arrive at the raft-up aboard Sheer Pleasure. Below, everyone enjoys congregating on the boats*



## OCTOBER MEMBERSHIP MEETING WELCOMES CRUISER GUIDE CLAIBORNE YOUNG

At the October meeting, Cruiser extraordinaire Claiborne Young brought valuable updates and tips for cruising the Carolina coastline. Claiborne continued to lament that the Georgia coast is by far the worst maintained state on the ICW and that, while there was funding supported in the Senate, boaters needed to actively solicit support from their Georgia Congressmen who have not been active on the subject or the Georgia ICW may become impassable in the next few years. Claiborne's website Cruisers.net now features videos of the 6 worst passages of the Georgia and Carolina coastline so you can view the exact approach. He autographed copies of his newly updated *Cruising the South Carolina and Georgia* coast for members who purchased copies.



*Claiborne Young autographs cruising guides*

## SAVE THE DATE FOR THE HOLIDAY PARTY!

The holiday party will be on Saturday, December 22, at Kurt's Restaurant, 4225 River Green Parkway in Duluth. This is a change from the date listed in the Roster. The invitations will be mailed to each member in November.



## CROSSING OF THE BAR

Paul and Edy Marsal lost their beloved 46 year old daughter, Lynn Mathewson, after a courageous battle with non-Hodkins lymphoma. Lynn was an attorney in Georgia, working for HUD and for the inspector general and had recently completed her post graduate teaching certificate. She is survived by her parents, her husband, Terry, twin 6 year old sons, her brother and two sisters. Our heartfelt sympathy goes out to the entire family.

# Squadron Happenings

## LEARNING FROM THE LOOPERS ON THE TN

Well, anyone who says that cruising is not an adventure and always a learning experience obviously hasn't joined one of the multi-day cruises with the Atlanta Sail and Power Squadron! Six boats, twenty-six brave souls and three dogs participated on the cruise that began in Guntersville and wove its way down the Tennessee River to the beautiful lodge and marina facilities of Joe Wheeler State Park. The Squadron shared the marina with the Great Loop Association's gathering, enjoying the beautiful "Loop" vessels and learning from information sessions and informal discussions.

*Norm Oien and his adoring ASPS ladies*



*Everyone enjoys an informal gathering against the beautiful backdrop of the Joe Wheeler State Park marina*



*Who says you can't mix pleasure with pleasure on an ASPS trip?*

The trip was a learning experience for those trailering for the first time (sorry about the close encounter with the car carrier, *Pokie-Dot Girl!*) and as always, when things don't go as planned, members found much support and assistance from their fellow voyagers and friends. Doug and Patti Watson performed their supreme juggling brilliance managing changes of rooms, slips, cars and boats in order to make sure everyone had a place and a lot of fun. A group of six golfers crept away Saturday morning to enjoy the fall morning on the golf course and everyone refreshed their dreams of longer journeys and caught their breath at the beauty of the Loop adventurers leaving in the early mist.

*Enjoying the bridges of the Tennessee River and the early morning mist*



# Squadron Happenings

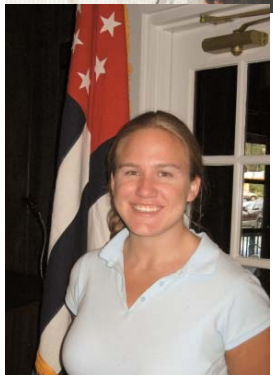
## WELCOME NEW

### MEMBERS

David Taylor and Susan Beabes  
 Stephen and Marla Hendrix  
 Kim Gilbert and Gabrielle Gilbert  
 Carol Agendas



We hope our new members will try everything: classes, membership meetings, raft-ups and special social events. Members will welcome you and encourage you to get involved!



*Welcoming new faces at the general meeting! Above right, Steve and Marla Hendrix; above Left, Beverly Hanson; lower left Carol Agendas- Right: Julia Haas*



*Above, Cdr. Frank Taylor answers questions at the new member's orientation, which was followed by a Low Country Boil in honor of this year's course instructors. Left, Chef Jim Jordan mans the Low Country Boil*



## ???SEPTEMBER PUZZLER ???

### Boating Courtesy

1. When overtaking a slower boat in a narrow channel, you should
  - A. Swing wide and pass the other boat as rapidly as possible
  - B. Slow down to the other boat's speed and wait for him to turn away
  - C. **Slow to a speed sufficient to pass, but to minimize your boat's ambient wake. Hail the other vessel, indicate which side you'd like to pass and ask permission to pass**
  
2. While cruising down the lake, you encounter several sailboats all headed in the same direction, indicating a regatta in progress. You should:
  - A. **Stay well clear to ensure your wake and "wind shadow" do not affect the race.**
  - B. Maneuver your way carefully through the fleet, observing proper rules of the road.
  - C. Because the lake is a public asset, there is no special consideration given to private regattas.
  
3. When approaching another boat, or group of boats, to raft-up
  - A. Hail the other boat(s) , tell them where you plan to tie up and wait for them to deploy fenders and lines.
  - B. Always tie up to your port side.
  - C. **Hail the other boat(s) to determine where to tie up, and rig fenders, and bow, stern and spring lines on the appropriate side of your boat.**
  
4. When cruising in a group
  - A. Ensure that the group maintains the highest possible cruising speed
  - B. **Be aware of the cumulative wake of your fleet and its potential effect on other vessels and floating docks**
  - C. Always put the smallest boat in the lead.



*Left, Ed Troncalli's dock earlier this year in June; Below is the same area high and dry*



# 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*



*Lt/C Patti Price  
Education Officer*



*Lt/C Jeff Batson  
Secretary*



*Lt/C Sheryl LaBoda  
Treasurer*

## ROSTER UPDATE COMING

*By Lt/C Jeff Batson, P  
Secretary*

Soon you will be receiving, or you may have already received, a letter concerning the updating of your personal information for the 2008 roster.

Previously, we maintained a roster independent from the information maintained at National Headquarters. The information maintained at National Headquarters is much more comprehensive from the information maintained locally. Often, either the information maintained nationally, or the information in our local roster, was incomplete or in error. Often, your information was correct in one database, but incorrect in the other. Reconciling the two databases each year was a cause of more error, or at least a lot of frustration.

For 2008, we will use the information maintained at National Headquarters as the source for the production of the printed roster used locally. Therefore, we need to verify that this information is correct and complete.

We have generated a printout of some of your personal information, such as address, boat name, email address, home port, etc. and have begun the process of mailing this information to you. We asked that you review the printout, make any additions, deletions, and corrections, and then return it in the enclosed stamped envelope.

We will then make the necessary corrections to the nationally maintained database, and later use this database to produce the printed roster early in 2008.

Thank you in advance for taking a few minutes when your letter arrives to help make these records more complete and accurate. Please mail your corrected printout by November 1.

## ???OCTOBER PUZZLER ???

Mr. Gray, Mr. Black and Mr. White are on the same dock. Each have boats that are the colors of their last names, although no man's boat color matches his name. Mr. Gray asks the man with the white boat if he likes Black, but cannot hear his answer.

What is the color of each man's boat?

# The Bulletin Board

**Squadron Auxiliary Lunches**  
@ Northlake Steak and Ale

Nov 7  
Dec 3

RSVP to Norma Van Nostram or Nancy Leathers

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

**2007 Parade of Lights**  
Dec 1, 2007

Decorate your boat and be part of the parade, or assist with parade management.  
Contact Dave Herndon

**Holiday party date change!!**  
December 22 at Kurt's!  
Invitations will be mailed in November....

**CHANGES IN MEETING LOCATION**

General Membership Meeting will be back at Jock's and Jill's Restaurant at 7160 Jimmy Carter Blvd. in Norcross, GA

ExComm Meetings at ALDO's on Roswell Road at Hammond Drive

**Waterlog Thanks!**  
Thanks to this month's contributors!

Mike & Beth Guler  
Ed Troncalli  
Carol Jordan  
Roy Stegall  
Jeff Wise  
Patti Watson

Verify your details in the current roster and send any changes to Jeff Batson for the 2008 Roster. Send email changes to the Waterlog editors!

*Congratulations to Tim Tyson on his Power of One Award!*

## USPS EVENTS: NOVEMBER 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 Fall Leaf Cruise
4	5	6	7 Aux. lunch	8 ExComm Mtg	9	10 Boat Smart Sunrise Cove
11	12	13	14	15	16	17 Chili cookoff
18	19	20	21	22 Happy Thanksgiving	23	24
25	26	27	28	29	30	

## USPS EVENTS: DECEMBER 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Parade of Lights (?)
2	3 Aux lunch	4	5	6	7	8
9	10	11	12	13 Excomm Mtg	14	15
16	17	18	19	20	21	22 Seafarers Ball
23	24	25	26	27	28	29
30	31					

**LOCATION CHANGE:** General Membership Meeting at Jock's and Jill's Restaurant at 7160 Jimmy Carter Blvd. in Norcross, GA

**LOCATION CHANGE:** ExComm Meetings at ALDO's on Roswell Road at Hammond Drive



# Life on the Water

## The Safety Net

Safety Officer Charlie Cox



### MARINA FIRE PREVENTION AND GENERAL SAFETY TIPS

- When choosing a marina, check around for fire protective measures such as stand pipes, fire extinguishers, cleanliness, clear dock passageways, security, good lighting, surveillance cameras, uniformed guards, coded entry gates, a neighborhood watch program, and other accident and theft prevention measures. If you get a bad feeling, take your boat and your business elsewhere.
- Wear PFD's while on the docks and working around your boat. Especially make sure that children are wearing properly-fitted PFD's.
- Don't swim in marina waters. Boat maneuvering and movement is tough enough without having swimmers in the water, and there can also be dangerous stray currents in the water from improperly bonded electrical systems.
- Make sure you, your family members, and guests are wearing non-slip shoes anywhere on the marina premises, but especially around the docks and on your boat.
- Be proactive about regular maintenance of your vessel, especially electrical and fuel systems.
- Use bio-degradable cleaning products when you wash your boat.
- If you leave your boat for any reason, turn off any portable heaters you may have on board.
- Never leave engine parts or oily rags around dock areas, and ventilate thoroughly before performing any work on your boat.
- Don't be shy about telling marina staff about potential problems or hazards, such as weatherworn wiring or fixtures, spilled or leaking fuel, or lack of safety equipment like fire extinguishers, proper signage, and life rings.
- Gasoline generators on board can leak fuel, short out, overheat, and can represent a significant carbon monoxide risk if not properly used and maintained.

### A DAY IN THE LIFE OF A LIVE-ABOARD

By Roy and Mary Stegall aboard the S/V Gideon

What is life really like as a live-aboard? After an early morning walk and breakfast, we share some quiet time together in the cockpit of the boat. We read a few chapters of the Bible each day, on a schedule to read through it in a year. After prayer and a check on the morning news and weather, we start our chores.

Chores for a live-aboard couple? Isn't this supposed to be like a permanent vacation? Not hardly. We're living in a vacation paradise, but we're retired on a fixed income. There's a constant need for

maintenance and upgrade work on a large sailboat. The professionals get \$75 an hour. Most live-aboards do as much work as they can themselves.

This month we're in Burnt Store marina, Punta Gorda, Florida, and the mornings are work time. Mary spends several hours using acetone to clean upholstery and the life lines and plastic fittings, and scrubbing off corrosion from some of the exposed metal parts. My job today is to replace a drain hose in the forward head and a damaged flag staff. The scope of the chores varies from electrical work to replacing the bilge pump hose. The damn thing cost \$168 just for the hose! It took me three and half days working long hours to finish that one. Another big project is refinishing our wood work – hot and exhausting. Your legs and knees are sore from kneeling for hours. But, you're working on "your own boat" and you know you'll see the reward when it's done.

A typical day would be four to six hours of chores followed by some personal time or relaxation in the afternoon. Some days are 10 hours of work followed by showers and dinner. Other days we run errands to get parts for the next project, or "take the day off" and just relax or go on a drive. My personal time is reading or self study education while Mary sews or reads. We both enjoy going up to the marina swimming pool in the late afternoon. The common misunderstanding about the cruising live-aboard life is that it's like a vacation. Nope. Unlike a vacation, we eat our meals at home on the boat. We can't afford to eat out because it would totally blow our budget.

A better conceptual reference might be if you think about living in a really small primitive cabin in the woods. You are space constrained; there are always chores to do each day; you rarely get to eat out; and there are inherent difficulties with water supply, bathroom facilities and in doing things like laundry. Imagine being a camper where you are miles from any facilities. You must get in your car or dinghy to get groceries, fetch water, or do ANYTHING!

The flip side is that you're in the middle of paradise. There are nice marinas, often downtown in quaint small towns. When you are traveling and anchoring out, you're surrounded by the majesty of God's creation. It's wonderful! Still interested? If I haven't discouraged you yet, then please consider: how much change can you handle? As we get older, most of us are less able to cope with the stress of change. For Mary and me, we retired, sold our home, moved, and bought a live-aboard boat all within a few months. That's BIG stress! I didn't think of it at the time, but I did after moving onto the boat. After a few months to acclimatize, I'm feeling better about it and enjoying life more. Most evenings are "quiet evenings at home" – no cable or Tivo. Maybe you can get a few programs with an antenna, but you won't get the cable channels. Sitting in the cockpit and enjoying the sunset with a drink is a lot like sitting on the front porch back in the 1950's. Life in the slow lane has it's advantages.

For the full article and lots of pictures, visit <http://www.windsongsail.com> and select "Our Stories."





# Life on the Water

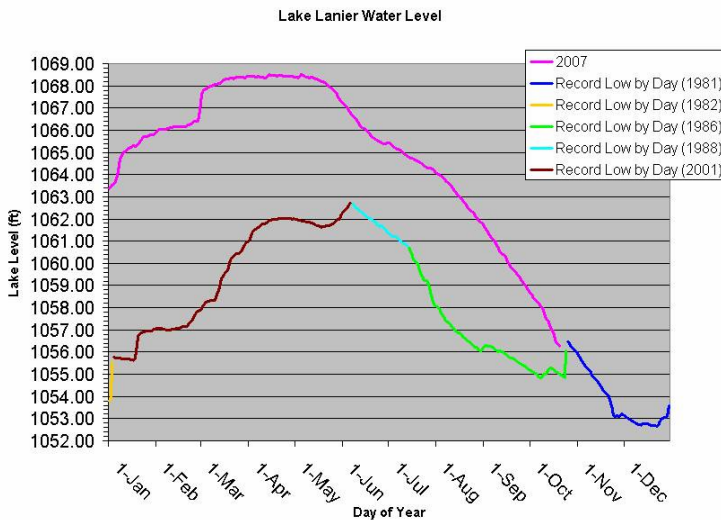
## LAKE LANIER WATER LEVELS

By Jeff Wise

Contrary to popular opinion, Lake Lanier is not at its lowest level in history, but we are about to break a record. Below is a graph of the lowest lake level by day since 1-May-1959. That is, for each day of the year, what is the lowest the lake has ever been on that date. Using the Corps' data as posted on their web site, there have been five record low years before this, 1981, '82, '86, '88, and '01. In each of those years, the lake set record low levels for one or more days. The all time record low was set on 23-Dec-1981, at 1052.66.

The record we are about to set will occur on 26-Oct when we will be below the lowest previous record on that date, 1056.48.

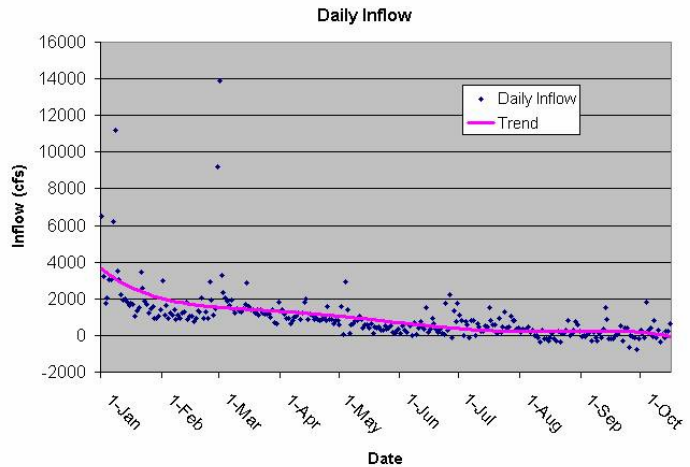
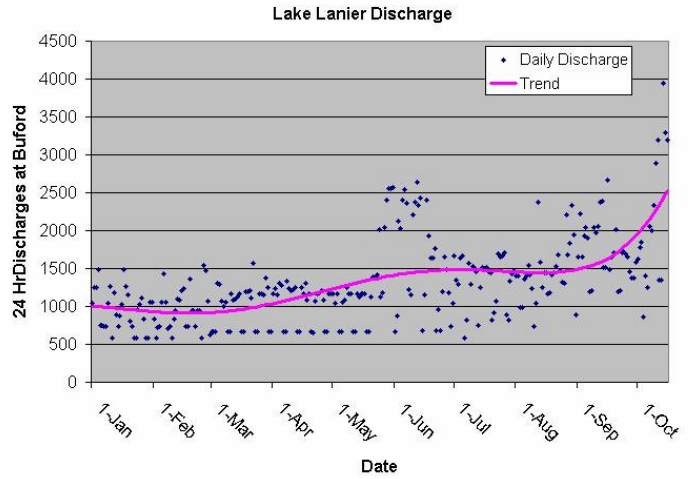
The item that is interesting is that the fall in the lake level has been accelerating. That is, it is falling faster now that it did earlier in September and October. From 1-Sep through 9-Oct, the lake was



falling at an average of 0.69 feet/week. Since 9-Oct, the lake has been falling at a rate of 0.99 feet/week to as high as 1.4 feet per week. The Corps has increased the daily discharge rate from the lake, especially in the last couple of weeks. The following is from the Corps' spreadsheet of "Daily Discharge from Buford Dam." The five highest discharge days of the year have all been since 11 Oct, and all five are in the top 25% of the all time record daily discharges. Note that the discharge rate is much higher than it was when the gauge was "malfunctioning" earlier in the year.

As you would expect, the increased discharge is also reflected in increased power generation at the power plant.

Just to be complete, their daily inflow data shows what we already know. We're not getting any water out of the mountains. In fact on some days, the water is flowing back out of the lake to fill the river upstream of the gauges.



Boat docks extended to reach drought-ridden Lake Lanier



# AFTerthoughts

## GOING, GOING, GONE....

*By David Herndon*

“Gloom, despair and agony on me.

“Deep dark depression, excessive misery...”

At the risk of dating yourself, you may recall that reprise from “Hee Haw.” The glum mood of that little verse seems to be spreading across the Lake Lanier community as we watch the shorelines reach deeper into the lake with each passing day. As people who spend a significant amount of our free and leisure time on our boats, it’s certainly no fun watching the water disappear, seeing marinas and public launch ramps close, and dodging new obstacles that suddenly poke up out of the water.

Before we pool our pocket change for a bulk order of Prozac, let’s think about the positive aspects of this situation...OK, that didn’t take long, did it?

The fact is, there is still a lot of water in the lake. Even in its current shrunken state, there’s plenty of opportunity to enjoy your boat – assuming you can get your boat to the water. Ma-

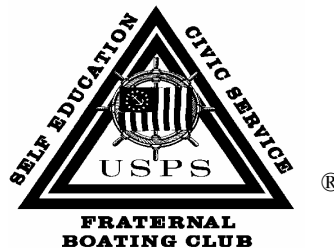
rinars and launch ramps are becoming increasingly inaccessible. That results in fewer boats on the water, and more room for the boats who can get out.

Access to fuel and pump-out facilities is another problem. Unlike the floating docks where we keep our boats, fuel docks cannot be moved. And since they tend to be close to shore, they are often among the first casualties of falling water levels. I recently saw a brochure for a mobile pump-out service that will come to your boat. Such services may become very valuable as fuel docks become inaccessible. It’s likely that one or two marinas will be able to keep their fuel docks operational.

So, let’s write to our legislators to encourage support to stabilize water levels and pray for rain as we plan to manage our way through this situation.

Happy boating!

David and Lisa Herndon  
1332 Cambridge Ct. NE  
Atlanta, GA 30319



STAMP