

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®

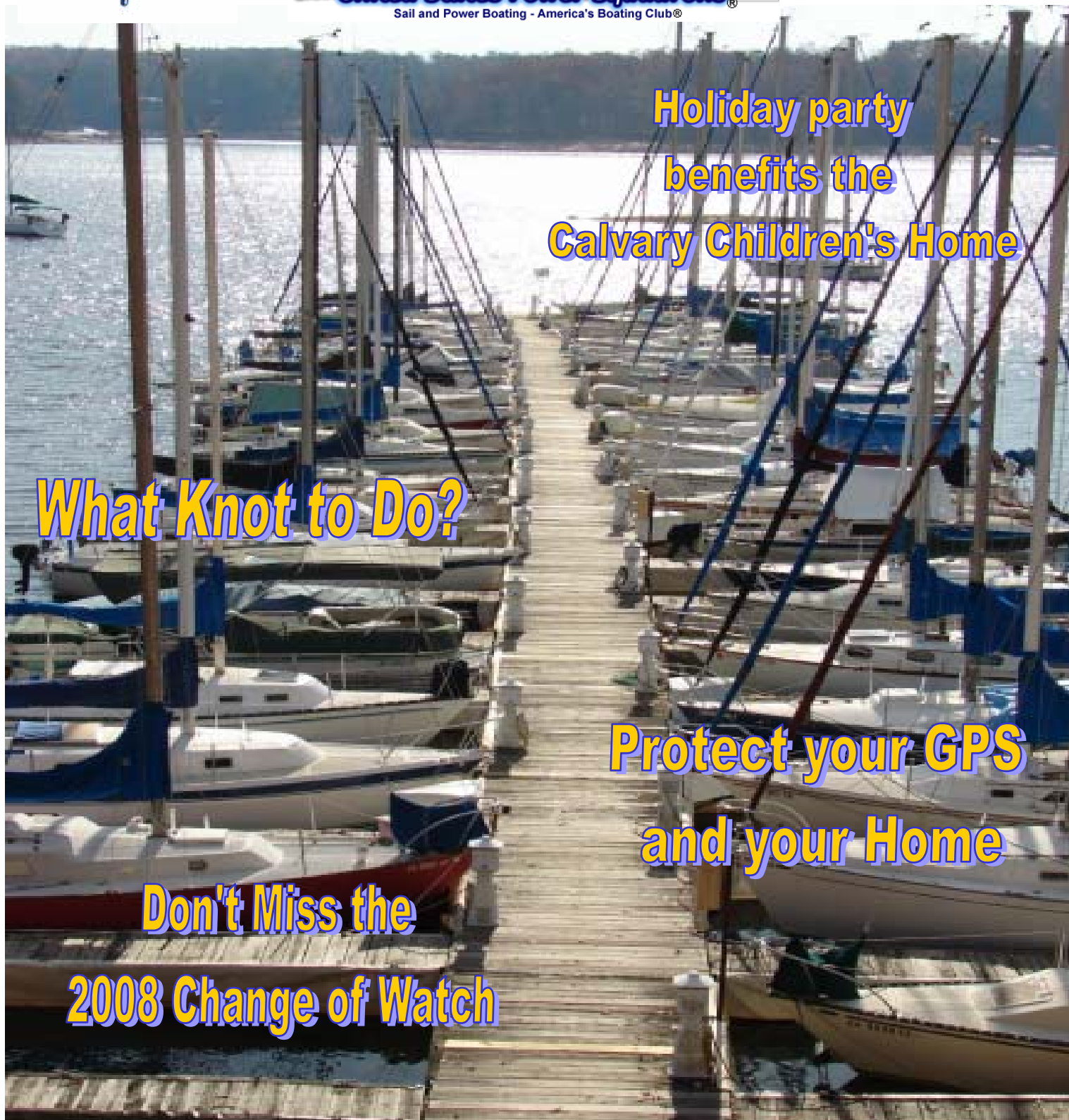


Holiday party
benefits the
Calvary Children's Home

What Knot to Do?

Protect your GPS
and your Home

Don't Miss the
2008 Change of Watch



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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.

Please send comments and suggestions to:-

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



Cover photo of Sunrise Cover marina by Kevin Schoonover

Commander's Corner



Cdr. Frank Taylor, Jr., P

I have been honored over the past year to have served as your commander. We have accomplished much and we have a bright future ahead of us. This past year brought us a few firsts and we also carried on some great traditions

As you have heard from the departmental reports, we have accomplished quite a bit. What you probably did not hear is the fact that these things were achieved because of the hard work of individuals from the executive committee and membership of the squadron

For example, we currently have the most up to date roster that we have had in a long time. This is due to the hard work that Jeff Batson put in to gather all of the information from the members. We continue to have an award winning Waterlog publication because of the dedication of David and Lisa Herndon and we were able to give twenty six kids a great Christmas because of the hard work of Tim Tyson and the generosity of our members. Also, Kevin Schoonover led us to the highest number of vessel safety checks that we have ever had. These are just a few of the accomplishments that we have to be proud of and just a few example of the individuals that we have to thank for their hard work.

Another area that we have done well in is the area of membership. In a time where many other squadrons are shrinking and some are even in danger of being dismantled, Atlanta has once again done well with a four percent increase in membership over the past year. We have developed a recipe for success and it is working. If you look at what we had to offer to members over the past year, it is not a surprise:

- Eight local on the water events including the first March Raft-up
- Eight general membership meetings including great speakers such as Claiborne Young and representatives from NOAA
- ICW Trip
- Tennessee River Trip
- Chili Cook-off
- Holiday Party
- The best boating education around

We did a great job attracting potential members through our Boat Smart classes while all of the activities we have available to members helped keep them.

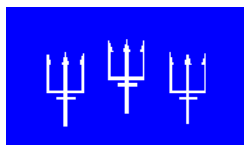
We also excelled in keeping our name out in the community as well. Greg Clark has again done an awesome job writing articles for the Lakeside News. Each time, readers are reminded of who we are and what we do. We have also helped establish the squadron in the community through our commitment to the Parade of Lights. Even though the event did not take place this year due to low lake levels, we made a long term commitment to assist in ensuring that the event will be safe for the foreseeable future and it has been noticed by the local boating community.

The year 2007 was also the last year for the Atlanta Sail and Power Squadron's Auxiliary. As many of you know, the ASPS Auxiliary was the last squadron auxiliary in district 17. Their last meeting was on December 3rd. Fortunately, they will still gather from time to time, just not in a formal nature. We are grateful to all of the support that they have given the squadron over the past years.

It is my opinion that our success over the past year is not only due to the efforts of the individuals this year alone but also to the leadership that we have had in the years prior to this year. Looking into the future, I am excited at the leadership that we have coming up. I thank you all for your support. It has been a great year.

Respectfully submitted,

Cdr Frank Taylor, Jr., P



Squadron Happenings

WELCOME NEW MEMBERS

Tim and Theresa Gaffney, who own a Nordic Tug

Richard and Terrie
Dukes

Michael Kenefick, whom
we welcome from a
power squadron in Can-
ada

Frank and Tracy Kruse

Richard, Michael and
Frank are all current Pi-
loting students.

Please help these new
members get involved
and give them our best ASPS hospi-
tality!



Newlyweds Tim and Theresa Gaffney were sworn in as new members at the January

Haim Zukerman displays his Full Certificate, an award signifying the completion of every core and elective member course offered by the USPS. Congratulations Haim!



Glenn LaBoda, Dave Herndon and Sheryl LaBoda man the ASPS booth at the Atlanta Boat Show, displaying the new "Safe, Smart and Fun" banners

you have given for these children at Calvary, who depend totally on the generosity of others, that they still matter and their livelihood is important, regardless of the unforeseen situations in our economy.

We pray that one of your greatest gifts during the holidays was the satisfaction of knowing you have made an investment in young lives for all time... May 2008 be a very special year for you and yours.

With a grateful heart,

C. Snyder Turner

Administrator

ANNUAL HOLIDAY PARTY RAISES FUNDS FOR CALVARY CHILDREN'S HOME

The Atlanta Sail and Power squadron enjoyed its annual holiday party at Kurt's Restaurant, starting the evening with singing and dancing entertainment by its own members, followed by an elegant dinner and dancing.

In addition to a beautiful evening of holiday merry-making, ASPS members were part of an outstanding effort to raise funds for gifts for the Calvary Children's Home. This year, all of the funds from the silent auction organized by Tim Tyson were contributed to the home, as well as additional gifts contributed separately, totaling a little over \$2600 towards gifts and scholarship funds. Special thanks go to Tim Tyson, who organized the fundraising effort and the silent auction, and thanks to the Wisers, Haas's and Tyson's for wrapping and delivering the gifts. Following is the letter received from the home:

New Year's Greetings:

As the staff and house parents for the children at Calvary Children's Home, we could never begin to express your gratitude for your donation of all the gifts for Christmas and the other support

DISTRICT 17 MEETING MAR 7-9

Atlanta has the honor of having two of its own sworn in for district leadership positions at the upcoming District Meeting March 7-9. Danny Tompkins will be installed as District Commander and Jeff Wise will take the Administrative Officer position. The location is on the south side of Chattanooga, so the drive is easy, even if you only want to attend for the Saturday night Change of Watch. You must call the hotel to make your reservations. Advise the hotel when booking your room that you are with the USPS District 17 to get the discounted room rate. **Reserve rooms by FEBRUARY 15.**

Comfort Inns Conference Center
6710 Ringgold Road
Chattanooga, Tennessee 37412
(423) 893-7979

There will be a "Roaring Twenties" party on Friday night educational breakout sessions on Saturday and Sunday. The Change of Watch will take place on Saturday night. Make a weekend of it and enjoy the nearby attractions of the Chattanooga Choo-Choo, Aquarium, the Southern Belle Riverboat, Rock City, Ruby Falls and Look-out Mountain!

Squadron Happenings

MEMORIES FROM THE SEAFARER'S BALL



Entertainment was provided by ASPS singers Lisa Hern-don and Tim Tyson, above, Doug Watson, right, and the ASPS Dancers below



The lovely ladies in their festive finery!



The Commander enjoyed the company of two fine ladies: (Left above) Norma Van Norstrand represented the Auxiliary and presented a parting donation, and right above) Dawn Pinner and Frank opened the dance floor with the Commander's Dance



The dining and the company was superb!



Squadron Happenings

GET INVOLVED IN SQUADRON COMMITTEES

The best way to get to know your fellow squadron members is to join a committee and get involved in the activities and support of the squadron. Here are a lot of opportunities to use your skills as a leader or as a member of a committee to make a difference to our squadron. Contact the Commander or the following 2008 Committee chairpersons:

Boat Shows	Glen LaBoda
Safety	Charlie Cox
Marketing/Squadron Publications	Lisa Herndon
Membership	Sheryl Laboda
Membership involvement	Genie Troncalli
Cruising	Doug Watson
Local On-the-Water	Tom Haas
Vessel Safety	Jim Jordan
Public Relations	Glenn LaBoda
Social Events	Lillian Cox/Barbara Tyson
Port Captains	open
Operations Training	Margaret Sherrod/Jeff Wise
Calling Committee (7)	open

All of these committees need help from interested members. This is really where it all happens and is an opportunity to help your squadron be SMART, SAFE and FUN.

CROSSING THE BAR

Edna Friel, beloved wife of Jack Friel, passed away on January 18 due to respiratory failure. Jack and Edna were married 47 years. Edna began her Bell Telephone Company career in 1959 and retired from the AT&T system in 1995. She loved reading, watching the Atlanta Braves, and sailing on Lake Lanier and around the waters of St. Simons. The ASPS family sends its deepest condolences.

A MESSAGE FROM THE DISTRICT 17 COMMANDER-ELECT, ATLANTA'S OWN DANNY TOMPKINS

Welcome to a new year. The days on the water are few and far between right now. But we know those days are just around the corner. In the mean time, there is much going on within the USPS. A large group of us will be in attendance at the USPS Annual meeting in February. All of our squadrons are going through that rite of passing the leadership mantle to our next generation of leaders. At District, we are excited about new ideas and approaches to increasing the **VALUE** of the district to the squadrons and their members.

OK, look back at that last line. That is the first time I have used that word in this capacity. But, get used to it. You will hear me come back to it over and over. To me, within any organization, every action contemplated should be first measured as to whether it produces value. If it does, proceed. If it does not, why waste time and resources to do it?

I really want everyone to focus on that proposition. Your District will be dedicated to this proposition. And we want you to measure your District activities by that standard. And let us know when we don't measure up.

Our job is to make the District valuable to the Squadrons and its members. But, we need your help. We need to know how we can create that value for you. The best way to start that process is for everyone to gather in Chattanooga on March 7. We will be introducing the "Commander's Round Table". There will be more to come about the Commander's Round Table. But briefly, we would like this to be a major focal point of communication at our district meetings as well as between meetings. It is important for you to be at the Table. See you in Chattanooga.

CHANGES COMING IN USPS COURSES

By Herman Green, D17 Educational Officer

If you have students who are studying the old 2002 Engine Maintenance Course (ME 101 and ME102), they will need to have taken the exams for both of these modules before 29 February 2008 in order to obtain credit for this course. After that date, these exams will no longer be accepted at HQ USPS. After 29 February 2008 the only Engine Maintenance exam that will be graded for credit is the exam for the new single module Engine Maintenance 2007 course.

Look for a New Marine Electronics Course this spring with three modules, any two of which will qualify for the Marine Electronics elective. The new weather course is in beta testing and I'll have a release date for you at the Spring Conference. The new N course will be in beta testing the first of April and will be available to all students who took JN successfully. A review of GPS and radar techniques will be required if the student took the old JN course.

2008 CHANGE OF WATCH AT NEW LOCATION

Send in your RSVP to Sheryl LaBoda, treasurer@usps-atlanta.org, for the 2008 Change of Watch on February 17, beginning with social hour at 11:30 at the Ashford Club, followed by lunch buffet and meeting. The Ashford Club is located on the lobby level of Glenridge Highlands, Building Two at the Glenridge Connector exit of GA 400, just north of the toll booth. Cost is \$35.00 per person and dress is Uniform "A" or suitable attire.

???DECEMBER PUZZLER ANSWER ???

How well do you know your sound signals? When overtaking a vessel in U.S. and Canada inland waters:

- One short (one second blast) means: *I intend to overtake you on your starboard side*
- Two short blasts mean: *I intend to overtake you on your port side*

The vessel to be overtaken must indicate agreement with the same sound signal, that is one or two short blasts. If in doubt, the danger signal of *five* blasts is given.

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		



The Safety Net

ARMY CORPS FLOATS LIFE JACKET RULE

*Submitted by Charlie Cox, Safety Officer
From BoatU.S. Magazine January 2008*

The millions of visitors to lakes and reservoirs managed by the Army Corps of Engineers may have to wear life jackets to go boating, if the agency's chief has his way. The Corps, which has jurisdiction over 456 waterways in 43 states, is currently contemplating mandatory life jacket wear for all boaters on their waters. Major General Don Riley, Director of the Corps' Civil Works, is concerned that despite several decades of safety education aimed at swimmers and boaters, the water-related fatality rate at Corps facilities has not improved in the last few years.

Nationwide, the Corps has a 10-year average of 164 water-related fatalities a year. The majority of these deaths occur among swimmers outside designated swim areas, as well as from falls off docks, banks and land. Boating-specific deaths are approximately 42% of the annual water-related fatalities. This boating category includes deaths attributed to swimming from a boat, falling or fishing from the boat, nighttime capsizing, and capsizing in general.

In late November, Corps staff was conducting research into existing state laws, enforcement capabilities and the effectiveness of education and outreach efforts. If the Corps decides to create a federal life jacket standard for its waters, the proposed change in Title 36 of the federal regulations would require a public comment period. However, if an individual district commander, leading one of the 38 districts of the Corps, decides to implement a life jacket requirement for all boaters in their own geographic district, they can enact this change merely by signing a statement to that effect.



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*

BoatU.S. is part of the ongoing discussions with the Corps; if a comment period is announced, BoatU.S. will post the notice at BoatUS.com/gov.

???JANUARY PUZZLER ???

Who invented the life preserver?

INCOMING D17 SQUADRON 2008 COMMANDERS

Squadron	Incoming Commander
Asheville	David Huntley
Atlanta	David Herndon
Chattanooga	Joe Blass
Huntsville	Barbara Lamb
Johnson City	Jackie Garland
Knoxville	Hank Davis
Memphis	John Haluska
Montgomery	John Kropa
Muscogee	Glenn Cowham

The Bulletin Board

If you would like to see minutes of the Executive Committee meetings, you can signup at:
[Http://groups.yahoo.com/group/aspsusps/](http://groups.yahoo.com/group/aspsusps/)

Please provide your certificate number when making your request to join this Yahoo Group

Send email changes to the Waterlog editors! And clear your spam filters for the following address:
herndons@bellsouth.net
Don't miss the news!

Open Ramps on Lake Lanier:
<http://www.lakelanier.info/boat-ramps/>

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

Send your RSVP for 2008 Change of Watch to Sheryl LaBoda!

Feb 17 11:30
NEW LOCATION!!
The Ashford Club
5565 Glenridge Connector
\$35.00 per person

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

Mark the dates!

USPS Annual Meeting in Dallas—Feb 19-24, 2008

D17 Spring Conference in Chattanooga
March 7-9, 2008

Waterlog Thanks!
Thanks to this month's contributors!

Roy Stegall
Kevin Schoonover
Ed Troncalli
Charlie Cox
Greg Clark
Ed Schwartz
Douglas Townes
Patti Price

USPS EVENTS: FEBRUARY 2008

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 Change of Watch—Ashford Club	18	19 USPS—Dallas	20 USPS—Dallas	21 USPS—Dallas	22 USPS—Dallas	23 USPS—Dallas
24 USPS—Dallas	25	26	27	28	29	

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 Change of Watch—Ashford Club	18	19 USPS—Dallas	20 USPS—Dallas	21 USPS—Dallas	22 USPS—Dallas	23 USPS—Dallas
24 USPS—Dallas	25	26	27	28	29	

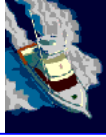
LOCATION CHANGE: General Membership Meeting at Jock's and Jill's Restaurant at 7160 Jimmy Carter Blvd. in Norcross, GA

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

USPS EVENTS: MARCH 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7 D17 in TN	8 D17 in TN (Change of Watch)
9 D17 in TN	10	11	12	13 Excomm mtg	14	15 St. Patrick's raft-up
16	17	18		19 General Membership Mtg	20	21
22	23	24	25	26	27	28
29	30	31				

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7 D17 in TN	8 D17 in TN (Change of Watch)
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16	17	18		19 General Membership Mtg	20	21
22	23	24	25	26	27	28
29	30	31				



Life on the Water

GPS SECURITY

By Douglas Townes

Many of us have had GPS navigation units in our cars for years. They might be the portable units that we stick on the windshield or they may be the factory installed ones. Some of you may have just received one for Christmas. Whether you are just beginning to use your unit or you are a seasoned pro, here is a tip you need to consider. All of the “Talking” navigation units have a feature for you to locate your “home”. This is a very convenient feature. It is one of the first “waypoints” I put into mine and my wife’s GPS. It helps us take side roads and not get lost while keeping us on track for our house. Even if I struggle to get the “to” waypoint in the GPS unit, I can always punch “home” and get directions back.

But wait! Here we go thinking like honest people again. Police are now advising not to store your home address in the “home position” of these units. “Why?” you ask. Well, we need to think like a thief. Imagine someone who steals our vehicle. Imagine this is a more sophisticated thief who is not interested in just the “small stuff” in our vehicle. Imagine the smart criminal who wants the big ticket items we all have in our homes. Now you are beginning to think like a thief. Thanks to the “home” waypoint on our GPS units, we have just given the common “car burglar” directions to a bigger pot of gold.

I bet many of you are like my wife and I and you have a garage door opener either built into the electronics of the vehicle or you hang one of those opener “remotes” off your visor. Are you still thinking like a thief? Just imagine. We not only have provided “talking” directions to where our valuables are kept from any point on the surface of the earth but we have given the thief an electronic “opener” to access these goods.

What can we do to better protect our property? We could install another lock and/or alarm between our garage door and our house/garage entry door. This is good security advice whether we have a GPS unit or not. I would also recommend setting a different waypoint or “location” for our homes in our GPS units. I have already done this on my GPS’s. I did this by taking my GPS to a house a block away and on a different street. I now use this address as my “home”. I recommend “a block away and a different street” because a thief might drive near your house with the garage door button pushed looking for a door to open.

When I use the “return” home feature on my GPS it is usually from miles away. From this distance, it does not matter that my actual “home” is a block or two off. Once I get to within the last few blocks of my house, I can figure out the next turns.

The new GPS navigation devices are really powerful and a useful tool for everyone. We just have to remember that “everyone” includes those among us who do not play by the rules. Be safe and protect your loved ones and your valuables. **Don’t use your actual “home” address as the “home” address in your GPS.**

WHAT KNOT TO DO?

Greg Clark, ASPS PR Chairman,

Highlights of article in Lakeside on Lanier

Learning to tie knots and bends is important for safe boating. Knowing when to use a “knot” and when to use a “bend” is just as important. Knots should meet four main tests. 1. It should be easy to tie. 2. It should remain tied as long as it is needed. 3. It should be easy to untie. 4. It should be the proper knot or bend for the intended purpose.

You only need to know a few simple knots to meet most of your boating needs. **First**, you need to be able to tie a knot to hold your boat in place at a dock, rafting up with other boats, at anchor, or tied to the shore. **Second**, you should know how to connect lines when they are the same size diameter, and when they are different size diameters. **Third**, you need to know emergency knots for retrieving people from the water, and for towing. There are many other knots and bends that can be learned later for rigging and other applications. You will also want to learn how to prevent the end of a cut line or rope from unraveling or fraying.

Knots fall into one of several categories. The most common knots used on boats are hitches, bends, loops, bindings, and whipping. Lashings are more common for camping, but may be used for boat-ing repairs.

A square knot is one of the first **binding** knots most people learn to tie. However, when it is incorrectly tied so that the working ends are on opposite sides, it becomes the thief’s knot, which is not secure. The square knot is a handy knot for tying down gear. It can also be used with gauze wraps and for tying bandages. The square knot is excellent for joining two lines of the same diameter. This should not be confused with a sheet **bend**, which is used to connect two lines when one line is much smaller in diameter than the other line.

Hitches are used to tie lines to cleats or pilings. There are several types of hitches. When tying to a cleat you should always wrap the line completely around the base of the cleat before starting the figure eight turns of the cleat hitch. This “round-turn” prevents the pressure from binding on a single horn, which can result in breaking the cleat. The clove hitch is commonly used to tie fenders to boat railings. The clove hitch allows adjusting the height of the fender without having to untie the knot.

The bowline is one of the most important and useful **loop** knots that a boater can learn. This knot can be easily mastered with a little guidance and practice. Every boater should learn to tie a bowline around his or her own waist. If you are ever overboard and have to tie a line to yourself or to someone else that is in the water, the bowline is the fastest and safest knot to use. Accidentally tying a slipknot or any other knot that closes down when pulled fast can constrict around the victim, and cause serious injuries. The bowline is also an excellent knot to use when towing. No matter how hard the bowline knot is pulled tight, it can always be released and untied quickly. There are several different quick and simple ways to tie a bowline for use around a post, bow eye, another line, or just making a quick loop on the end of a line. *(Editor’s note: The full article in “Lakeside on Lanier” includes graphics for each of these knots)*



Life on the Water

THE LIVE-ABOARDS GO SOUTH TO MARATHON

*By Mary & Roy Stegall
aboard S/V "Gideon"*

We're finally in motion. Homeless and car-less and now slip-less. We have no marina home port. We left Burnt Store marina on Friday December 28th. First night anchored off the ICW by Cabbage Key. We had dinner there. Guess what? They don't offer the cheeseburger-in-paradise on the dinner menu. Still, it was delicious. I left a well-worn \$2 bill as a memento on the wall.

We motored down Pine Island Sound the next day, past Punta Rassa, and through Matanzas Pass to Ft. Myers Beach. They've put in a mooring field. It seems to be the coming thing in Florida that cities by the water install moorings as a means of providing shopping outlets. Guess what? As "cruisers" we've totally checked out of the middle class consumer mind set. Neither Mary nor I had any inclination to buy tee-shirts, back-scratchers, souvenir mugs, salt shakers, plastic alligators, or any of the other junk in the beach stores. We don't need it, and THERE'S NO PLACE TO PUT IT!

The next day we motored south to Marco. I'm not opposed to sailing, but the wind was hard out of the south; the direction we needed to go. Tack to windward? In an Island Packet that will barely go 55 degrees on the wind? Ha! It would take a month! We motored south at 6 knots and arrived in Factory Bay about 4:00 p.m.

Marco's Factory Bay is the site of the big anchoring controversy and lawsuit. By the time we arrived, a judge had ruled the local ordinance was in violation of Florida state law. The city vowed to appeal. See <http://www.cruisersnet.net> and click on "Marco Island Mess". We weren't bothered while we were there. A sheriff's boat did cruise by but didn't stop. I can appreciate the nice homes on the bay, but, gee, the local bars and night spots on the north shore make more "noise" than any of the sailboats in the harbor!

Next morning we got an early start, heading towards Everglades City. There was a forecast of a cold front coming through, and it seemed ideal to be in a protected harbor and tied up to a dock, rather than be anchored out. Out around Cape Romano (way out!) and then we finally raised the sails as we turned east. Ah... quiet, except for the water past the hull, making 5 knots in a light breeze. This is the life! We dropped the sails and motored past the Indian Key anchorage and through the winding 6' deep channel to the Barron River. In Everglades City we tied up at the Rod and Gun Club. See <http://www.evergladesrodandgun.com/>. It was built in 1864, and has hosted famous movie stars and politicians, including presidents. Wow! The décor is incredible. All varnished wood inside. Beautiful! We signed up to stay two nights to allow the cold front to pass while we enjoyed the visit.

The cold front came through as expected, but it left us with a surprise. WE'RE AGROUND! AT THE DOCK! Aaaarrggghh! The guide books and charts show 6' at the club's docks, and in the Barron River channel. But, that's MLLW "mean lower low wa-

ter". There are exceptions. Spring tides can exceed predictions, and, when there's a strong wind across a shallow harbor, the wind can "blow the water out of the harbor". It happens regularly in Chesapeake Bay, Charlotte Harbor, and here in Florida Bay. Rather than try to pull it off, we just waited. After four days, enough water returned into the river, and we were able to leave Everglades City.

We left January 4th on the afternoon high tide, "mid-tide-rising". We anchored for the evening behind Indian Key. Here's a photo of the sunset... waiting for the green flash. Monday night we anchored at Little Shark River. Tuesday we sailed and motored on south across Florida Bay to Marathon. Hurray! We made it!

There are several local harbor hangouts at Boot Key Harbor, the most notorious one is the "Overseas," across the street from the marina. It looks like the kind of place where you need a police escort! Inside, there's a mixture of local working men and cruisers. They serve a decent blue plate special meal at the bar, and a free buffet on Sundays. Tough on the outside, but a mellow place inside.

Gee, it's different when you're not at a dock. The issues are electricity and water. After hauling 5 gallon jugs of water to the boat, I understand about water makers! For electricity I was running the engine two hours a day, but now we have a Honda generator. I have a new appreciation for wind generators and solar panels! My "wish list" now includes a water maker and a wind generator as future upgrades. These will make it more comfortable to anchor out for weeks or months at a time in the Bahamas. We won't have to run the engine daily or hand-carry those heavy water jugs!

Our next step is to leave Marathon, and to start our way up the keys, and on up the east coast of Florida in February.

Find Roy and Mary's logs and more photos at:

<http://www.windsongsail.com/2/Stories/Stegall/storiesStegall.aspx>



Here's Mary inside the boat while it's aground. See the jacket hanging next to her? It's the boat that's tilted, not Mary!



AFTerthoughts

A LITTLE SPLASH OF SUMMER....

By David Herndon

"A little splash of summer in the middle of winter."

Last weekend we had the task of delivering our boat from Edisto Beach to the repair yard near Charleston for a little early spring cleaning. That can be something of a mundane task involving some potentially complex logistics to ensure people and boats and cars are all at the right place at the right time. But we're always up for a reason to be on the water, so we turned the delivery into a mini-cruise.

First we invited some friends to help with the vehicle logistics. Fortunately, they are a lot like us – people looking for a reason to do some coastal cruising.

If you'd had your choice, you probably would not have picked last Saturday to cruise the waterway. The day dawned cold and blustery, morning temperature in the 30s, overcast, with a possibility of sleet (!). Nevertheless, the cruise to Charleston was as pleasant an experience as you could hope for, with no interference from wintry weather.

We arrived early afternoon, spent a couple of hours on minor maintenance, refueling, etc., and then enjoyed hors d'oeuvres on the boat. We headed for the showers, and after upgrading from cruising

clothes, we grabbed a cab into the city.

Charleston City Marina ranks at or near the top of my list of favorite marinas. They know how to handle transient cruisers and they do it right. Access is easy; docking is rarely a problem, and fuel and pump-out is available at your boat. If you are a repeat visitor, all you need to tell them is your vessel's name, and they know the rest. The only downside is that it can be quite a hike from the end of their Megadock to the shower, office, etc. - but you get to inspect a lot of nice boats along the way.

Our cab driver recommended a restaurant none of us knew, but we agreed to try it and we made the right call. Remember Hank's the next time you're in the city looking for a good dinner.

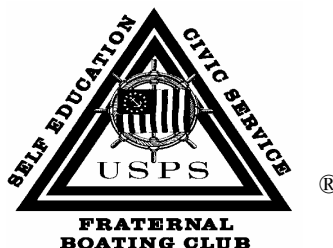
Sunday dawned sunny and bright, and much warmer than Saturday morning. Following a nice breakfast on board, we took the boat out the harbor entrance a few miles to enjoy the calm seas and great weather.

We ended our little splash of summer in the middle of winter by leaving the boat at a repair yard on John's Island to have her bottom painted and a few minor repairs made.

I love the South, don't you?

Happy boating!

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