

Official newsletter of the  
Atlanta Sail and Power Squadron

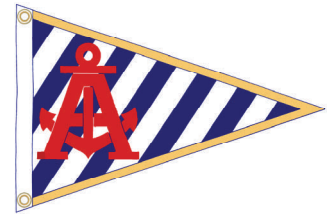
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# WATERLOG

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

## Safe! Smart! Fun!



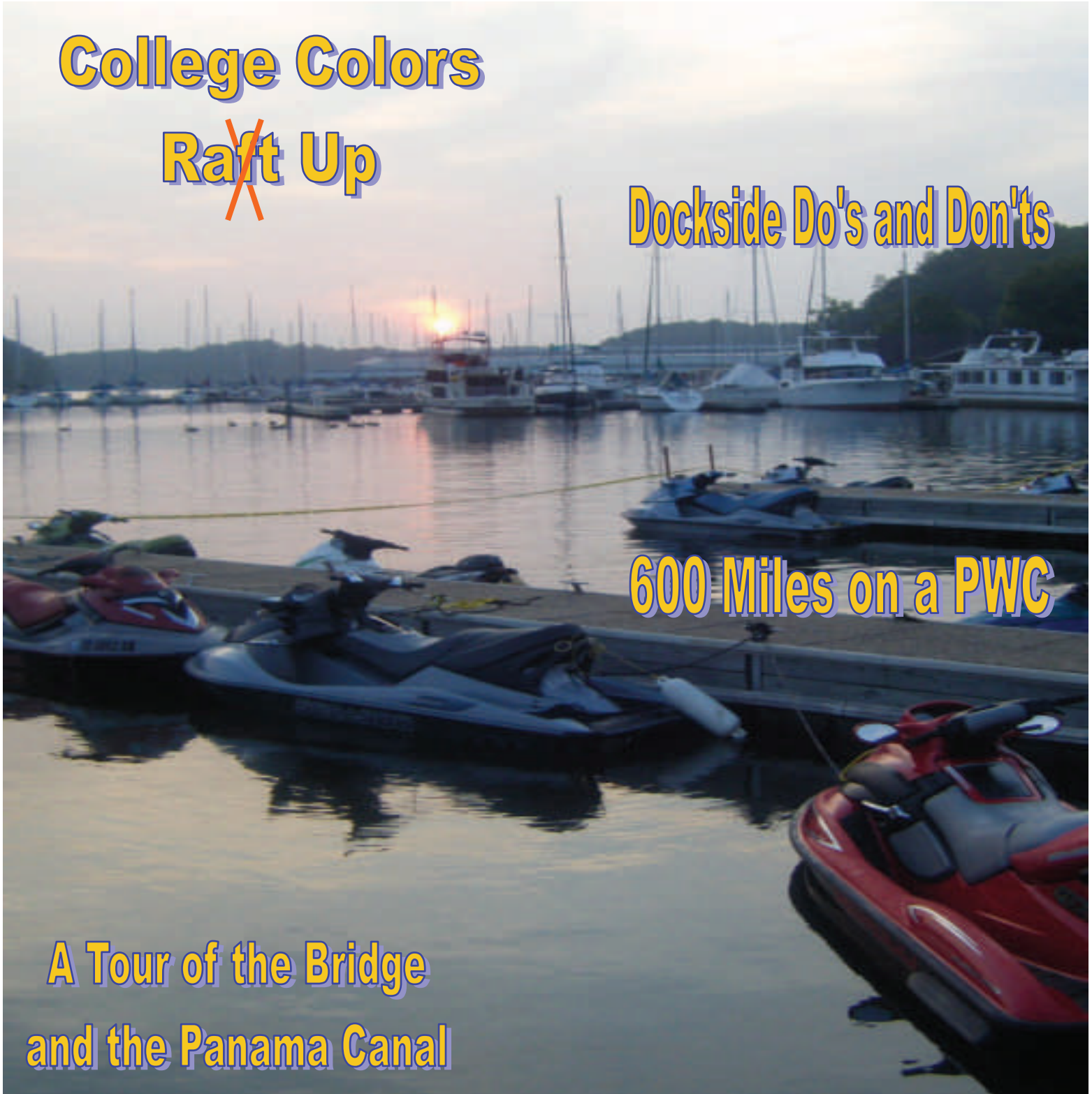
## College Colors

## Raft ~~Up~~

## Dockside Do's and Don'ts

## 600 Miles on a PWC

## A Tour of the Bridge and the Panama Canal



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*Cdr. David Herndon, JN*

**Commander's Corner**

Fall is here! The leaves that were deep green a few days ago are showing tinges of yellow and red. The mornings are crisp, and the sun shows up a little later and leaves us a little earlier each day. Fall is transition time, and I'll have more ruminations on that point in this issue's AFTerthoughts column.

We have a couple of traditional Fall activities to look forward to over the next few weeks: the annual Leaf Cruise, and the Chili/Crockpot Cook-off. Please plan to participate in these activities to share your boating stories from the season past, and make plans for the shorter and cooler days ahead.

At the recent D-17 Fall Conference, the District voted to rebate to the squadrons the cost of BoatSmart materials for BoatSmart participants who decide to join the squadron during the class. This offers a nice incentive to potential new members by providing a fairly significant discount on the total cost of BoatSmart, initiation fee and dues. In these challenging economic times, these incentives can make a substantial difference.

Our Marketing team has been active in their efforts to get our name before the boating public. The squadron has produced a quantity of drink coozies with the ASPS logo and contact information on one side, and a summary of proper VHF radio usage on the other. The team has begun distributing these to boat dealers and on the docks at local marinas. In addition, they've had attractive coffee mugs produced displaying the squadron info along with our "Safe! Smart! Fun!" message. These mugs may soon appear on the local NBC affiliate, 11 Alive's Mugs in the Morning show. Be on the lookout for that, and see Lisa Herndon to get your own set of ASPS mugs.

Check our website to review our proposed new by-laws. We'll be voting on this document during the annual business meeting in January.

In a previous issue of the Waterlog, I wrote about the need for service to the squadron. Well, now is the time to step up. The Nominating Committee is hard at work recruiting the right people to fill the leadership positions in the squadron next year. We always have far more work to do than people to do it, and we can use your help. Please contact any of the recent Past Commanders or me to volunteer, or to recommend others for a leadership position. And if the committee calls on you, I urge you to say "Yes" to help us move the squadron forward over the next several months.

Happy boating!

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.





# Squadron Happenings

## GENERAL MEETINGS INCLUDE SALT WATER FISHERMEN AND 600 MILES ON A JET-SKI

The September member's meeting featured Scott Rowe from the Atlanta Salt Water Sportsmen's Club. Formed in 1987 and boasting approximately 100 families with about 85 boats in its membership, ASWSC is the largest inland salt water fishing and sports organization in the country.

The club organizes eight annual fishing and cruising events for its members, mostly in the Gulf of Mexico. Visit their website at [www.ASWSC.org](http://www.ASWSC.org).

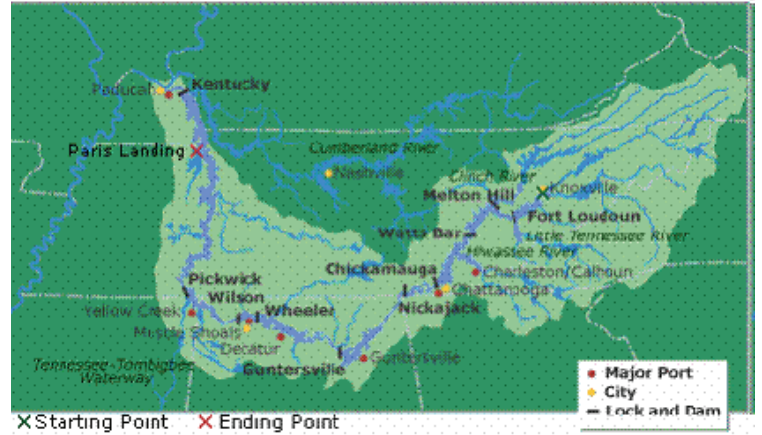


*ASWSC's Scott Rowe talks about the club and their activities.*

The featured speaker at the October meeting was ASP's own Douglas Townes. Douglas reported on his nearly 600 mile cruise on the Tennessee River on a Personal Watercraft. As a fund raiser for Children's Miracle Network, each year since 1996 cruisers have mounted their PWCs in Knoxville and cruised to Paris Landing just south of Kentucky Lake. The cruise lasts seven days, and the cruisers are met at several stops along the way by local representatives of the Children's Miracle Network.



*PWC's form a line holding on to a rope stretched across the lock by an escort boat in order to go through the locks in Alabama*



*Above, The cruise began at Volunteer Landing in Knoxville and ended a week after at Paris Landing in northwestern Tennessee south of Kentucky Lake. Below, the Coast Guard Auxiliary gives Vice Commander Townes a pretty tough VSC*



*Douglas Townes is ready for his 600 mile cruise on a PWC.*



# Squadron Happenings

## TENNESSEE RIVER CRUISE SEP 26-28

ASPS members gathered on Friday September 26 for a long weekend on the Tennessee River. Mike Litke and Barbara Tyson organized the cruise.

Boats launched in Chattanooga near MM 471 on Friday morning, and cruised upstream to Terrace View Marina at MM 544.5, passing through the Watts Bar Lock on the way. The group spent Friday and Saturday nights at Terrace View Marina.

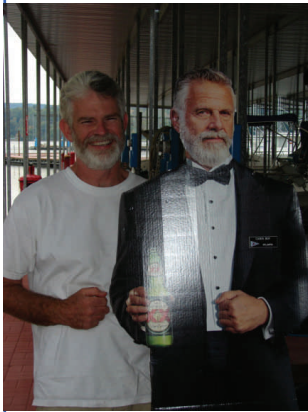
Through these successive trips each year, many in the Squadron have been able to complete almost the entirety of this beautiful waterway.



*Lunch fun with the towers of Watts Bar in the background—"Nuclear Lunch". Below, the adventure of going through the locks on the TN river*



*Separated at birth? "Cabin Boy" Convery and The World's Most Interesting Man... or vice versa?*



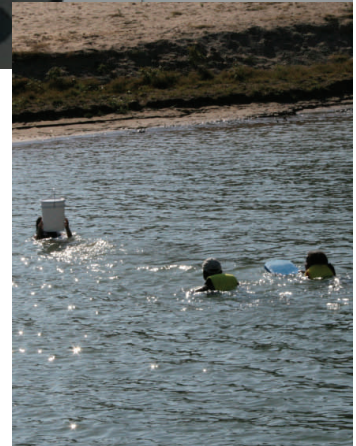
## COLLEGE COLORS AND AN UNINVITED GUEST AT THE SEPTEMBER RAT-UP... I MEANT RAFT-UP

Fall football Saturday's inspire lots of excitement and September's "football colors" raft-up lived up to expectations... except that there was a little more excitement than originally planned. An unnamed boat unintentionally brought a stowaway to the raft-up and the activities quickly turned into a new vermin "catch and release" program. A new Myth-busters theory was also proven—there is no such thing as a "drowned rat." This healthy specimen could swim! So when the first boat managed to rid themselves and push him overboard, their relief turned to horror as the varmint immediately swam down the chain of boats and tried to scurry up several other lines until he successfully made it into one. Ok, so much for trying to be discreet. The Commander called "Battle Stations" in an effort to catch him, or no one

was going to be staying overnight! He was successfully trapped in a bucket, carried to the shore and released, whereupon the conversation could get back to scores and hors d'oeuvres. Whew! Lesson learned—don't crack your portholes for ventilation, especially if you're on a dock that has lots of refreshments—you may end up with an extra crew member!



*Above, everyone enjoys the top deck of "Driving Miss Donna" at the September college colors raft-up. Right: exactly what is in that bucket headed for shore?*



## LAKE WINDWARD YACHT CLUB REGATTA AND POKER RUN

ASPS is continuing to "build bridges" with the boating community in the Atlanta area and other USPS squadrons. New member Mark Small brought an opportunity for ASPS members to support the Lake Windward Yacht Club in its First Annual Reggae Regatta and Poker Run held on October 11. The fun-filled day was packed with activities including a kayak/canoe races, sailboat regatta, pontoon Poker Run, a silent auction, kids activities, and a "Jamaican Island Barge Party" with reggae bands (supported by 50 sponsoring companies) throughout the day. The vendor area featured several local Caribbean restaurants, local artisans and of course, the ever popular ASPS Display Booth. There were children's games and what every boating event needs... the "Titanic" - an inflatable Titanic slide.

Glenn and Sheryl LaBoda, Gary & Kathy Meinkin and Jon Blackwood supported the ASPS booth and activities, handing out brochures and the new ASPS promo cozies.

The Lake Windward Yacht Club was formed in the spring of 2008.

# Squadron Happenings

## HOLIDAY PARTY AND SILENT AUCTION

*By Tim Tyson*



Gathering of items for our sixth silent auction to be held at the annual holiday party on December 13<sup>th</sup>, has begun in earnest. We need your help and participation.

I had a great idea for this year: If every member could provide me with one suggestion or one item suitable for a silent auction, we would have the most successful silent auction so far.

Now, and I hope this comes out right, we have already had a garage sale this year. I truly would appreciate items that we could use at the silent auction, but please ask yourself first if it is more appropriate for a silent auction or a garage sale. I don't want anyone's feelings hurt if nobody bids on an item!!!

Don't worry if you feel shy about asking a business for their support. I can handle that. But new ideas will keep us from having the same items year-after-year.

More information will be forthcoming in the upcoming weeks. Thanks for your help.

## WELCOME NEW MEMBERS

Justin Brown  
Mark Small  
Dawn Taylor  
Orlando Pinner  
Amani Ferrell  
Elijah Ferrell  
Nick Batson  
Brian Haile

*New member  
Justin Brown  
at the Oct  
meeting*



## DISTRICT 17 FALL MEETING IN HUNTSVILLE OCTOBER 10-12

The District 17 meeting was held in Huntsville on October 10-12.

In addition to a number of interesting break-out sessions, some important business was conducted at Saturday's meeting. The Nominating Committee brought a proposal to modify the D-17 by-laws to make the selection of members for the district Nominating Committee simpler. In addition, the District voted to rebate to the squadrons the cost of BoatSmart materials for any BoatSmart participant who decides to join the squadron during the class.

This will offer a nice financial incentive to encourage BoatSmart participants to apply for membership.

## IN SYMPATHY

William "Will" McClintock, brother of P/C Margaret Sherrod, passed away on Thursday, October 23 at the age of 49. Our thoughts and prayers are with Margaret and her family.

## CONGRATULATIONS ON THE NEW ARRIVALS!

Congratulations to Grandparents Charlie and Lillian Cox, Doug and Patti Watson and to Kevin Schoonover, who is Granddaddy for the first time. We have three new potential ASPS members.

Soren Findlay Westerberg was born on August 1st to Glen and Talley Westerberg (Charles and Lillian's daughter) of Portsmouth, NH. He weighed 7 lbs. 5oz. and was 21.5 inches long.

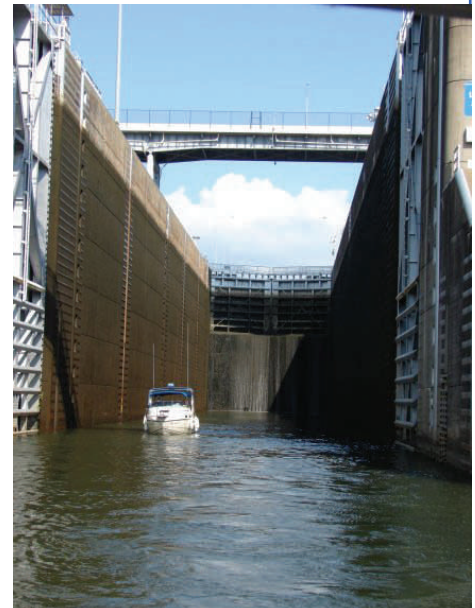
Carly Patricia Sheran was born to Jennifer and Chuck Sheran (Doug and Patti's daughter) on July 29, 2008, weighing 7 lbs. 13 oz. and 21.5 inches long and has already taken her first boat trip.

Hope Cecile Raymond was born to Jaime and Adam Raymond (Kevin's daughter) on October 14 at 7:30 a.m. and was 6 lbs. 10 oz. and 19.5 inches long. Welcome aboard!

## NOVEMBER EX-COMM DATE CHANGE

The November ExComm Meeting will be held one week earlier than usual. The date is November 6. The location for this meeting only is Aldo's on Roswell Rd.

*Lonely in the locks on the  
Tennessee River*





# 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		

## EDUCATION UPDATE

*By Lt/C Patti Price, Squadron Education Officer*

The Boat Smart class was held in September and five people successfully completed The Squadron Boating Course. Brian Haile was one of those participants and he has now become a member.

Fall Classes started September 8, 2008. Classes underway are Seamanship, Advanced Piloting, Navigation and Engine Maintenance. Thanks to our instructors, Richard Morrison, Don Williams, David Sewell, Shelton Sawyer and Bob Leathers, who are encouraging 32 students to "Boating Smart".

Congratulations to Lisa Herndon; she has received the Educational Proficiency Award. To achieve this milestone, one must have successfully completed Seamanship, Piloting, Advanced Piloting and any 3 elective courses. Lisa's electives were Engine Maintenance, Marine Electronics and Cruise Planning.



The highest level of academic recognition is the Educational Achievement Award. One must have successfully completed all core and elective courses offered at the time of the final course. This would be Seamanship, Piloting, Advanced Piloting, Junior Navigation, Navigation, Cruise Planning, Engine Maintenance, Instructor Development, Marine Electronics, Sail and Weather. Congratulations to Roy Stegall. He has completed the requirements for his "full certificate". Roy has DONE IT ALL! After completing the JN course, Roy remarked that he did not think that there was anything "junior" about the class. Now, he rightfully and proudly can be called a Senior Navigator, SN.



*Cdr. David Herndon*



*Lt/C Carol Jordan  
Executive Officer*



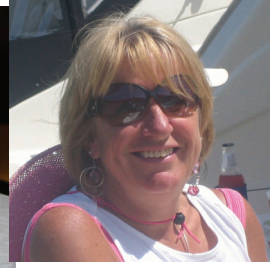
*Lt/C Patti Price  
Education Officer*



*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  
Assistant SEO*



*1st/Lt Julia Haas  
Assistant Treasurer*



## ???SEPTEMBER PUZZLER ANSWER ???

**What is wrong with the picture above?**

*Answer:* With all of the rearrangements of docks in order to keep slips in the water, this slip at the University Yacht Club ended up completely enclosed on all four sides. Or maybe this is the "time out" slip for boats that have misbehaved?

# 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 Yahoo Group

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

## GENERAL MEETING LOCATION

**THE FIVE SEASON'S BREWERY, JUST INSIDE I-285 ON ROSWELL RD IN THE PRADO**

Are you receiving the USPS Compass published 6 times annually? Get lots of hints, tips and links to USPS and partner sites.  
To subscribe send information to: <http://www.usps.org/national/natsec/newhome/compass.html>.

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!

**ARE YOU INTERESTED IN MEETING BOATERS FROM ALL OVER THE SOUTHEAST?**  
Volunteer for District service committees and get to know other squadrons!  
Contact Margaret Sherrod

Waterlog thanks to this month's contributors:  
Kevin Schoonover  
Patti Price  
Douglas Townes  
Tim Tyson

**Mark these dates!!**  
**EXCOMM CHANGE! Nov 6 at Aldo's**  
Fall Leaf Cruise—November 8  
Holiday Party—December 13

## USPS EVENTS: NOV 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4 Election Day	5	6 ExComm Meeting	7	8 Leaf Cruise and raft-up
9	10	11	12	13	14	15 Crock-pot Cookoff
16	17	18	19	20	21	22
23 / 30	24 / 31	25	26	27 Thanks-giving Day	28	29

## USPS EVENTS: DEC 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13 Holiday Party
14	15	16	17	18	19	20
21	22 Chanukah begins	23	24	25 Christmas Day	26	27
28	29	30	31 New Years Eve			

**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 : NEW!!!** ExComm Meeting at Hudson Grille on Peachtree Industrial across from the Brookhaven MARTA station





# Life on the Water

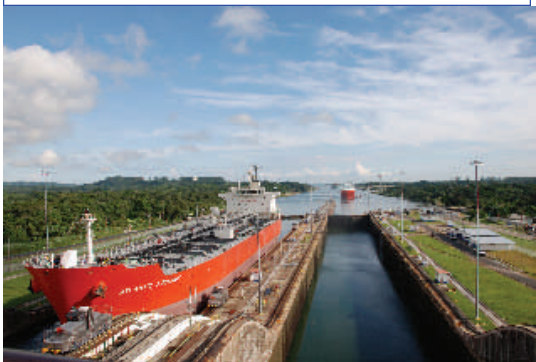
## PANAMA CANAL CRUISE AND A TOUR OF THE BRIDGE

by Tim Tyson

Earlier this year Barbara's 90-year young mother caught the cruising bug (again), so on October 2, we boarded a plane for Ft. Lauderdale and spent the next ten days cruising on the *Coral Princess*. We traveled down to the Panama Canal and back, with stops at Aruba, Cartagena (Columbia), Christobal (Panama), Limon (Costa Rica), and Ocho Rios (Jamaica). Due to her mom's age, Barb and I felt that it was better to stay aboard, and I only got off the ship once, in Limon, where I hired a taxi driver to drive me around for a couple of hours. I even took a river trip with a friend of his!!



*Above and below, going through the Panama Canal*



But the highlight of the cruise came on the last day at sea. I had written Captain Roger Bilton a note, telling him that we are members of the Atlanta Sail and Power Squadron and active in the Atlanta boating community. I asked him if there was a chance we could take a tour of the bridge. I didn't hear from him until the second to the last day, since there are security concerns and he didn't want me advertising this to the rest of the passengers.

The tour was fantastic. The *Coral Princess* was built by Chantiers De L'Atlantique in St. Nazaire, France, and made her inaugural cruise January 3, 2003.

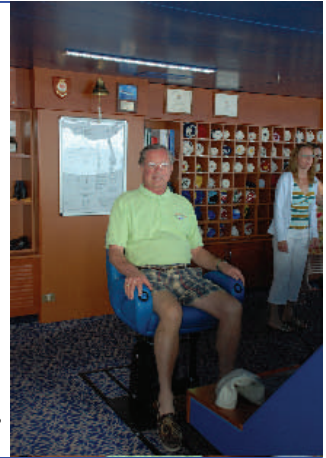
Named and christened by Her Excellency Mireya Moscoso, President of the Republic of Panama, she is 964 feet long, 203 feet above the waterline, has a



*The Bridge of the Coral Princess*

draft of 26 feet, and weighs 92,000 tons. The *Coral Princess* is powered by a combination of diesel engines and gas turbines and has a top speed of 21.5 knots. She has a crew of 895 and can carry 1,970 passengers in her 987 state-rooms. There are 4 pools and 5 hot tubs, and to my best count there are 11 bars. There is no brig.

We were welcomed on the bridge for as long as we cared to stay, and the officers could not have been nicer. At the end of the tour (which lasted well over an hour), Barb and I presented Captain Bilton with an Atlanta Power Squadron cap. We have cruised on several ships, but this one has to be the best. We recommend it highly.



*Above, Capt. Tim at the helm; Below, Barbara and Tim are welcomed by Captain Bilton*



### ???OCTOBER PUZZLER ???

The warden admits three prisoners into his chambers. He tells them, "One of you fellas is going to have a chance to get out. Here's the deal. "I'm going to blindfold all of you, then I'm going to put hats on your heads. I have three white hats and two black hats. Each of you is going to get a hat. You have to figure out which color hat you have to get released."

He blindfolds them and puts a hat on each prisoner. They're led out of the room in single file. When the blindfolds are removed, the guy in the back can see the two people in front of him, the guy in the middle can see the one guy in front of him, and the guy in front can see nobody. They walk around the prison, stopping outside the warden's office.

The warden says to the fellow in back, who can see the two people in front of him, and their hats, "Can you tell me what color your hat is?" The fellow in back says nothing. He doesn't know.

The fellow in the middle is asked the same question. He is unable to answer.

The guy in the very front, who can see no hats, knows. He says, "I can identify the color of my hat. It's white" He's right. How does he know?





# Life on the Water

## ALCOHOL ON THE WATER: WHERE HAS ALL THE GASOLINE GONE?

*As published in Lakeside on Lanier, by Greg Clark*

When we hear about alcohol on the water our first thoughts are boating under the influence. Today that notion is quickly being overshadowed by a new concept, ethanol. Ethanol has been a controversial subject and many boaters have relied on avoiding problems by purchasing premium fuel from local marinas that was ethanol free. Unfortunately, many of the marinas have now discontinued supplying ethanol free fuel and report that they will not carry premium at all next season. As our marinas phase out premium fuel without ethanol, the boating public will need to become more concerned with “phase separation” common to ethanol fuels. Your boat may already be at risk.

At this time, Port Royal Marina known previously as Lan Mar as well as Gainesville Marina purchases their fuel from alternative distributors. Both of these marinas presently stock “ethanol free fuel, and premium with 91-93 octane. Other marinas report that their supplier will only provide ethanol fuels in the foreseeable future. Some marinas on Lanier have gone to ValvTect Marine Fuels with ethanol. The ValvTect Home web site (<http://www.valvtect.com/>), reports the following: “ValvTect Marine Gasoline contains ValvTect Octane Performance Improver (OPI), a patented combustion modifier, detergent, fuel stabilizer, moisture dispersant and anti-wear additive... Fuel economy tests indicate ValvTect Marine Gasoline with OPI reduces fuel consumption up to 8% versus automotive-grade gasoline. Engine wear tests indicate ValvTect OPI extends valve seat life up to 70%. ValvTect OPI is not available in any other brand of automotive- or marine-grade gasoline.” The representatives from these marinas are not taking an official stance on the change to Ethanol-Only fuels and refused to be quoted in print. This is understandable since time will only tell what serious problems may result with these changing fuels.

**All boaters** must be aware of the risks involved with ethanol fuels. Ethanol fuels attract on average 10 times more water than non-ethanol fuels. Storing a boat over time with ¼ to ½ filled tanks will result in “phase separation” of the fuel. This is a spontaneous reaction where the fuel in your tank separates into two solution layers. At this point, your engine may not run and internal damage can be severe. **There is no fix for this problem. It cannot be undone.** You must completely drain the tanks, properly dispose of the fuel layers, and replace all of the fuel with fresh fuel.

Fuel Stabilizers and additives will not prevent Ethanol “**phase separation.**” Keeping your fuel tank half or partially filled so you can “freshen” up the tank by adding new fuel in the spring will not help. This will instead increase the risk of condensation and potential for phase separation. Filling your tank to 95% or more before storage can help to prevent phase separation. Stabilizers are still needed to prevent non-related issues from storage of fuel. You should not seal your fuel vents in an effort to reduce condensation. As well, you should periodically check fuel vents for clogging due to spiders or dirt daubers. Clogged fuel vents can result in increased tank pressure resulting in ruptured lines and connections. This can result in breakdowns or engine room fires. Older boats with fiberglass fuel tanks as well as some older portable outboard fuel tanks will react with ethanol creating a black gummy substance. This residue will destroy engines, clog injection systems, weaken fuel lines, damage pumps and breakdown some fittings creating potential fuel leaks.

When changing to ethanol fuels, you should keep extra fuel filters, and water separators onboard. Change filters and separators after the first 3 full tanks. This will help to remove debris and water that often accumulate during the initial change over. **Never** use E-85 fuel in any boat. Ethanol concentrations should not exceed 10% in any boat. Installing gasoline fume detectors in the engine compartment will help to prevent accidents associated with weakened or leaking fuel lines damaged by ethanol. Always ventilate your engine room, open access hatches, visually inspect, and sniff for fumes before starting your engine. Boaters should periodically inspect all fuel lines for cracks and air leaks due to the high heat conditions of engine compartments. Fuel lines located over or close to battery boxes will break down quicker and should be monitored closely. Visual inspection of fuel lines may appear in good condition until they are test bent and stressed to reveal cracks and dry rot. With your engine running or turning over to start, listen for hissing sounds as air is sucked through initial cracks in fuel lines. You may notice a drop in power, or difficulty starting your engine before visual wet leaks becomes evident. This is an early sign that may save your life.

## The Safety Net



### DOCKSIDE DO'S AND DON'TS

*Submitted by Safety Officer Charlie Cox  
Excerpts from boatsafe.com*

Many times we simply get complacent at dockside and don't use our common sense. Following are a few tips that you should follow to make your dock safer and more pleasant for you and your dockside neighbors.

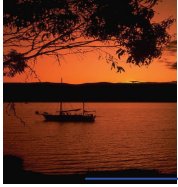
**ALWAYS** neatly coil or flemish excess line both on the dock and onboard. This not only looks more professional but can prevent someone from tripping over a loose line and falling.

**ALWAYS** turn off all AC breakers on board, then turn off the breaker and disconnect the power cord from the dock first. You will see many people undo the power cord from the boat and then hand it to, or worse yet, carry it off the boat to the dock. One slip and they are in the drink with a live wire.

**ALWAYS** make sure you turn off all outside lights, instruments, and VHF radio. There is nothing more un-neighborly than a light shining on the boat in the next slip or the VHF blasting loudly while you are out for a late night at the local pub.

**NEVER** connect a dock water supply to the pressure side of the water system on your boat, even with a pressure-reducing valve. This is an invitation to sink your boat. All you need is for one of those hose clamps to quit, or a flexible section to rupture and there is an unlimited supply of water to fill your boat. Far better to fill your water tank periodically using a hose and using the onboard water pressure pump to supply your requirements. Now if there is an accident, no more water can come on the boat than was already there and you can't sink. Keeping your pressure pump working on a regular basis is also better for it. Nothing kills pumps quicker than being idle for long periods.

And while on the subject, **NEVER** have a water tank that overflows anywhere onboard. Plumb the overflow overboard because, sooner or later, you will go ashore and forget you left the hose filling the tank!



# AFTerthoughts

## CHANGES

Watching the transition to fall is always an interesting time for me. There are all kinds of metaphorical references to fall as the time of death and the oncoming darkness, contrasted with spring as the time of renewal, new life, and light. I suppose those are reasonable in their attempts to describe the circle of life as it plays out around us.

But for me, it's all but impossible to think dark thoughts when I see the amazing and brilliant splashes of color appearing all around me. Watching the maples and dogwoods replace their singularly verdant palettes with bright oranges, yellows and reds is a little like watching a fireworks display in slow motion. (OK, that one doesn't quite work because you can't see colorful trees very well at night and you can't see fireworks all that well in the day time. But I couldn't come up with anything better and you get what you pay for here, folks.)

Of course, the trees are like everything else. A wise person once told me, "Things end; things change." The trees will give up their brilliance, turn their leaves a dull brown and discard them all over lawns and streets and forest floors. It will be colder for a while, and the nights will be longer.

That doesn't mean the season is one of darkness and depression. There will be those wonderful days on the water in the middle of winter under a bright sun and a cloudless sky, with a crisp wind in your face, and hardly another boater on the lake. There will be those longer evenings that allow you to catch up on your reading, plot some cruises for the spring, or maybe pick up that next navigation or elective course.

Change is a good thing.

Happy boating!

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

