

Official newsletter of the
Atlanta Sail and Power Squadron

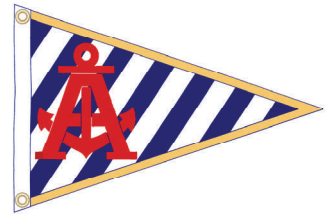
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WATERLOG

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

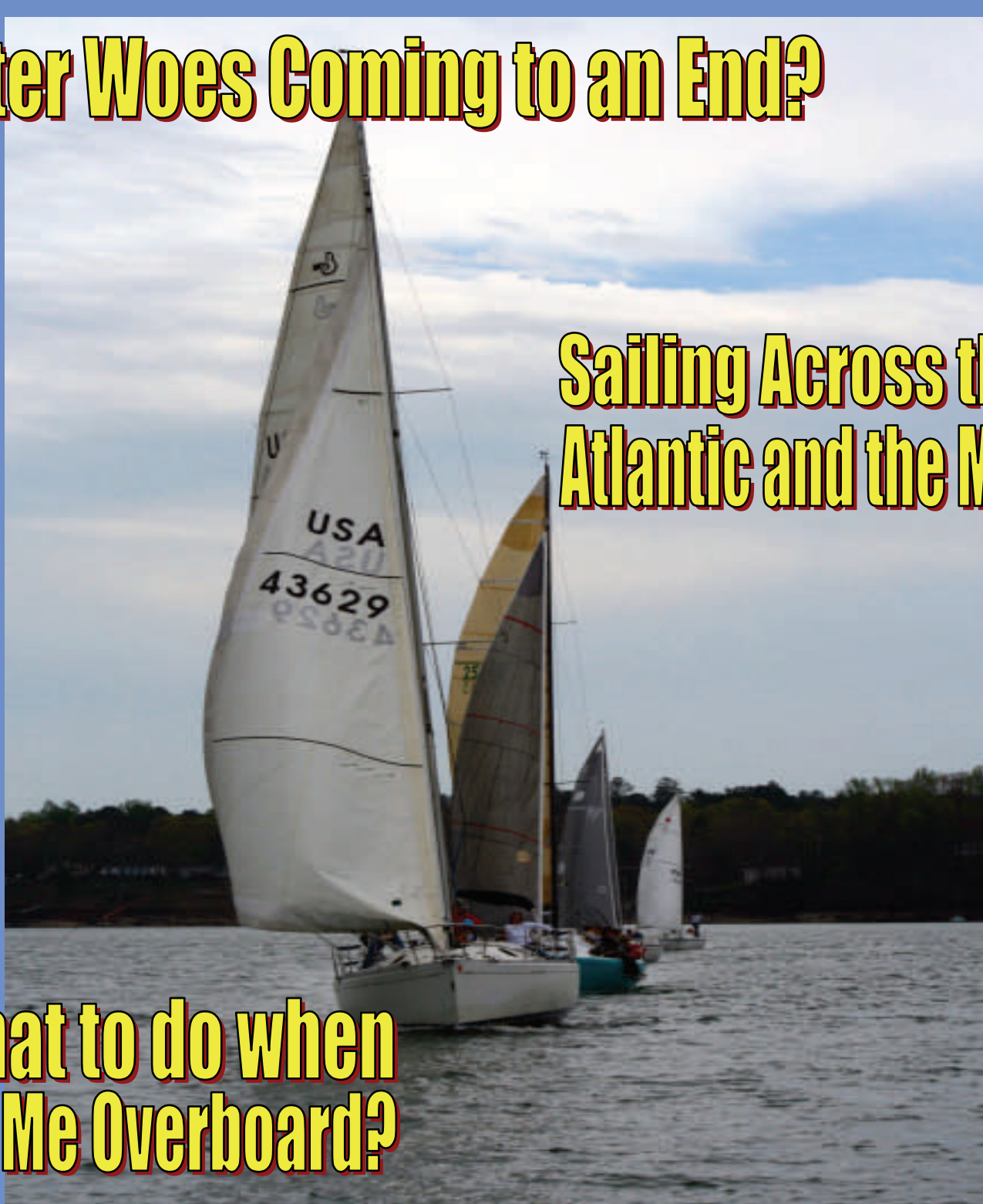
Safe! Smart! Fun!



Water Woes Coming to an End?

Sailing Across the Atlantic and the Med

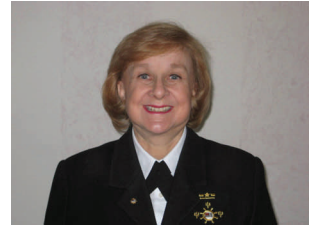
What to do when it's Me Overboard?



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Commander's Corner



Cdr. Carol Jordan AP

Well, here we are, it's mid-April and we've had to postpone our first raft-up and blessing of the fleet twice due to rain. On the bright side, all of that rain has helped to bring the lake level back up! Currently only 10 feet below full pool, half way back to normal, and the optimist in all of us is looking forward to another great boating season. Time to get all of that yellow pollen washed off, roll up and stow the enclosures, run through your spring commissioning list, and ask a fellow squadron member for a Vessel Safety Check.

If you think you'd like to challenge yourself or maybe review some docking techniques, I would suggest you take a look at the web site: www.boatUS.com/games/dockit. Thinking I'm a pretty smooth (boat) operator, I took the challenge and somehow managed to run into the wrong dock, run aground, clip another boat and ran out of fuel – all on my first try! It will definitely make you laugh at yourself, and might make you think about practicing some docking maneuvers before our next raft-up.

Now we're ready to look forward to another exciting year of boating activities.

In just a few short weeks we will be making the final preparations for our GICW trip, which always results in new stories, fishtails, happy memories and hundreds of photos. In June we will head to the TN River for the Watts-Bar Invitational at Terrace View where we will be competing in the Cardboard Boat Race for the restoration of our honor and our paddle. On-The-Water chairman, Frank Taylor has more than a few surprises up his sleeve for our monthly raft-ups on Lake Lanier.

Going to the District 17 Spring Conference as a new Commander was a very rewarding experience and made me appreciate the many talented individuals we have in our Squadron. The Atlanta Sail and Power Squadron received its 21st USPS Educational Fund Certificate for 100% participation in contributing to the educational fund. Once again, our *Waterlog* editors, Lisa and Dave Herndon, earned the Distinction in Journalism Award from the National Publications Committee. Our Squadron involvement at the District Conference was very evident in numerous areas. P/C Danny Tompkins was the outgoing District Commander; P/C Jeff Wise is the new District Executive Officer; P/C Margaret Sherrod is the new District Education Officer; Jim Jordan is the new District Vessel Safety Officer. Other squadron members conducted or participated in break-out sessions and seminars as well as using our Boat Show Boat in a skit to promote boating safety and doing VSC's.

I'd like to think this was one of the best District Conferences I've attended, but I believe it may be due to our level of participation. Just like most things in life, you get out of something as much as you put into it. So sign up, clean up, move out and get involved as we look forward to another great season with our boating family. Remember to be safe, be smart, and have fun!

See you on the water.



Carol

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.



*Waterlog Editors
Lt/C Lisa Herndon
and
P/C David Herndon*

Squadron Happenings

MEMBERS SHARE ATLANTIC PASSAGE EXPERIENCES

One of the largest crowds to attend an ASPS monthly meeting in several months was on hand at Copeland's restaurant in Buckhead on March 26 for the first general meeting of Commander Jordan's tenure. The evening's featured speaker was Wright Gres, author of Macedonia Passage.



Author and transatlantic sailor Wright Gres describes one of his Mediterranean ports of call

Wright grew up in the Florida Gulf Coast area. To help to finance college, he worked as deckhand/steward on a large luxury power yacht. After college, he worked in a number of coat and tie jobs, including, at one time or another, handling almost all facets of the advertising agency business, working in corporate advertising, and advertising and promotions manager for Tampa's convention facility. He spent several years delivering yachts, primarily sail, up and down the east coast and around the Caribbean. In between he's worked in the film production industry, mostly in commercials, and has taught boating, sailing and marlinspike seamanship. He was Marine Coordinator in the Robert Altman film, The Gingerbread Man.

During the 1980's he had the opportunity to sail for six months on a stays'l schooner, making a transatlantic crossing and spending several months sailing the Mediterranean. This trip, along with his Walter Mitty fantasy life, became the basis for first novel, Macedonia Passage.

These days Wright lives with his wife and several dogs on a bluff above the Altamaha River in southeast Georgia. He works as a tug-boat captain to finance his various habits.

His slides of the picturesque ports of call and his stories of the people and places he encountered made for an interesting evening.

Commander Jordan administered the oath of membership to four new members: Conrad and Sue Fischer, Jack Jones and Masako Ogawara.

Tom Haas reported on plans for the Gulf Intracoastal Waterway (GICW) cruise scheduled for the first week of May, and Jeff Wise gave a short presentation of plans for a European river cruise in 2010 sponsored by USPS District 17. Additional information on both events can be found elsewhere in this publication.

MERIT MARKS

by P/C Ed Troncalli, Merit Mark Chair

A merit mark (MM) is a coveted award presented to a member by the Chief Commander in recognition of substantial personal effort to further the interest, programs and objectives of USPS, its districts and squadrons. It is by and large the only official recognition members receive for their efforts. Only one merit mark may be awarded in a year to a member, no matter how extensive the contribution. A cer-

tificate is issued, and a special insignia may be worn on USPS uniforms.

Recommendations for a merit mark are made by squadron, district, rear and vice commanders to the chief commander.

Our Squadron Commander, Carol Jordan, has asked me to coordinate this year's recommendations that she will make to the Chief. She wants to be sure that no one who deserves recognition is overlooked.

Your assistance with accumulating the information for the recommendations and mailing or e-mailing them to me would be greatly appreciated. Any activity on behalf of the squadron, the district or National should be reported. Simply list the individual's name, a brief synopsis of the activity and the number of hours involved.

Thank you for your support of this important program.

WELCOME NEW MEMBERS



New members Masako Ogawara and Jack Jones at the March general meeting



New members Anita and Aaron Smith take the membership oath at the April general meeting.

Squadron Happenings

ASPS WELCOMES THE USACE

At the April general meeting, held April 16 at Copeland's in Buckhead, the featured speaker was Gary V. Mauldin with the U. S. Army Corps of Engineers. Gary is a Hydraulic Engineer in Water Management in the Atlanta ACE office. He holds a BS in Civil Engineering from Georgia Tech and a Masters in Water Resources Planning and Management from Colorado State. His current assignment includes water management oversight for the Corps' projects in the southeast, and the South Atlantic Division's point of contact in the Tri-State Water Wars disputes. (In Corps terminology, a "project" is a lake or reservoir.)



Gary gave a brief overview of the Corps mission, which includes environmental stewardship, flood damage reduction, and hydropower generation. The Division has thirty-one lakes under management.

He provided several interesting statistics about Lake Lanier:

- The lake is designed with about 600,000 acre-feet of flood storage, 1,100,000 acre-feet of conservation storage and 868,000 acre-feet of inactive storage. At full pool, the lake contains 1.8M acre-feet of water.
- The lowest level on record since the lake was filled occurred in December 2007 when the lake dropped to 1050.79 ft. It got close this past December at 1051.0 ft.
- At the time of the meeting, the lake level was 1062.7 ft, or 72% full.
- Normal rainfall in the area is 50.2 inches annually. In 2008, we received only 41.4 inches.
- Metro Atlanta uses about 600 million gallons of water per day. Of that amount, 73% comes from the Chattahoochee River.
- No water has been released to protect endangered wildlife downstream since early 2008.

Although drought conditions in most of metro Atlanta have ended, a significant amount of Lake Lanier's watershed in northeast Georgia remains under abnormally dry or moderate drought conditions.

Additional information can be obtained at the ACE website:

<http://lanier.sam.usace.army.mil>

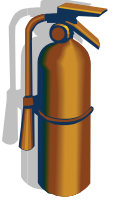
UPCOMING EVENTS

Fire Extinguisher Drill:

When: Apr 18, 11:00 am

Where: Forsyth County Fire Department Training Facility

Directions: Go north on GA 400 to the third traffic light. Turn left onto Settingdown Road. Go through the four way stop, and past Coal Mountain Park. The Training Facility will be on the left.



Nautical Chart Seminar:

When: Apr 19, 2:00 pm

Where: University Yacht Club



Raft-up: Joint Raft-Up with University Yacht Club

When: Apr 24, 2:00 pm

Where: Cove at southwest end of Three Sisters.
L 34° 12.1' N, Lo 84° 0.0' W



GICW Cruise:

When: May 2-9, Captain's Meeting Apr 26, 2:00 at Troncalli Motors

Where: Orange Beach, AL

WANTED—VESSEL SAFETY EXAMINERS



ASPS needs to expand our crew of qualified Vessel Safety Examiners. It's easy to become an examiner. Everything you need is on the USPS website (www.usps.org, click "Get A Vessel Safety Check", then click the appropriate links on the left side of the page). Once you pass the online VE exam, you must then "apprentice" under experienced VEs for your first five inspections. After that, you're a fully qualified VE.

Interested or have questions? Contact Executive Officer Kevin Schoonover at xo@usps-atlanta.org

Note: The optional SA endorsement is required to be IN certified to operate a sailboat. The optional PAD endorsement is required to be IN certified to operate a paddle craft.

Squadron Happenings



BOAT OPERATOR CERTIFICATION

BOAT OPERATOR CERTIFICATION PROGRAM NOW AVAILABLE

The Boat Operator Certification program is now up and running. The material to start members on their journey to Certification is in stock at Headquarters and Squadron SEO Patti Price has a supply available.

With the Boat Operator's Certification Program, USPS will certify USPS members at various levels of recreational boating proficiency. We expect that these certifications will be recognized across the boating community, both domestically and internationally. In the United States, The United States Coast Guard (USCG) has asked congress to authorize the Transportation Secretary to establish requirements for standards of proficiency for recreational boaters. We intend to have USPS certification accepted as the above proof and be accepted as the national certificate for the USA.

Regarding international recognition, we plan to have *certain* USPS certifications meet or exceed the requirements of UN Resolution 40, *International Certificate for the Operation of Pleasure Craft*. Under this resolution, boaters holding national certificates will be able to obtain international certification, much like licensed drivers can obtain international drivers licenses.

USPS currently plans four levels of Boat Operator Certification:

- Inland Navigator
- Coastal Navigator
- Advanced Coastal Navigator
- Offshore Navigator

Advantages for Members

A certificate of operator proficiency will be of value to USPS members when:

- Renting, chartering or leasing a boat, especially in another country
- Engaging in competition
- Obtaining insurance
- Speaking in public
- Being quoted in the media
- Publishing articles or books
- Testifying as an expert witness
- Serving on an advisory panel

Requirements

Certification at any level requires successful completion of all prescribed elements including:

- USPS courses - completions are tracked at USPS Headquarters
- USPS and/or non-USPS seminars - signed off by instructor and

tracked at Headquarters

- Skill demonstrations on the water or, in some cases, ashore - signed-off by trained certifier and tracked at headquarters (some are US Sailing programs)

To be certified, a member must be at least 16 years of age, be mentally and physically capable of operating a boat, and have sufficient visual and auditory sensory ability to do so. Holding a driver's license will suffice to certify meeting these requirements.

Inland Navigator (IN) Requirements:

Courses

- NASBLA approved safe boating course
- Seamanship (or S 101 and S 102)
- Engine Maintenance (EM)
- Marine Electronics or Marine Electrical Systems or ME 101

Seminars

- How to Use a Chart (CHT) (or Piloting, or Chart Smart or Boating)
- Onboard Weather Forecasting (WF) or Weather course or Weather Modules
- Using GPS (GPS) or the new P or AP course
- VHF Radio and VHF/DSC Marine Radio (or ME 102 or Marine Communications Systems)
- 2 additional seminars or 1 additional course

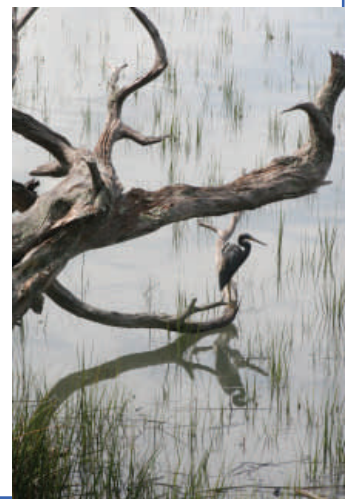
Skills

- BPH - Basic Powerboat Handling skill demonstration or US Sailing Safe Powerboat Handling on-the-water program
- FE - Use of Fire Extinguishers

Optional Endorsements

- IW - Inland Waterways (Navigating Rivers, Dams and Locks seminar)
- PAD - Paddle craft (canoes and kayaks) - Paddle Smart seminar
- SA - Sailboating (or Sail or Sail Modules)

A heron contemplates fishing



From the Bridge



THE 2009 BRIDGE SQUADRON OFFICERS

Commander	Carol Jordan	commander@usps-atlanta.org
Executive Officer	Kevin Schoonover	xo@usps-atlanta.org
Education Officer	Patti Price	edu@usps-atlanta.org
Administrative Officer	Lisa Herndon	admin@usps-atlanta.org
Secretary	Stephen Hendrix	secretary@usps-atlanta.org
Treasurer	Margaret Haas	treasurer@usps-atlanta.org
Asst Secretary	Marla Hendrix	



*Cdr Carol Jordan
Commander*



*Lt/C Kevin Schoonover
Executive Officer*



*Lt/C Patti Price
Education Officer*

EXECUTIVE COMMITTEE

Cdr Carol Jordan, Chairman
Lt/C Kevin Schoonover, Vice Chairman

Jonathan Blackwood	David Herndon	Frank Taylor
Charlie Cox	Lisa Herndon	Barbara Tyson
Richard Dukes	Sheryl LaBoda	Patti Watson
Margaret Haas	Michael Litke	
Stephen Hendrix	Patti Price	



*Lt/C Lisa Herndon
Administrative Officer*



*Lt/C Stephen Hendrix
Secretary*



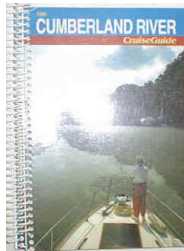
*Lt/C Margaret Haas
Treasurer*

GENERAL MEETING UPCOMING SPEAKERS

By Lisa Herndon, Administrative Officer

Plans for general meetings are shaping up with a list of interesting programs for 2009. Here's a highlight for the next few months.

May 21: Fred Myers, retired author of the authoritative cruising guides for the Tennessee and Cumberland Rivers. Fred is making his first return to the Atlanta Squadron in several years.



*1st/Lt Marla
Hendrix
Assistant Secretary*



June 18: U. S. Coast Guard Auxiliary Flotilla 29 Commander Mary Larsen, addressing America's Waterways Watch

July 16: Glenn LaBoda discusses chartering in the British Virgin Islands.



???APRIL PUZZLER ???

In the days when India was a British colony, the British upper class traveled to the sub-continent by ship. The wealthiest travelers always requested a cabin on the port side for the trip from England to India, and a cabin on the starboard side on the return trip. A word entered the vocabulary as a result of this quaint custom. What is the word, and why did the travelers make these requests?

???FEBRUARY PUZZLER ANSWER???

New Year's Day follows Christmas by one week. For example, if Christmas is on a Wednesday, New Year's Day is the following Wednesday. What is the most recent year in which Christmas and New Year's Day fell on different days of the week?

Answer: 2009. It happens every year. New Year's Day follows Christmas by exactly one week—but its in a different year. New Year's Day 2009 was a Thursday; Christmas Day 2008 will be on a Friday—but New Year's Day 2010 will be the following Friday.



August 20: JOA Marine will discuss boat maintenance and service.

The Bulletin Board

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

ASPS is now on Facebook! Search for "Atlanta Boating" and become a friend.

Get Ready for Fun on the Water

May 30—Chefs on the Water Raft-up: share your favorite boating dish.

June 20—Bring and buddy And their boat raft-up

July 18– Swimming Pool Raft-Up

Mark these dates!!

The GICW trip is May 2-9 Orange Beach AL - we need headcount RSVP!! See Tom Haas

TN River trip is Sept 25-27

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

~ April 2009 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5 UYC Commo- dore's Cup	6	7	8	9 Executive Committee Meeting	10	11
12	13	14	15	16 General Meeting	17	18 Local Shore Sweep
19	20	21	22	23	24	25 Joint Raft- Up w/UYC Vessel Safety Check
26	27	28	29	30	Notes:	

ExComm location : ExComm Meetings are at Also's Restaurant at the intersection of Roswell Rd and Abernathy Dr.

Check the website or you DR-Mails for the General Meeting location.

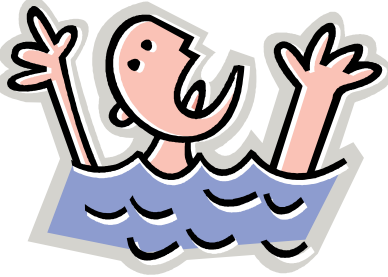
~ May 2009 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 Gulf ICW
3 Gulf ICW	4 Gulf ICW	5 Gulf ICW	6 Gulf ICW	7 Gulf ICW	8 Gulf ICW	9 Gulf ICW
10	11	12	13	14 Executive Committee Meeting	15	16 National Safe Boat- ing Day
17 Nat'l Safe Boating Week	18	19	20	21 General Meeting	22	23
24	25	26	27	28	29	30 Raft-Up
31	Notes:					



Life on the Water

TEST YOUR “ME OVERBOARD” PLAN

by Dennis Abell



I’ve been encouraged to tell other boaters about an accident I had this March at Lake Lanier involving a fall off the J dock at Sunrise Cove Marina. I suffered severe lacerations to my right arm where the skin was ripped off in two large areas. The transition

from being embarrassed about the accident, to wanting to show off my scars, to lastly being willing to share the experience with others in hopes that they may learn from my accident has been slow. Just ask me now, I’ll tell you I’m lucky to be alive.

This is the first accident that I don’t have a slow motion mental image I can replay in my mind over and over to think about what happened from start to finish. I’ve had other serious accidents in my life. My examples include a motorcycle accident my senior year in college that left my left leg numb and blowing up my left hand with a cherry bomb when I was six.

The first thing I remember about this accident was being in the lake looking up and seeing daylight above me through the green water. I realized at that moment I was facing up, under the water, and sinking fast. I swam to the surface and quickly went over to the stern of my boat and put my ever-present orange dry box on the stern deck.

Remarkably, I had discussed my emergency “ME OVERBOARD” plan with another boat owner a few hours earlier that day. My plan to get myself out of the water (unassisted) was to use my boat’s swim ladder and the walk thru transom. I discovered my plan had a major flaw because I couldn’t reach the ladder when I was in the water. I spent about thirty minutes in fifty degree water as I was determined that I could make my plan work by doing this thing or that thing to reach the ladder. Nothing I did worked. I even tried yelling for “HELP” for the first time in my life. I finally got out after about 45 minutes using a stern line and the last bit of strength I had to drag myself out of the water onto the dock. Later it occurred to me I might have simply swum to shore, or swum over to another boat with a ladder I could reach.

Just as I pulled myself out of the water and dialed 911, two friends came walking down the dock and they quickly offered much appreciated aid of towels, dry clothes and bandages for my arm. I was a mess. I was embarrassed because I fell in the lake, my new glasses were at the bottom of the lake, my new cell phone was wet, and I was in a mild state of shock. I had uncontrollable shivering which lasted about an hour. After I settled down, and called home, my rescue friends eventually left

and I crawled into my sleeping bag. It never felt so good.

The next morning I went home and took my bandages off. What I thought was a bloody skinned up elbow turned out to be much worse. When I removed my bandages I discovered my whole right arm was swollen, black and blue. Lots of skin from my arm had been ripped off and needed immediate medical attention. The torn skin was more than eight hours old by the time I got to see a doctor. He couldn’t use it for a skin graft. Recovery treatment required a twenty minute warm water shower rinse of the wound twice a day. My wife turned out to be quite the nurse as she changed the dressing and applied a thick layer of maximum strength triple antibiotic ointment with two layers of gauze dressing twice a day. I had medications for pain which went through the roof when I rinsed the wound in the shower. I told my story to my family doctor and an MRI was performed. I’m glad that the test results confirmed that I did not have a mini-stroke.

The root cause of my accident was an un-witnessed collapse into the lake. I don’t think I fell trying to get into the boat. I have no recollection of me missing a step or my foot slipping off. When I realized I was in the lake, I surfaced at the end of the dock behind the boat, not between the boat and the dock like I had slipped or something as I was stepping in.

Anyway, just like you, I didn’t think this would happen to me. My next safety project is a trip device for my swim ladder, and place whistles on all my PFD’s. I hope you find this informative.



LIGHT LIST AVAILABLE

The 2009 Coast Guard Light List is now available the Coast Guard Navigation Center web site and all other copies of the light list are now obsolete and should not be used. <http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>.

A welcome invention for the red wine lover who tends to lose control when the waves roll in—the sippy cup wine glass.





Life on the Water

COAST GUARD AUXILIARY ON PATROL IN ALASKA

Submitted by Douglas Townes

Here's what some Coast Guard Auxiliarists are up to with their PWCs. These members of the local CGA were out on a patrol with the Coast Guard the first week of April in Alaska.

These skis were "loaner" skis from the Yamaha public service program. The Yamaha public service loaner program basically loans two jet skis a year to some 100 public service organizations. (The two skis used by the Hall County Sheriffs on Lake Lanier are both from this program.) Because the Alaska Auxilarists enjoyed volunteering their time this way, they bought the skis from Yamaha and continue to patrol with the Coast Guard.

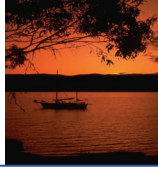
This patrol involves resetting the buoys every spring with the Coast Guard Buoy tender. By using the Auxiliary in this capacity, the Coast Guard estimates they cut the time to do this job in half. As you can see from the "hands on deck" of the Coast Guard boat, saving days doing this job saves the tax payers several thousands of dollars in manpower and in fuel.

Preparing for a PWC operation in Alaska, needless to say, involves "extra" training that we do not get here on Lake Lanier. As you can see, they are wearing "dry" suits that they have to purchase themselves (the cost is over \$1,000 each.)

I think it is great that we have dedicated volunteers like this in America. I thought my fellow Atlanta Power Squadron buddies might enjoy seeing these pictures.



Photographs taken in Anchorage Bay, Alaska



AFTerthoughts

The Life on the Water section of this issue features an article by one of our members recounting his near-tragic experience of falling into the lake when there was no one around to help him. As experienced boaters and careful skippers, we've all briefed our crews and passengers on the Man Overboard (MOB) procedures. But as his article points out, what do we do when it's a "Me Overboard" situation?

An obvious first response is to always wear our life vests when on the water. But what if something happens to you before you have the opportunity to don the protective gear? What if a docking procedure goes awry further down the dock and the resulting crash knocks you into the lake? What if the new bifocals cause you to misjudge that easy step onto the swim platform?

We should know what to do when we're alone and we find ourselves taking an unintentional dip. We should think through scenarios like those mentioned above and try to figure out a way back to safety. Here are a few things to consider as you try these thought experiments.

Rule Number 1: Do your very best to remain calm. An unexpected plunge into cold water will certainly produce a panic response, but panic-inspired actions will probably only make your bad situation a lot worse. Force yourself to remember that thought experiment we just talked about.

Rule Number 2: Get a hold of something that's buoyant. Get a grip on the boat, the dock or anything you can find that will help you keep your head above water.

Rule Number 3: Look for a way to get out of the water quickly. When water temperatures are below the summer time levels, hypothermia is a real danger. And if you're in the drink near a marina dock, stray current can be an added problem. Climbing back aboard a boat if the swim ladder is not deployed will be a tough challenge. Climbing back onto a dock is not much easier. Look for dock lines, struts under the swim platform, or anything else you can use for leverage to get out of the water.

Rule Number 4: Do your best to attract attention to your situation. This might be easier if you're at the dock than if you're out in a secluded cove. If you think there might be someone around, try to get their attention and their assistance.

Rule Number 5: Consider carefully before you try to swim to safety. It will always be further than you think, and unless you do 50 laps in the pool every morning, you'll be exhausted after a few yards. You'll also lose a lot more body heat than if you stayed put.

Consider rigging some kind of quick release mechanism on your swim ladder that can be easily activated from the water. This could make it a lot easier to get yourself out if you have the misfortune to fall in.

Thinking through bad situations may not be a fun way to spend your free time, but they could save your life.

Happy boating!

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



STAMP