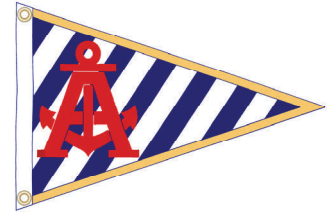


Official newsletter of the
Atlanta Sail and Power Squadron

www.atlantasboatingclub.com



WATERLOG
United States Power Squadrons
Sail and Power Boating - America's Boating Club®
Safe! Smart! Fun!



Highlights from the Seafarer's Ball

**Get Ready to
Cruise the ICW**

Knowing What You Don't Know

Getting Over the Hump

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Cdr. David Herndon, JN

Commander's Corner

And so, I approach the end of my time at the helm as Commander. I heard someone refer to me the other day as our "half-past Commander" – at least I think that's what he said.

Like many such transitions, there's a bittersweet aspect to it. The sweet part is that we've had a very successful year. The bitter part is that, despite the great progress on every front, we didn't accomplish everything we wanted to.

The Change of Watch is February 15. Please plan to attend and give your support to the new leadership team. Details may be found elsewhere in this issue and on our website.

The incoming Bridge and ExComm, under Carol Jordan's leadership, has already put together a plan for another terrific year of activities in 2009. There is no doubt that ASPS will continue to flourish, and I look forward to adding my support as a "backbencher".

Part of the transition of leadership includes Lisa Herndon becoming Administrative Officer. Those added responsibilities will challenge her ability to continue as *Waterlog* editor. So as the guy who'll have a little extra time on his hands, I'll be picking up the lead role for the *Waterlog*.

OK, here's a challenge for the incoming leadership. According to the Army Corps of Engineers official site for water levels at Lake Lanier, the lake was at 1052.68 feet on February 17, 2008, when the 2008 Bridge was sworn in. Although it subsequently fell to a low of 1051, as of Jan 20, 2009, the lake was at 1056.4. The 2008 team added about 3.7 feet to the lake, and I think it's reasonable to expect the 2009 Bridge to do at least as well. And if they want to start early on this initiative, it's OK by me.

Seriously, seeing the lake come up more than 5 feet in the past 6 weeks is very exciting. We have a long way to go, but it's good to see the direction moving consistently up instead of down for the past several weeks.

The USPS National Meeting is February 21, 2009 in Anaheim, CA. Cdr. Carol Jordan will be leading our official delegation of P/Cs Jeff Wise and Margaret Sherrod. D/C Danny Tompkins will also be there to represent the interests of ASPS and District 17.

Remember to save those large-sized orange detergent jugs. In a cooperative initiative with Flotilla 29 of the Coast Guard Auxiliary, we will be using those jugs to mark hazards in the lake. Safety Officer Charlie Cox is coordinating this effort with the CGA.

Speaking of cooperative efforts, we have a joint raft-up with University Yacht Club tentatively set for April 25. This should be a great time on the water so try to keep the date open.

Finally, thank you for the opportunity to serve in this role. It is truly an honor to have the privilege of representing this outstanding organization.

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

ANNUAL MEETING: A COLD MEETING HIGHLIGHTS A GREAT YEAR

There's nothing like a 55° room to keep a meeting short and sweet. The 2009 Annual Meeting on January 15 turned out to be one of the coldest nights of the season. Our meeting space at The 5 Seasons was an outdoor beer garden enclosed in isinglass and warmed by a couple of large propane heaters. The temperature and the wind battled the heaters all evening, but the hardy souls who stuck it out will agree that the heaters lost the fight.

The meeting featured the reports of the 2008 Bridge Officers and the election of the 2009 Bridge. The members present also approved the 2009 budget, and revised by-laws as recommended by the Executive Committee.



Cdr Dave Herndon presents Bridge Tender awards to Tom Haas (left) and Margaret Sherrod (below)

Highlights of accomplishments include:

- 64 Vessel Safety Checks
- 50 non-renewals offset by 26 new members for a net loss of 24, or 10%.
- Representation at all local boat shows
- Articles in every issue of *Lakeside on Lanier*
- 3 BoatSmart sessions with a total of 34 participants
- 2 public seminars with a total of 26 participants
- 4 Advanced Grade and 3 Elective courses with a total of 52 participants
- Superb on-the-water events
 - 9 raft-ups
 - ICW cruise
 - Tennessee River cruise
- Low Country Boil
- Crock pot Cook-off
- Seafarer's Ball
- New member mentoring program
- *Waterlog* wins 6th consecutive "Distinction in Journalism" award
- Introduced Calling Post automated telephone notification for major events



SAVE THOSE DETERGENT CONTAINERS FOR A GREAT CAUSE!

ASPS is joining Coast Guard Auxiliary Flotilla 29 in an initiative to mark hazards on Lake Lanier. The usual method of marking navigational hazards is to place an orange ball at the location to warn oncoming boaters to steer clear. As the lake level continued to drop throughout the summer and fall and an increasing number of hazards arose, a shortage of the orange hazard markers developed. The CGA decided there was more than one way to mark a hazard, so they instituted a program to collect large orange-colored jugs for liquid detergent and use those to fill the shortage.

ASPS has committed to assist in this initiative by supplying jugs and helping to place them.

Save those detergent jugs. Safety Officer Charlie Cox is coordinating with CGA Flotilla 29 on this effort.

Cdr Herndon (l) represents ASPS at the Coast Guard Auxiliary Flotilla 29 Change of Watch. ASPS' own Douglas Townes (r) retires as Vice Commander, and Mary Larsen begins her second term as Commander..



SEAFARER'S BALL AND SILENT AUCTION A GREAT SUCCESS FOR ASPS AND THE CALVARY CHILDREN'S HOME

The annual Seafarer's Ball held at Kurt's Restaurant on December 6 was a wonderful celebration of the holiday season for ASPS members, and a bountiful evening for Calvary Children's Home. The Ball, coordinated by Social co-Chairs Lillian Cox and Barbara Tyson, was a delightful event featuring great food, spirits and dancing. The Silent Auction, managed for the sixth consecutive year by Tim Tyson netted over \$1200 for ASPS.

But wait, there's more! ASPS members donated more than \$2400 to Calvary Children's Home for Christmas gifts for the children and in contributions to the scholarship fund.

See pictures on page 4.



Barb and Tim Tyson with some of the holiday bounty provided for Calvary Children's Home by ASPS.

Squadron Happenings

**A GOOD TIME
WAS HAD BY ALL**

Scenes from the Seafarer's Ball



Squadron Happenings

WELCOME NEW MEMBERS

Charlie and Edith Newfield have just moved to Alpharetta and have joined as associate members. They are currently members in good standing with the Peekskill, NY squadron. Charlie is 77 years old and has only missed one year receiving a merit mark. Welcome Charlie and Edith!

Welcome Terry Dukes! Terry and Richard participated in the Spring 2008 ICW and Richard has been a regular student in the ASPS educational program. We're happy to have Terry as a member!

2009 GICW CRUISE

by Tom Haas



We have exciting plans for this year's kick-off cruise on the Gulf Intracoastal Waterway. The dates are Saturday, May 2, through Saturday, May 9, 2009. This year's format is a little different; but there will be lots of boating, dining, partying and activities. Instead of going from one point to a destination and back, we are taking the "hub and spoke" approach. This means we will have a base from which

we will make several shorter trips. One big advantage to this is for those who could not attend the week-long event, and who can now leave early or join up with us later and participate in part of the week's fun.

With guidance from P/C Troncalli and our able navigator, Lt/C Schoonover, we have zeroed in on Orange Beach, AL as our base harbor. This different approach gives us some new options for "bag draggers" and others who may not wish to stay on their boats the whole time. These options make it necessary for us to have an accurate head count much earlier than in the past, as we will have to make firm commitments for facilities soon.

There is a **Captains' Meeting scheduled for 6:15 PM on Monday, February 9, 2009**, at the Heiskell School to cover some preliminary issues that must be resolved. The Heiskell School is the place where we hold classes, and it is located at the corner of Northside Drive (not Parkway) and Moore's Mill Road. There will be another Captains' Meeting closer to the cruise date. Please plan to attend and let other folks who may not see the DR know about it.

You can contact me with questions. E-mail is best, haas_tom@hotmail.com, or phone (404) 846-7952.

Let's go cruisin'!

TYSON'S CORNER

Well, here is the tally from our annual Silent Night-Silent Auction:

Auction receipts: \$1266

In addition, our group came together to collect money for presents and also donated presents for the kids at the Calvary Children's Home. The total money and value of gifts and gift cards received was \$1384.

Once again several of our wonderful members donated money to the scholarship fund at Calvary, and this amount was \$965.

So, while the silent auction itself did not raise as much money as last year, the total amount received for these three areas was \$3615, and this shattered all previous holiday party records.

My heartfelt thanks and indescribable gratitude goes out to all of you who participated. You really have made a difference in the lives of these kids.

Have a great 2009!

Tim



ASPS CHANGE OF WATCH

The Atlanta Sail & Power Squadron
Cordially invites you to the 56th Change of Watch

Sunday 15 February 2009

Dunwoody Country Club

\$36.50 per person

Please RSVP by 7 February to:

Lt/C Margaret Haas
treasurer@usps-atlanta.org
Mail checks payable to "ASPS"

Mail to:
2575 Peachtree Rd. NE
Suite 301
Atlanta, GA 30305

Dress: uniform "A" or suitable attire

11:30 Reunion of Members, Social Hour and Cash Bar

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

Join us for our next session of classes. There is something for everyone.

Boat Smart—Saturday, February 21, 2009, 9:00 am to 5:00 pm \$40 per family

Learn basic boating skills and safety. The class is hosted by the Forsyth County Parks and Recreation Department and will be at:

Sawnee Mountain Preserve Visitor Center
4075 Spot Road
Cumming, GA 30040

Contact the Forsyth County Parks and Recreation Department at 770-781-2217 to register.

Public Classes and Seminars--Monday evenings, 7:00 p.m. at the Heiskell School

**Chart Smart—basic plotting and navigation
Jan 19 – Feb 16, 2009 \$25 for book**

All you need is The Squadron Boating Course book and some plotting tools. Dividers and course plotters will be available for purchase if you don't have plotting tools.

GPS Seminar March 2 – March 9, 2009

Learn the ins and outs of GPS. If you have a unit, bring it to class!

Radar Seminar March 30, 2009 \$30

Learn how radar works. Topics covered include operation, interpretation and collision avoidance.

Member Classes-- Monday evenings, 7:00 p.m. at the Heiskell School

Piloting January 12, 2009 \$65

Weather January 19, 2009 \$60



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*

???JANUARY PUZZLER ???

In a boat dealership with 200 new and used boats for sale, no boat has more than 100 hours on the engine(s) and none has less than 1 hour. What is the probability that two boats will have exactly the same number of hours? (Engine hours are recorded as whole hours, no fractions or decimals.)

SAFETY UPDATE ON HAND HELD FLARES

By Safety Officer Charlie Cox

Orion Products has issued a follow-up statement concerning their Sky Blazer product saying that it is safe for use if the instructions for holding the tube in the correct manner are followed. For more details, download the file from the V-Dept. website.

http://safetyseal.net/dcvsays.asp#Orion_Safety_Products_-_Safety_Update

The Bulletin Board

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

Send email changes to the Waterlog editors! And clear your spam filters for the following address: 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

Mark these dates!!

March meeting is the 4th weekend March 26!! NOTE the CHANGE this month only!!

The GICW trip is May 2-9—Captain's meeting February 9 at Heiskell School 6:15

USPS EVENTS: FEB 2009

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-------------------------------|---|--------------------------|-----------------------|-----------------------|-----------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 GICW Capt Mtg Heiskell School | 10 | 11 | 12 Excomm meeting | 13 | 14 |
| 15 2009 Change of Watch | 16 | 17 USPS Annual Mtg | 18 USPS Annual Mtg | 19 USPS Annual Mtg | 20 USPS Annual Mtg | 21 USPS Annual Mtg BoatSmart Forsyth Cty |
| 22 USPS Annual Mtg | 23 | 24 | 25 | 26 | 27 | 28 |

USPS EVENTS: MAR 2009

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|-----|-----|-----|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 8 | 10 | 11 | 12 Excomm meeting | 13 | 14 Raft-up Blessing of the Fleet |
| 15 | 16 | 17 | 18 | 19 | 20 District Spring Conference Pigeon Forge, TN | 21 District Spring Conference Pigeon Forge, TN |
| 22 District Spring Conference Pigeon Forge, TN | 23 | 24 | 25 | 26 General Membership Meeting - NOTE CHANGE! | 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 : NEW!!! ExComm Meeting at Hudson Grille on Peachtree Industrial across from the Brookhaven MARTA station

LOCATION: Change of Watch at Dunwoody Country Club



Life on the Water

SAFE! SMART! FUN!



Did you hear the one about the young professor who found himself sitting next to a dumb looking redneck on an airplane?

The professor, having just attained a tenured position in astrophysics, was feeling somewhat intellectually superior. He struck up a conversation with his seat mate, and after some small talk the professor said, "Tell you what, let's play a little game. I'll ask you a question. If you can't answer it, you pay me \$5.00. Then you ask me a question, and if I can't answer it, I'll give you \$500. How about it?"

The redneck just wanted to go to sleep, but the professor seemed insistent, so the redneck said, "Ok, we'll try it once."

The professor said, "Good. Here's your question. What is the speed of light in a vacuum in meters per second?"

"Jeez, Doc, I don't have a clue," the redneck replied. "Here's your five bucks."

Smiling confidently, the professor said, "Thanks. Now what's your question for me?"

The redneck thought for a moment or two and said, "What always goes up a hill on three legs but always comes down on four legs?"

The professor thought hard and could come up with nothing. He pulled out his laptop and using powerful search engines and global databases, he still found nothing. After a while, he said, "You got me. I don't know the answer. Here's your \$500," and handed the redneck a wad of bills.

"Thanks, Doc. Nice playin' with you," said the redneck, and he settled in for his nap.

After about half an hour, the professor could stand it no longer. He poked the redneck in the ribs and said, "This is driving me crazy. You gotta tell me. What always goes up a hill on three legs but always comes down on four legs?"

The redneck grinned and said, "Like I said before, I ain't got a clue. Here's five more bucks."

Boaters can be a lot like the professor sometimes. We read all the boating magazines; we keep up with the blogs and postings on BoatUS.com and other websites; we take classes and study charts; we read all the manuals for the equipment on our boats. And with all that knowledge stored and classified in our brains, we're ready to draw on it at a moment's notice to solve a problem... or just impress our friends.

There's absolutely nothing wrong with making ourselves as knowledgeable about our sport (should I say, "our passion") as we possibly can. There's no substitute for immediate access to information, especially when coupled with experience in applying that information. Our goal should be learn as much as we can.

But sometimes we need to be a little like the "dumb" redneck. Although he wasn't able to answer a high school science question, he ended up with most of the money and taught the professor something

along the way.

Like the redneck, we need to know what we don't know. The root cause of many of the bad boating experiences I've observed—or been part of—can be traced back to one or more boaters having a knowledge deficiency and being unaware of that deficiency.

Sometimes it's just knowing simple courtesy. Last Memorial Day while out cruising we came across a small runabout with a man, a woman, a toddler and a baby on board. Their engine had died and would not restart. The man was trying to row back to his marina using a water ski as an oar.

We offered him a tow, which he gladly accepted. Rigging a towing bridle (as taught in Seamanship), we started the short run back to his slip at Holiday Marina, which required crossing the mouth of Big Creek. As we started across, we saw a large cruiser coming down the creek toward the main channel of the lake. The cruiser was on a collision course with us and was "semi-planing," throwing a three-to-four foot wake.

Expecting that the captain would see we had a vessel in tow, and that we were the stand on vessel anyway because our approach was on his starboard, we signaled him to slow down. The only response we got was a different signal in return. His wake severely rocked us and nearly swamped the runabout.

That captain should have known the danger he was creating or at the very least, should have shown simple courtesy by complying with a request to slow down.

Sometimes it's real knowledge gap that places the boater, his family and crew in real danger. The boater whose first boat is a 40-ft go-fast speedster; the weekender who rents a 75-ft houseboat, believing the ad that says "if you can drive a car, you can drive this boat," the couple who start their first ICW cruise without filing a float plan, checking the tides, or plotting their full course on paper or electronic charts; all these are examples of boaters who don't know what they don't know. Sadly, all these examples and many other similar ones happen almost every weekend during boating season.

All boaters should strive to learn as much as they can about their boats, how to handle and maintain them, and how to navigate successfully and behave responsibly when aboard them. That's the "smart" part of "Safe! Smart! And Fun!" , and it adds significantly to the "safe" and "fun" parts.

POSSIBLE PROBLEMS WITH SEA RAY BOATS

Contributed by Ike Grove

The debate over the use of balsa cores in boat bottoms seems recently to have come to an end when, in October, 2002, Powerboat Reports ran a piece entitled "Core Complaints". Purporting to be an editorial, when in fact the piece ran five pages and is a full-blown article, including a response from Sea Ray to a PBR inquiry for Sea Ray's response to allegations of serious problems with the use of balsa core in the bottom of their boats 40 to 55 feet built from 1995 to 2002.

Read the entire article and find other links at:

http://www.yachtsurvey.com/searay_balsa_core_bottoms.htm

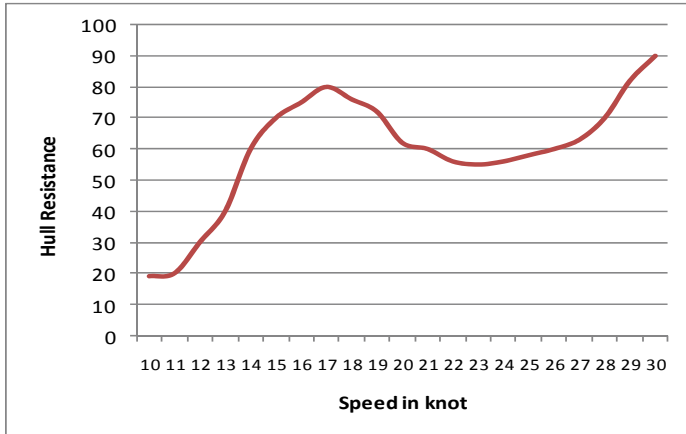


Life on the Water

GETTING FROM SLOW TO GO

Adapted from "Over the Hump" by Dudley Dawson, Yachting Magazine, January, 2009.

When driving a boat with a planing hull, there is a range of speed called the "hump" region that should be avoided when selecting a cruising speed for your boat.



Consider the graph above. Although this graph is for a specific boat and power plant, a similar graph can be drawn for any vessel with a planing hull. The vertical axis, Hull Resistance, translates directly to power required to achieve and maintain the given speed. And power, of course, converts directly to fuel consumption.

Notice that it requires about the same amount of power to run at 17 kn as it does to run at 29 kn. For this boat, the most efficient cruising speed is about 23 kn. The speeds to avoid for cruising are 14-19 kn, the "hump range" where fuel consumption and wakes are highest.

You've seen this phenomenon when you've added substantial weight to your boat, maybe by inviting several guests aboard. The boat stood on its transom, roaring at full power and creating a massive wake. It just would not get on plane unless you adjusted the trim either with tabs or engine position, or maybe sent everyone forward to flatten out the weight distribution and trim angle. That's when the boat suddenly speeds up and you can ease back on the throttles. You got "over the hump."

How can you determine the hump range for your boat? Since power to overcome hull resistance and fuel usage are directly related, you can use a fuel flow meter to measure the consumption at various speeds, and under various load conditions. Plotting these results on separate graphs for each loading condition will produce graphs similar to the one above.

Keep in mind that if your boat burn the same number of gallons per hour at two or three different speeds, you should cruise at the highest of those speeds in order to maximize miles per gallon.

In the absence of a fuel flow meter, the next best thing is to know where your boat's hump speed starts, which will enable you to estimate where the peak lies. The start of the hump, H, is the speed at which the boat creeps past its "hull speed" and leaves displacement mode. You can calculate it by the equation below:

$$H = 1.34 \times \sqrt{L}$$

where L is the waterline length of the boat in feet.

The waterline length of the boat whose speed/power curve is shown in the graph above is 72 ft.

So,

$$H = 1.34 \times \sqrt{72}$$

$$H = 1.34 \times 8.5$$

$$H = 11.4 \text{ kn}$$

From this calculation, the low end of the hump speed range will be about 11.5 kn. The peak of the hump is typically 4-6 kn above the low end speed. Assuming the peak of the hump range is 6 kn more than the low end speed, the estimated hump range then is 11.5—17.5 kn. This agrees well with the actual numbers in the graph.

A boat that is underpowered, overweight or out of trim may not be able to get over the hump. Boat buyers who select power based on a tight budget, then add stores and options, maybe a dirty hull bottom, or several extra guests and you have a problem. When buying a boat, think through all these considerations before deciding on the power option.

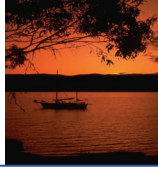
An overweight boat is usually easier to solve. Anything you don't need on board should be left on shore. Run with fuel and water tanks filled only to meet the needs of the cruise.

An out-of-trim condition may exaggerate the hump, especially with the stern down. The "everyone forward" rule works well n smaller boats.

HOW TO LOAD A BOAT ONTO A PICKUP TRUCK

- 1 Load up beer and hook boat trailer up to truck
2. Drink lots of beer
3. Drive real fast
4. Hit light pole (needs to be a solid one)
5. Boat will load itself onto truck.





AFTerthoughts

BABY IT'S COLD OUTSIDE...

I promise - this won't be another one of my incessant ramblings about the pleasures of boating during the winter time. I'm sure you've read enough of that over the past few years.

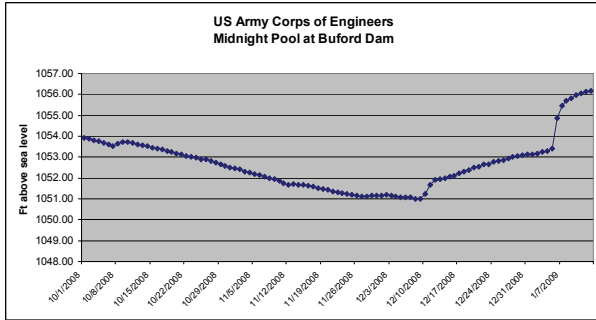
My point today is that not only is it cold, but it's also wet. Finally, we're getting the much needed rainfall that has eluded our area for so long. The frontal system that stalled over north Georgia in early January added a lot of water to the lake.

As shown in the chart above, the lake has risen steadily early December. A few more days like January 5 when the lake level rose by more than 1-1/2 feet, and we'll be back to a more normal lake.

For those of you who like numbers, we got about 4.4 inches of rain in December, and we've had about 2.5 inches in the first half of January. That 6.9 inches of rainfall has resulted (so far) in 5.2 ft rise in the lake. So all we need is about 20 more inches of rainfall over the next several weeks and we should be back at full pool. As you're praying for rain, I think it might help to be specific.

Sorry, I can't help it...on Sunday, January 11 the temperature was in the low 50's and it was overcast with a 12 kt wind out of the northwest, creating a wind chill in the 30's. It was a dreary and blustery day that would keep even the most avid boaters indoors. But 22 sailboats were out there racing. Those guys and gals may be a little bit crazy, but you have to admire their dedication to the sport.

Happy boating!



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

