

Official newsletter of the  
Atlanta Sail and Power Squadron

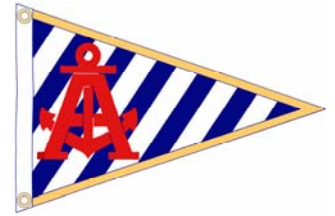
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# WATERLOG

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

## Safe! Smart! Fun!



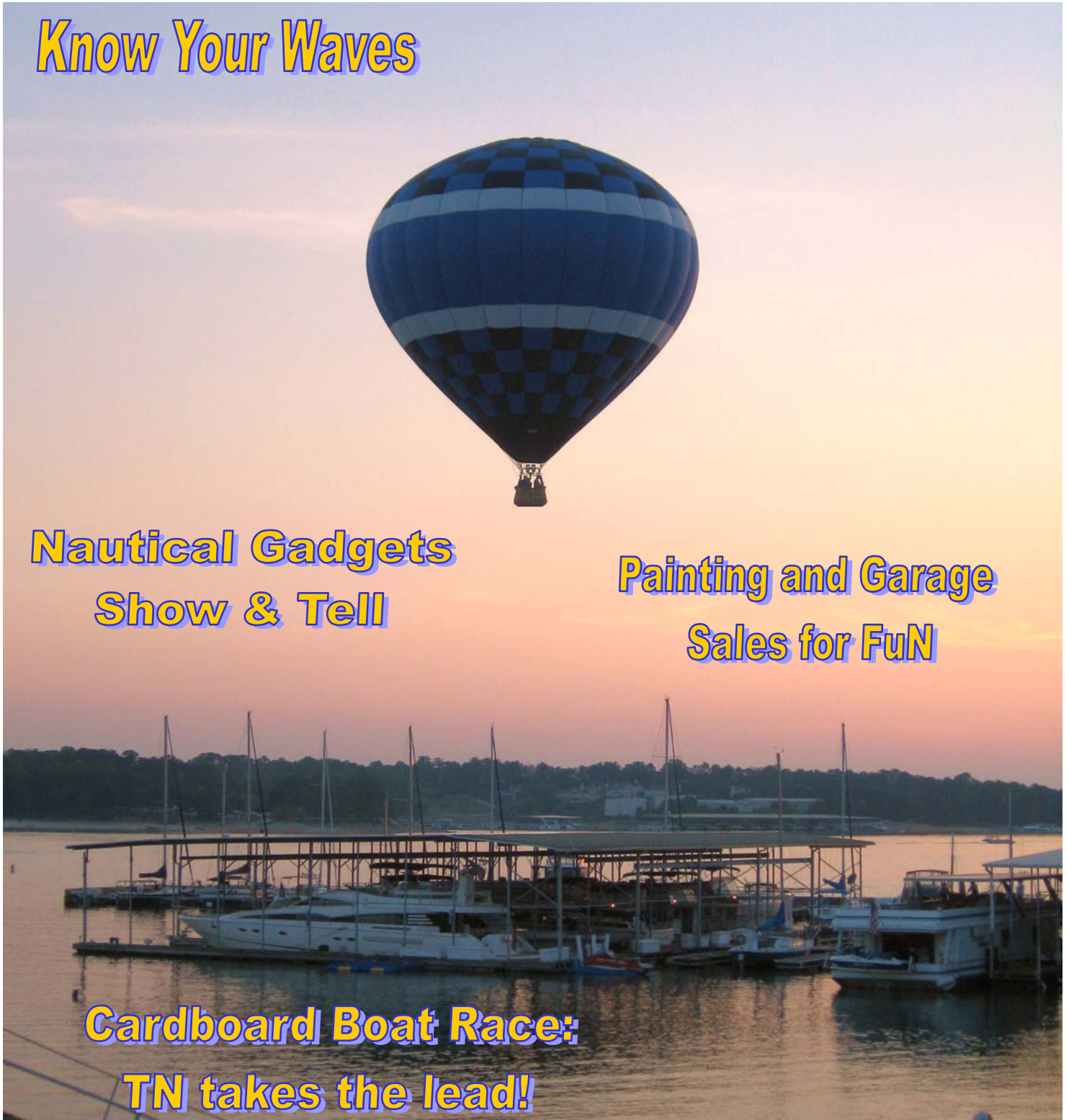
## Know Your Waves



## Nautical Gadgets Show & Tell

## Painting and Garage Sales for FuN

## Cardboard Boat Race: TN takes the lead!



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*Cdr. David Herndon, JN*

## Commander's Corner

Happy Birthday to the USA! As this great country celebrates 232 years of existence, it's a source of both great pride and humility to reflect on the blessings of liberty and freedom at home, and the profound influence the American ideal has had on the rest of the world. We were visiting another country recently and were astounded that it was almost impossible to tell we were outside the U.S. Despite our problems, this is a wonderful country and, to borrow from Lee Greenwood, I'm proud to be an American!

The 2008 boating season is in full swing and despite the continuing low water problems in Lake Lanier coupled with unprecedented high fuel prices, lots of boaters are enjoying time on the water. These two factors combine to encourage all of us to slow down to save fuel and to add an extra measure of caution to our navigation as we cruise the lake this summer.

The annual Commander's event took place on June 21, with a good turnout at Young Deer Creek Park. There was a limited field for the Cardboard Boat Race, with defending champion P/C Frank Taylor taking on a strong two-boat contingent from the Music City Squadron. Frank made a valiant effort, but the visitors took home the gold. See page 4 for more details. My deep gratitude goes to the Haas family for the superb job of planning and executing the event. Tom can cook a mean brat!

Looking ahead, there's a Low Country Boil on July 19 at the Sunrise Cove Marina clubhouse. This will be a good time to introduce prospective new members to the squadron. Invite your dock-mates and friends to join us, and let's help Membership Chair Sheryl LaBoda make her goal of 300 total members – and we want to see how Jim Jordan's low country cuisine competes with Tom's brats and dogs. If you plan to come by boat, be aware that docking space is limited.

At the August (or possibly September) meeting, we will be bringing a recommendations for your approval. Mike Litke, Sheryl LaBoda and Jon Blackwood have been hard at work re-writing and revising our squadron by-laws to bring them up to date, and to align them with the USPS model by-laws. Their final recommendation should be available in the next few weeks.

On July 12, Lisa and I were honored to represent the Squadron at the Chartering Ceremony for U.S. Coast Guard Auxiliary Flotilla 29, formed by the merger of two other flotillas that have served Atlanta-area waters for more than 40 years. This was a great opportunity to build bridges to other boating organizations, and hopefully we can work collaboratively with the Auxiliary to make the waters a safer place.

A strategic issue we must all be concerned about is the very high rate of non-renewals during the recent membership renewal period. At present, more than 90 of our former members have not renewed their membership, a number that represents nearly one-third of the total membership. Certainly, some of these are just procrastinators who have not yet put their checks in the mail, but those probably do not make up the majority. The ExComm will be making direct contacts with each non-renewing member over the next several days. In the meantime, as noted above, look for opportunities to introduce your boating friends to the advantages of ASPS membership.

Stay safe, be smart and have fun on the water!

### 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  
Cdr David Herndon, JN  
E-mail: [waterlog@usps-atlanta.org](mailto:waterlog@usps-atlanta.org)

*Cover photo by Lisa Herndon. Hot Air balloon rises at sunset over University Yacht Club*



# Squadron Happenings

## PUT DOWN THE FORK AND MOVE AWAY FROM THE GROUPER!!

The speaker for the June General Meeting was Pam Pate, head of volunteer programs for the Georgia Aquarium. She presented an informative video on the harvesting of fish that has resulted in 90% of the sea's large fish disappearing in the last 50 years. Fish cannot reproduce quickly enough to keep up with the growth of population and seafood consumption. More than 20 million metric tons (four times the catch of the U.S.

fishing fleet) are discarded as byproduct. Five pounds of fish are discarded for each pound of shrimp caught.

What can you do? China is setting an example of healthy aquaculture, where they raise fish who are herbivores.

What are "good fish?" Tilapia are omnivores and can be raised on plant products. Catfish is also a good choice.

Shellfish have the potential to feed humanity—they can be raised in a confined area and don't need room to move. Check out

[www.seafoodwatch.org](http://www.seafoodwatch.org) and ask where the fish are raised. U.S. regulations are much more stringent in regulations protecting overharvesting of species.

Frank "Chip" Kruse was sworn in at the June membership meeting and Don Nelson was awarded the Power of One pin.

The July meeting will be held on July 17 with Haim Zukerman presenting a program on the Great Loop of Europe.



*New member Terry Stevens hosted the speakers for the last two meetings on behalf of the Admin officer, Thanks Terry!*



*Chip Kruse was sworn in at the June meeting*



*Chris and Ken Smith learned how to be "Seafood Savvy" at the June meeting*

## LOW COUNTRY RAFT-UP: JUL 19, 2:00 P.M.

This year in lieu of a luau, we are having a low country theme. A/O, Kevin Schoonover, will be showing slides of the squadron's recent foray into the low country, the Spring '08 ICW Cruise. Wear your best low country threads. Our low country boil chef extraordinaire, Jim Jordan will be preparing the main dish; so others should bring salads and desserts. As always, bring your beverage of choice.

The cost is \$10 per person and reservations must be in **absolutely no later than July 15<sup>th</sup>**. **No reservation = no food, and no-show reservations = \$10 obligation** nonetheless.

RSVP through the website link or e-mail Tom Haas at [haas\\_tom@hotmail.com](mailto:haas_tom@hotmail.com) direct and let us know if you will be coming by car or boat and how many to plan for.

The location is Sunrise Cove Marina, 5725 Flat Creek Rd. Gainesville, GA, and note that the start time is **2:00 PM**. Please plan to bring your own chairs and a portable table if you have one. Anchorage is in Pizza Cove, L 34° 14.355' N Lo 83° 55.775' W, and we will need one boat to shuttle people from the cove to the courtesy dock at the marina

## LAKE MURRAY HOSTS ASPS: AUG 15-17

Save the weekend of August 16 to reconnect with the Lake Murray Squadron. Lake Murray is located due west of Columbia, SC and is about a 3.5 hour trip from Atlanta. They were so impressed with the hospitality of the ASPS during their adventure to Lake Lanier in 2007, they are enthusiastic about setting up rotating annual visits. Lake Murray has offered to host our squadron on their docks Friday and Saturday night, have a raft up on Saturday and a BBQ Saturday night. Get those trailers back out! Beautiful Lake Murray is at full pool! If you are interested in bringing your boat or participating, contact Lisa Herndon.



*After a tour of the Governor's Mansion, the Auxiliary Alumni enjoyed lunch at the Rock Bottom: L to R: Walter & Norma VanNostrand, Ike & Jan Grove and their daughter, Bob Ginsberg with Rennie, Bill & Cathy Gruber, Lloyd & Martie Barnard, Jack Friel, Sid & Peggy Farber, and Bob & Ruth Bruhns.*

# Squadron Happenings

## MAY AND JUNE RAFTUPS: NAUTICAL GADGETS AND THE CARDBOARD BOAT RACE

The May raft-up featured nine boats, two sailors, a doggie ferry and plenty of nautical gadgets. The June event found P/C Frank Taylor putting up a valiant effort in the annual cardboard boat race, but being defeated by a strong contingent from the Music City Power Squadron who travelled down for the big event from Nashville, TN. Chef Tom Haas manned the grill with brats and dogs for everyone, accompanied by a decadent spread of salads and desserts.



*Above: the May raft-up. Right: Past commander Frank Taylor displays a nautical gadget*



*Above, Everyone enjoying the May raftup; Right: Tom Hudson and the Music City Squadron from Nashville took home the coveted cardboard boat oar award.*



## USCGA CHARTERS FLOTILLA 29

The newest Flotilla in the United States Coast Guard Auxiliary was chartered on Saturday, July 12. Flotilla 29 was formed through the merger of two other flotillas that have served the Atlanta area since Lake Lanier was built. Mary T. Larsen was installed as the first Commander of Flotilla 29, and ASPS's own Douglas Townes is the Vice Commander.



*Above L: Contestants leave the starting line. Above R: Another spectacular Titanic award. L: Chef Haas brings on the brats*

## PARADE OF HOMES ON LAKE MARTIN

Sixteen lake homes will be featured at The Ridge and Glynmere at Willow Point, among Lake Martin's most thoughtfully designed neighborhoods. It will feature self-guided tours of the homes and include celebrity chef demonstrations, water activities, live entertainment and more.

The 2008 Lake Martin Showcase of Homes is free and tours will take place on Saturday, July 19 from 10:00-5:00 and Sunday, July 20 from 12:00-5:00; then on Saturday, July 26 from 10:00-5:00 and Sunday, July 27 from 12:00-5:00.

## RANDY TAHSLER'S LONG JOURNEY

Longtime ASPS member Randy Tahsler has been on a journey of a lifetime. Randy began the first day of the rest of his life on May 29, 2008 after successful double lung transplants. Four days after the transplants Randy was doing very well. He had some pain and a little weakness but every day there was improvement. He has kept up his positive attitude and great smile.

On June 9, the last of the IV's and chest tubes were removed. He did 12 laps in the hospital. He was released June 11 and he is currently in his apartment in Durham, N.C. He can now walk a mile at his rehabilitation facility and hopes to return to Georgia in mid-August.

Randy loves hearing from his friends and appreciates cards and letters. His cell number is listed in the roster. Please contact David or Lisa Herndon, or Frank Taylor for mailing and email addresses.

# Squadron Happenings

Gadget Guru	Gadget	Purpose
Danny Tompkins	Flemish Board	Actually just a smooth cutting board used to form Flemish coils on dock lines to keep them from snagging on splinters on wood docks or abrasion on concrete docks.
Lisa Herndon	LHDR	The <b>Lisa Herndon Dead Reckoner</b> consists of stick-on arrows like the ones that show you where to sign on a legal document. When you get to a marker buoy, simply peel one off and stick it on the chart noting the time.
Ed Troncalli	Chart tamer	A piece of cardboard of appropriate size, taped on the ends with waterproof tape to aid flotation if it goes overboard and a couple of binder clips. Fold the chart accordion style around the cardboard with the current area displayed and secure with the binder clips. As you progress along the course, unfold the chart and clip the new section in place.
John Holland	Bilge diver  Tapered wood plugs.	A telescoping wand with a magnet on the end for retrieving small ferrous objects that find their way down into the bilges. The other version does not telescope, but operates with a squeeze handle that opens a set of claws at the other end; great for retrieving small non-ferrous objects.  For plugging punctures to your hull for emergency repairs.
Sheryl LaBoda	Snap wizard	A great (though pricey) little tool to help snap and unsnap curtains, Bimini tops, etc. Works on inside or outside of the snap.
Glenn LaBoda	Wire clamp tool  Duct tape & WD40  Can of horn Rescue tape Handheld compass Dry bag	A nifty device (also somewhat pricey) for using wire to bind things like a hose, a bundle of long items, etc. This is available at many boat shows.  "If it moves and should not, duct tape. If it does not move and should, WD40."  Emergency signal device. Tape that sticks to itself. In case GPS & helm compass fail. Keep things protected so they function as designed.
Greg Clark	Boating reference guide cards. Auto-wire strippers	Pocket size plastic cards with waterway rules and regs.  These can be preset to strip the correct length of insulation off wires when doing electrical projects.
Marla Hendrix	Aluminum pans  Non-slip pads  Boat wipes	Use on your rail mounted gas grill to cook with minimal clean-up, 100/\$12 at Sam's.  These are made by a major synthetic material manufacturer. Place on dash or console and when an object is placed on top, the coefficient of friction is increased so the object does not slide around, yet they are not sticky.  Huggies wipes for babies, good for all things on boat and body. Better than Clorox wipes because non-irritating.
Steve Hendrix	Rail clips  Magic eraser	Spring loaded clips that fit your rail are great for hanging towels & clothing to dry. Others work with a suction cup to stick to smooth surfaces and hold papers, etc. near the helm.  By Mr. Clean, great for removing scuff marks on boat surfaces.
Patti Watson	Sippy wine cup  Oven-mitt/wine caddy combo.	Helps keep red wine stain off boat surfaces for those who feel like they are still on the rolling seas.  For use with the gas grill and to discretely transport your favorite vintage.
Doug Watson	Remote control floating bar. Fender hangers	The Excaliber is battery powered and floats at your raft-up bringing your favorite libation to you at the jiggle of a joystick. Bought at Tuesday Morning. Strap type fender hangers for attachment to rails of various diameters and easy adjustment of fender position.
Frank Taylor	Underwater camera.	This remote dive camera has a light and a viewing screen for seeing below while high and dry.
Meg Haas	Boat safe.	Lockable box with cut-proof cable to safely and secretly secure on board valuables.
Julia Haas	Fish ID measure	A folding rule with fish images to identify fish and determine if legal length. Folds to fit in the tackle box.
Tom Haas	Digital compass	By Eddie Bauer and available from Sportsman's Guide, this hand held device gives digital magnetic bearings, time, air temperature, elapsed time. Great for quick bearings while on the move.

# From the Bridge



## THE 2008 BRIDGE SQUADRON OFFICERS

Commander	David Herndon	commander@usps-atlanta.org
Executive Officer	Carol Jordan	xo@usps-atlanta.org
Administrative Officer	Kevin Schoonover	admin@usps-atlanta.org
Secretary	Jeff Batson	secretary@usps-atlanta.org
Education Officer	Patti Price	edu@usps-atlanta.org
Treasurer	Margaret Haas	treasurer@usps-atlanta.org
Assistant Treasurer	Julia Haas	
Assistant Secretary	Nan Putnam	
Assistant SEO	Pat McGrath	

## EXECUTIVE COMMITTEE

Cdr David Herndon, Chairman  
Lt/C Carol Jordan, Vice Chairman

Patti Price	Jonathan Blackwood	Jeff Batson
Sheryl LaBoda	Frank Taylor	Margaret Sherrod
Michael Litke	Charlie Cox	Margaret Haas
Patrick McGrath	Kevin Schoonover	Tim Tyson
Doug Watson		



Cdr. David Herndon



Lt/C Carol Jordan  
Executive Officer



Lt/C Patti Price  
Education Officer



Lt/C Kevin Schoonover  
Administrative Officer



Lt/C Jeff Batson  
Secretary



Lt/C Margaret Haas  
Treasurer



1st/Lt Nan Putman  
Assistant Secretary



1st/Lt Pat McGrath



1st/Lt Julia Haas  
Assistant Treasurer

## ASSISTANCE NEEDED FOR ONE OF OUR OWN JOIN THE FuN—For U Nan!

1st/Lt Nan Putnam has been hospitalized after hip surgery with a back infection and is facing several months away from home as she recovers. Her rental condo has lost its tenant and is in need of painting and minor maintenance.

The squadron is planning two painting days to help get the condo ready to go back on the market. **The dates are Wednesday July 23 and Saturday July 26.** If you can help, please contact Doug Watson.

Special thanks to Jeff and Pat Wise, who are caring for one of Nan's dogs, and to Margaret Sherrod who found homes for Nan's other two dogs while she is away.

In addition, there will be a FuN (For U Nan) garage sale to help Nan defray the costs of taxes and homeowners association fees on the condo. **The garage sale will be held on Friday, Saturday, and Sunday July 11- 13,** at the home of Tim and Barbara Tyson. Their two adjoining neighbors have graciously consented to allow use of their yards if need be.

Several committees are being set up, and we need volunteers and people to chair them and coordinate activities. **PLEASE RSVP TO TIM TYPSON SO HE CAN PLAN RESOURCES.** These committees are:

**Pickup** (Tim Tyson, chair). Volunteers to pick up items from donors' houses and transport them to the garage sale site.

**Pricing.** Ensure that each item has a price tag, or is placed on a table where everything is priced the same.

**Tables and chairs.** Procure folding chairs and folding tables for use at the sale.

**Food** (Carol Jordan, chair). This group will consist primarily of Ladies Who Launch, but anyone is more than welcome to join in. They will be on hand to prepare breakfast biscuits, hot dogs, and soft drinks to sell at the sale. They will also man the tables where the food and drinks will be sold.

**Communications** (Lisa Herndon, chair). Responsible for e-mailing notices or any other information pertinent to the sale., and for putting up and taking down signs in the Tyson's neighborhood announcing the sale.

### ???JUNE PUZZLER ANSWER???

A boat and its engine have a combined age of 42 years. The boat is twice as old as the engine was when the boat was as old as the engine is now. How old are the boat and its engine?

Answer: The boat is 24 years old and the engine is 18.

$$B + E = 42; B = 2(E - (B - E))$$

Do the algebra to solve for B = 24 and E = 18

### ???JULY PUZZLER???

You and your 2 person crew are preparing to depart a fuel dock in your twin engine 35 ft cruiser. A strong tidal current is on your stern. Wind is not a factor. A boat is directly behind you, and another boat is about 20 ft from your bow on the fuel dock. A dock of finger slips perpendicular to the fuel dock approximately 25 yards in front of you. (See diagram pg 8, bottom right.) How do you safely get off the dock?

# The Bulletin Board

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

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

Got a complaint? A suggestion? An idea for a better Squadron? Just want to add your 2¢ worth? Whatever it is, send it to [cdr@usps-atlanta.org](mailto:cdr@usps-atlanta.org)

**BYLAWS CHANGES**  
 Proposed changes to the By Laws will be available for review at the July and August General Meetings

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

*Waterlog thanks to this month's contributors:*

- Tom, Meg and Julia Haas
- Ruth Bruhns
- Roy Stegall
- Greg Clark

**GENERAL MEETING LOCATION CHANGE!!!**

**THE FIVE SEASON'S BREWERY, JUST INSIDE I-285 ON ROSWELL RD IN THE PRADO (BE AWARE OF CONSTRUCTION IN PROGRESS)**

**Mark these dates!!**  
 School Colors Raftup—Sept 13  
 Oktoberfest raft-up—Oct 11  
 Fall Leaf Cruise—November 8  
 Parade of Lights—December 6

**PLEASE RSVP FOR MEETINGS!**  
**WE WANT TO MAKE SURE THE RESTAURANT IS PREPARED TO ACCOMMODATE YOU!**

## USPS EVENTS: JULY 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4 Indep Day	5
6	7	8	9	10 Excomm Mtg	11	12
13	14	15	16	17 General Membership mtg	18	19 Luau raft up
20	21	22	23 Paint party for Nan	24	25	26 Paint party for Nan
27	28	29	30	31		

## USPS EVENTS: AUGUST 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 Raft-up
17	18	19	20	21 General Membership mtg	22 FuN Garage Sale	23 FuN Garage Sale
24 FuN Garage Sale	25	26	27	28	29	30
31						

**LOCATION :** General Membership Meeting at Five Season's Brewery and Restaurant, in the Prado on Roswell Road, just inside 285 and behind Frankie's

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



# Life on the Water

## GETTING TO KNOW THE WAVES

*Research excerpts by Greg Clark*

Consider this: It can be more comfortable, and safer, cruising in twelve foot waves than six foot waves (under some, but not all, circumstances). How can that be? Well, it's not the height of the wave that is most important, but the distance between waves. If the distance is very far, as with swells, they can be very large indeed, but not be threatening or causing undue discomfort. Yet a steep four foot chop can be downright dangerous or make your time on the water miserable.

Waves are peculiar things. If you've ever taken the time to actually observe them, you know that the water making up the wave doesn't actually move in a linear direction. No, the water in a wave actually moves in a vertical circle and similar to the way sound waves move through the air or AC current travels through a wire: it undulates. It is caused by friction of the wind on the water surface, obviously. But water is heavy, and does not want to move. Waves rise up because of this resistance of the water which is not pushed around easily.

The point to understand here is that a single wave can weigh dozens of tons, usually much more than your boat, and though water is fluid, it resists the movement of your boat through it. Good seamanship involves choosing the best pathway through the waves, even though that usually doesn't take you in a straight line to your destination. In going from point A to point B, you have to decide whether pounding the boat straight into the waves is preferable to choosing a more comfortable course.

Sailboats cannot sail directly into the wind; instead, they have to tack back and forth at angles in order to travel upwind. A wise motor boat pilot often does the same thing rather than subject his boat and passengers to such abuse. The trick is in figuring out the best angles relative to wave direction, tides and currents.

When waves become large enough, like around four feet for a 30-40 foot boat, all choice in the matter is lost as the waves determine what direction it is even possible to travel in. As waves get yet larger, the distance between crests increases relative to boat length and it may become easier to navigate.

### Bottom Topography

Probably one of the least understood and anticipated influences on wave conditions is bottom topography. Water depth has a major effect on waves which will behave very differently between shallow and deep water. Waves do not merely affect the surface of a body of water. The motion involved actually goes down fairly deep, around four times the height of the waves. So if a wave is four foot, the water is being disturbed down to a depth of about sixteen feet.

Thus, when you have a situation where the bottom suddenly rises up to near the surface, this can cause nasty sea conditions. There are excellent examples of this in the Bahamas where there are actual underwater cliffs that rise close to the surface. You can imagine what happens when a current meets a sheer under water wall or very steeply rising shelf. It's much the same thing as the wind flowing around tall buildings. Water moving against a submerged plateau is going to "hump up" at that point.

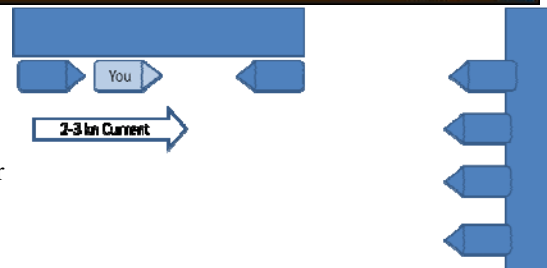
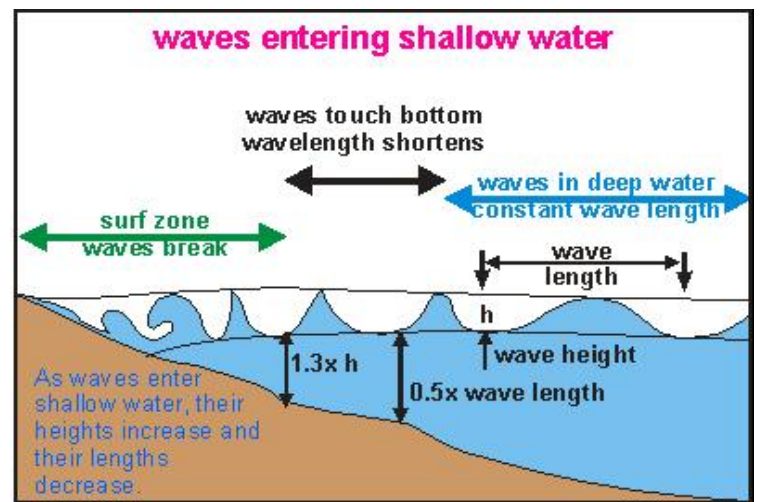
Broaching is a dangerous condition in which a boat runs down the

crest of wave, gathering speed, and as it meets the backside of the next wave ahead, buries its bow in that wave. There are times when wave conditions will affect any vessel to the point where running downhill presents the danger of broaching. The only way to avoid this is to alter course to a new course where broaching is not a threat.

Once waves reach a certain height, it becomes necessary for the operator to match the speed of the vessel with the speed of the waves, whether he wants to or not. That means slowing down a lot. One cannot stuff the bow into the backside of the wave ahead, without risking the possibility of broaching and losing control. If you permit the boat to go zooming off the front side of the wave, you have to consider the consequences of what happens when you quickly meet the back side of the wave ahead. The resistance of the bow hitting the back side of the wave causes the bow to slew around, and the boat to veer sharply off course. This also relates to heading off with the larger rogue waves.

### Additional Editor notes from Chapman's:

If your course requires you to run or turn broadside to the swells, bouncing from trough to crest and back up again, your boat may roll heavily, perhaps dangerously. In these conditions in a powerboat, it is best to run a series of tacks much like a sailboat. Change course and take the wind and waves at a 45-degree angle. You will make a zigzag course toward your destination with your boat in the trough only briefly while turning. On the quarter, the motion may be less comfortable but at least it will be better than running in the trough. To turn sharply allow your powerboat to lose headway for a few seconds, throw the wheel hard over, then apply power. The boat will turn quickly as a powerful stream of water strikes the rudder, kicking you to port or starboard without making any considerable headway. You won't be broadside for more than a minimal length of time.



July Puzzler





# Life on the Water

## WHAT'S IN A NAME?

### WOLF TRAP LIGHT ON CHESAPEAKE BAY

*Submitted by Roy Stegall*

The phrase Wolf Trap has a long history in Virginia. In colonial times, wolves were a threat to livestock, and the European settlers placed a bounty on wolves to control them as a pest. It was successful, to the extent that wolves were eventually extinct in the area. Even the Indians participated as a means of earning trade goods. The natives were not supposed to have firearms, so they killed wolves by digging pits with steep sides and baiting them with meat. The wolf could jump in, but not get back out. The "Wolf Trap" became a catch phrase and often the basis for place names, such as for Wolf Trap Farm in Virginia.

However, the Wolf Trap light has a different, more nautical source. Between 1688 and 1697, England was at war with France in the Nine Years War. The British colonials in Chesapeake Bay were at risk of French privateers intercepting ships bringing their supplies and capturing the outgoing shipments of tobacco. Pirates sailed the Bay and could easily raid settlements and plantations since there was little in the way of shore defenses. Defense by the British Navy was desperately needed.

The HMS Wolfe, Liverpool, was one of the ships dispatched to deal with the problem. She arrived in 1691, and Captain George Purvis was headed for the Rappahannock River under full sail when he ran hard aground on the shoals on the west side of the Bay, between the York and Rappahannock rivers. The ship was aground for weeks, before she was eventually floated off after removal of cargo and guns. While she sat there aground, it was a great sight to see. The ship sitting there stationary; the "Wolfe" trapped on the shoals! The name stuck, and it was Wolfe Trapp shoals.

Since that time, there have been a series of light houses for the shoals. Today, the Wolf Trap lighthouse is privately owned, but the light is still in use as a navigation aid and continues to be maintained by the Coast Guard.



## ANCHOR LINES AND PROPELLERS

*Submitted by Roy Stegall aboard S/V Gideon*

Twice on this trip north I've had fouled anchor lines. My standard practice is to use two anchors in coastal Georgia and the Carolinas, where there are reversing currents caused by the high tidal range. Usually it's no problem to retrieve them one at a time; I let out more scope on the working anchor, retrieve the lazy anchor, and then the other one. But, if the wind has clocked during the night, you may awaken to find the two anchor rodes twisted together.

The first time I had fouled anchor rodes I did it the right way. I used a rolling hitch to transfer strain on one anchor line to a separate line on a cleat, and, with the strain released, un-fouled the rode. It took some time but the process was straightforward. The second time I had fouled rodes was anchored in Georgetown, SC. Hmm.. there's only strain on one line. I can still maneuver. "Theoretically" if I drive the boat around in a circle, it will unfoul the lines. Wouldn't that be slick, eh? (It seemed like a good idea at the time.)

OK... I've got the engine running. Time to maneuver. Hey, the boat isn't turning. ??? Ah ha. We're in shallow water. The depth gauge shows 1.5 feet of water under the keel, but it's the notorious soft silt of the Georgetown harbor. Actually, the keel is inches into the silt. With a full keel, I can easily go forwards and back, but the boat resists turning. OK... Forward, turn a little. Reverse, turn a little. Forward, turn a little more... and the engine stops. ??? Uh-oh. There's one of the anchor rodes, stretched along the side of the boat. I knew immediately how I had screwed up. The anchor line is around the propeller!

I wasn't really looking forward to a swim this morning, but at this point there's no choice. Trying to free the line by shifting forward and reverse is sometimes tried, but it rarely works, and it's high risk. There's a good chance to damage the transmission or drive train by repeatedly forcibly stopping the engine. The right solution now is to dive with a knife and free the propeller. Yes, I have a wet suit and dive knife aboard. (Sigh!).

An hour later, I had freed the propeller. I also brought the end of the anchor rode aboard, and was still able to retrieve both anchors. I replaced the cut anchor rode with a new 300' line I carried as a spare, and stowed the remaining 250' of old line as spare line. Lesson Learned: anchor lines and propellers don't mix!

Note: Actually, it is possible to turn the boat to untwist an anchor rode. You can do it safely by launching the dinghy, and pushing the boat around in a circle. Or, use a rolling hitch to transfer strain on one of the fouled lines. But then, you'd miss the chance to go swimming!

Follow Roy's and Mary's live-aboard life on *Gideon* with logs and more photos at:

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

*(Editor's note: definition of propeller: an underwater high speed winch designed to take up at any lines or painters left hanging over the stern )*



# AFTerthoughts

## LEARNING FROM OTHERS

I've always felt that the best way to learn is through experience. When you've done it yourself, you've had direct feedback on the outcome. If it worked well, you know exactly what you did to create that outcome. On the other hand, if it didn't turn out so well, you have a very good idea of what not to do the next time.

But there's another great way to learn – capitalizing on the knowledge of others. Someone famous once said something like, "If you don't learn from the mistakes of others, you are doomed to repeat them." This is especially true when boating. Whether it's trouble-shooting a miss in the engine or docking in a tight situation, the boater who has done it before represents an invaluable source of knowledge.

I've commented previously in this column that a major attraction to boating is that a good boater has to be reasonably competent in a number of different areas: boat handling, plumbing, navigation, electrical systems, cooking, engine maintenance, etc. As we gain these skills, we may tend to overestimate our abilities. Because we can do lots of things on a boat reasonably well, we may dismiss the complexity – or danger – of a given situation. If it looks more or

less like something we've done before, we may fail to take that extra moment to consider all possible causes for a rough-running engine, or the effect of wind and current at the dock.

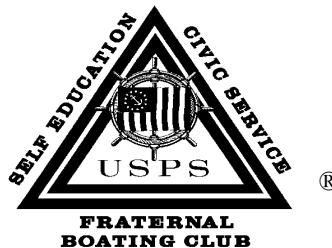
That's where a little advice from another competent boater can pay big dividends. The captain is still the captain, and his or her commands must be carried out whether or not the crew agrees with them. But when confronting a situation that is even a slightly out of the ordinary, the wise captain will take the time to seek and listen to the opinions of other competent boaters before deciding on a course of action.

A big part of that wisdom is knowing when it is necessary or appropriate to seek counsel. Obviously, if you're in a narrow and unfamiliar channel with a large freighter bearing down on you, there's not sufficient time to call a crew meeting to collectively decide how best to avoid being turned into flotsam. You take the action your experience and training lead you to take.

But like the fork in the road, when good advice is available, take it.

Happy boating!!

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