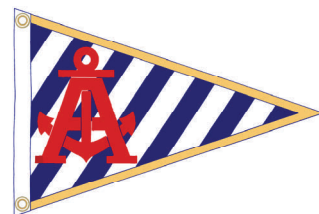




# WATERLOG

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

## Safe! Smart! Fun!



## Pirates on the Lake

3 Men, 8 Days,  
1 Capsized Catamaran

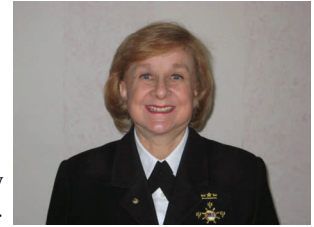
Fall Colors Cruise  
and a Chili Time for a  
Cookoff!



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**Commander's Corner**



*Cdr. Carol Jordan AP*

Seems like only a few months ago we were cleaning the pollen off our boats and now we look out and there's frost on the pumpkin. Fortunately, Lake Lanier is now at full pool and there are still a few on-the-water activities ahead of us, so don't winterize your boats just yet.

You may want to go ahead and put up the enclosures for the Fall Leaf Cruise on Nov. 7, and pull out your favorite chili recipe for the Chili/Crockpot Cook-off on Nov. 14. The Commander is extending a personal challenge to anyone who would like to participate: bring it on!

If you're not going away for Thanksgiving weekend, you might want to consider participating in this year's Parade of Lights, Saturday, November 28. Our Squadron has been asked to provide mark boats for this event (which has been canceled for the last 2 years due to low water levels). I can't imagine a more perfect spot to watch this grand procession of boats than on the water with your family and boating friends. This will certainly be a memorable event. If you are interested, please contact Dave Herndon. I'll look forward to seeing you there!

Fall is a great time to take some new boating courses, stretch our brains a little and gain some new skill sets. As a power boater myself, I am now taking our Sail class and find that I have a new appreciation for our sailing friends and all the skills they must have just to get away from the dock for an afternoon cruise, not to mention an extended voyage. . Like the words from the old Beach Boys song "Kokomo" I like to "get there fast, then we'll take it slow". But now I've discovered that with sailors, it's all about the journey. Sometimes you need a little different perspective to find a greater appreciation of things. But it's still all about "messin' with boats", and that's what really counts.

I will be attending the District 17 Fall Conference in Oak Ridge the weekend of Oct 23rd. Atlanta Sail and Power Squadron will be well represented by P/D/C Danny Tompkins, District Executive Officer Jeff Wise, and District Education Officer Margaret Sherrod. Also attending as this years' delegates are Tom and Meg Haas; as you know, Meg is our Squadron Treasurer and Tom coordinated our GICW trip. We will be involved in many of the seminars and breakout sessions that are offered, in addition to being part of the roundtable discussions with the District Commander. It's always a great feeling to be part of something bigger than ourselves, and a district conference is the perfect venue to offer our input and suggestions. Of course, meeting and greeting old friends and familiar faces is what always keeps me coming back.

Just because there's frost on the pumpkin, don't think that our boating club activities are over - far from it. As you can see, there are still plenty of activities to keep everyone interested and looking forward to the next time we're together.

See you 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.



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

Cover photo "Raising the Bar, Boater Style, at Thunderbolt Marina", by Lisa Herndon. Notice the really cool sedan cruiser on the outside of the dock.

Carol





# Squadron Happenings

## LAKE LANIER ASSOCIATION HEADLINES SEPTEMBER MEETING



*SEO Patti Price, r., receives the "Take the Helm" Award from Cdr Jordan.*

The ASPS General Meeting for September was held at Gordon Biersch in Buckhead on September 17. Commander Jordan presented her "Take the Helm" award to Squadron Education Officer Patti Price in recognition of her outstanding work in planning and facilitating members' classes, BoatSmart session and seminars.

Bonnie Putney, representing the Lake Lanier Association, and the Upper Chattahoochee Riverkeepers, was the featured speaker. The Association has been in existence for more than forty years and has about 4,500 members. Their stated mission is a "clean and full Lake Lanier."

Ms. Putney shared several facts about lake:

- The lake has about 38,000 acres of surface area and 540 miles of shoreline.
- It is the primary water supply to 50-60% of Georgia's population.
- About \$5.5B in annual economic activity is generated by recreational activity on and around the lake.
- More than 8 million people visit the lake annually.

She provided some background on the "water wars" that have been an issue between Georgia, Alabama and Florida for the past several years. The original mandate for the lake's construction had a three-fold purpose: power generation, navigation and flood control. Because serving as a source of water for the greater Atlanta metropolitan area is not part of that mandate, our neighboring states downstream have raised concerns about proper use of the national asset.



*Lake Lanier Association representative Bonnie Putney explains the "Adopt-a-Lake" program*

The problem is complicated by a numbers of factors. One is the relatively small watershed that supplies Lake Lanier. The lake has about 1/2 acre of watershed area per person served. The average for reservoirs serving metropolitan areas is about three acres of watershed per person. Another is the water use policies that have evolved over time to support growth in the area. For example, Gwinnett County has only about three miles of shoreline on the lake, and they withdraw about 80 millions gallons of water per day, and a significant portion of that water does not return to the lake or the Chattahoochee watershed.

The Association sponsors the Adopt-a-Lake program, which involves volunteers collecting and monitoring water samples from about thirty locations.

They also sponsor the Shore Sweeps. In 2008, more than 22 tons of trash were removed from the lake and its shoreline.

## PIRATES IN OCTOBER

Four boats and eleven hardy souls braved a blustery day for some fellowship on the water at the October raft-up on October 17. With a fun-filled mixture of pirate costumes and Ocktoberfest, a good time was had by all.



*Capt. "Jack Sparrow" Troncalli and Capt. "Whitebeard" Convery battle for dominance.*

*But Whitebeard meets his match ...*



*Capt. Jack and First Mate Genie with a prize from Davy Jones' locker.*



# Squadron Happenings

## THANK YOU

Dear Fellow ASPS Members:

I want to thank you very much for the beautiful clock you gave me in appreciation for my work planning this year's Tennessee River rip. It is truly lovely, and I see it every day in a place of honor in my home. I was very sad to have to cancel this year's trip, but we must always consider safety first and foremost when it comes to boating.

I am saving all my contacts and notes, and plan to re-use them for another trip when Mother Nature is more accommodating! You all are the best friends anyone could ask for!

Love,

*Barbara Tyson*

\* \* \* \* \*

Dear Atlanta Sail & Power Squadron friends:

Thank you so very much for the beautiful flowers, cards, food, prayers and the words of comfort and support you gave me when my Mom passed away recently. Thanks especially to those who made the trip to South Carolina. I can't tell you how much it means to have dear friends who care and are there when you need them—I'm thankful for my Dad & Mom who introduced us to boating and to the U.S. Power Squadron. They shared a legacy that will last through generations: the love of the water and the opportunity to make lifelong friends.

*Sincerely,*

*Lisa Herndon*

## ASPS HAS KEY MISSION IN PARADE OF LIGHTS

The annual Parade of Lights on Lake Lanier will take place on Friday, November 28. This event, sponsored by the UYC Maritime Foundation, is a highlight of the holiday season on the lake. The procession of brightly decorated boats progressing across the water is truly a sight to behold.



The Parade was cancelled in 2007 and 2008 because of low water levels, but with the lake now at full pool, conditions should be great for this year's event—weather permitting, of course.

As in past years, that Atlanta Sail and Power Squadron will have a key role in the Parade by providing mark boats for the turns in the parade course, as well as other support and safety activities on the water.

You can be involved in three ways:

1. Join other ASPS members as part of the support fleet in assisting with logistics on the water. We need 4-6 mark boats, which would mean attending a captain's meeting the week before and showing up early for the event. We also need help on Friday November 7 to set the marks for the course. If you wish to assist in this way, please contact Kevin Schoonover or David or Lisa Herndon by November 10.
2. Decorate your boat and be part of the parade. String up the lights and join the procession as we kick off the holiday season.
3. Come out and watch. Whether your vantage point is from shore or on the water, it's something you don't want to miss.

Visit the official website at

<http://www.lanierparadeoflights.org>

## NEW MEMBER ORIENTATION

If you've joined ASPS in the last year (or so...) and haven't attended a New Member Orientation, this special event is for you! The Orientation will be held at the home of Ed and Genie Troncalli beginning at 10:30 a.m. on November 7 with an informal discussion followed by a burger lunch.

This is a great way to ask questions and find out more about the various functions and committees within the Squadron, and how you can get involved and contribute to the fun or the organization. Bridge Officers will be on hand to describe their activities and answer questions, and then everyone is invited to join in on the Fall Leaf Cruise, whether or not you have a boat! An involved member is a happy and committed member—the more you participate the more you receive!

## FALL LEAF CRUISE

The colors are beautiful and the lake level is high! The squadron hasn't had the chance to take an extended cruise up the rivers in a couple of years and this year will provide that opportunity. Plan on gathering at 1:00 p.m. in the bay just north of Van Pugh park where Big Creek flows into the Chatahoochee near the location of our luau raft-up earlier this year (L 34° 28'; Lo 83° 59.49') for a picturesque cruise of the lake followed by a raft-up and...yes, more food and drink on the water!

This is the last On-The-Water event of 2009 so do not miss the chance to enjoy the beautiful weather of a southern fall with your boating friends (everyone up north is already in dry dock). Be careful of your wake, especially where there are floating docks or boats in the water. Come join the fun!



# Squadron Happenings

## LT GOVERNOR CAGLE URGES USACE TO MAINTAIN LAKE LEVEL

On October 14, 2009, Georgia Lt. Governor Casey Cagle sent a letter to Col. Byron Jorns of the U. S. Army Corps of Engineers urging the Corps to maintain the lake at or near its full pool levels. The Lt. Governor specifically asked that the Corps not release additional water beyond the normal 650 cubic feet per second (cfs) simply to keep the lake level at 1071 ft above sea level.

Recognizing that water conservation is a job for everyone, Lt. Governor Cagle wrote: "As Georgia and the Atlanta area continues to do our part to conserve water, I would ask the Corps to strongly consider maintaining Lanier at these higher levels. This is the right time and opportunity to store more of our state's liquid gold and 'put a little away for an un-rainy day.'"

## DON'T MISS THE CHILI/CROCKPOT COOK-OFF!



Fall is never complete without the competition for the best cook at the chili/crockpot cook-off. This year's event will be held on November 14 beginning at 11:30 a.m. James and Janet Dennisson have graciously hosted this event at their home for many years now and it's always a great time for tasting and visiting. Wise judges exhibit their culinary skills to award the best chili and the best crockpot recipes (as well as the

best named dish or whatever other category they come up with....)

The cost is free for individuals bringing a dish to enter the competition, \$6.50 if you make reservations by November 11th, and \$7.50 at the door if you do not make a reservation. Soft drinks, tea, salad and dessert will be provided. Don't forget to bring all condiments for your dish such as cheese, onions, etc. BYOB and please RSVP to Lillian Cox

## MIKE SCHNEIDER FEATURED SPEAKER AT NOVEMBER MEETING/COOK-OFF

Mike Schneider will be our speaker for the upcoming chili/crockpot cook-off on November 14. Mike has taken us with him on his adventures to Alaska, Lake Powell and Canada and we're looking forward to another wonderful trip!

## SET YOUR COURSE FOR THE SEAFARER'S BALL

ASPS annual Seafarer's Ball is always the highlight of the holiday season marking a fitting and enjoyable close to another year of fun and service to the boating community.

This year's event will take place on Saturday, December 5 at Maggiano's in Buckhead at 3368 Peachtree Road

next to the Buckhead MARTA station and across the street from the Atlanta Financial Center. Contact Lillian Cox for more details.



## OPPORTUNITIES FOR SERVICE ABOUND

As 2009 draws to a close, ASPS is already planning for next year. Several meetings of the leadership team have already taken place as our officers and committee chairs work to ensure a continuous and effective level of programming for Squadron members and the boating community.

The Nominating Committee is hard at work looking for effective leaders with a passion to serve, and they welcome suggestions and volunteers. Your special skills in organizing, teaching, recruiting, planning, writing, coordinating—or whatever else you are good at—are in great demand. Please contact a member of the Nominating Committee: P/Cs Margaret Sherrod, Frank Taylor and Dave Herndon, with your recommendations or to volunteer.



*Rafting up is fun for the four-legged members, too*

# Life on the Water

## CRUISING THE ICW

By David Herndon

Without question, Lisa and I enjoy cruising the ICW about as much as anything else we do. We had an opportunity to do that recently, and it was time well spent.

The week we chose for this adventure was not ideal. The tides and the weather were both uncooperative.

Our rule of thumb is that we want to be on the water three hours on either side of high tides, at the dock or at anchor three hours either side of low tides and cruising on a rising tide whenever possible. But when the high tide arrives at 7:00 a.m., it's difficult to make that work.

And like most boaters, we prefer cruising on sunny days over cruising in the rain. The weather gods didn't seem impressed with our requests and we had to contend with heavy overcast, rain and fog for about half the week we were out.

Our cruise began on a Monday in October with partly cloudy skies, temperature in the 70's and a moderate westerly wind. We departed Edisto about 1:00 p.m. and headed south, arriving at Downtown Marina in Beaufort about 3:00 p.m. After topping up at the fuel tanks, we settled in at the dock and enjoyed an adult beverage as we watched a brand new 65-ft trawler, *Aland*, pull into the dock across from us. We picked a waterside restaurant from among several favorites and enjoyed a great dinner.

On Tuesday, it was overcast but not raining. We cast off about 11:00 a.m. and continued south past Hilton Head and Daufuskie to Thunderbolt Marina on the Wilmington River near Savannah. Thunderbolt has always been a favorite of ours because it is small, the staff is friendly and helpful, it has very easy access, and most of all because they bring fresh doughnuts to your boat each morning. Unfortunately, there aren't great restaurants within a short walk of Thunderbolt, but there is Tubby's, a fine neighborhood bar, and a well-equipped marine supply store.

We picked up a few items at the marine store, enjoyed a beer and some fresh seafood at Tubby's, and headed back to the dock to watch the sunset and grill steaks on the boat. Later that evening we met two guys on the dock who had connections at Edisto. They were bringing a "fixer-upper" from Florida to Charleston. We swapped boat stories with them for a couple of hours.

Wednesday dawned overcast with a light drizzle, and a promise of heavier rain later in the day. Because we were going only a short distance to Hilton Head, our original plan was to depart early afternoon; however, we decided to head out earlier to avoid the worsening conditions. The visibility was poor because of the rain and fog, so we were a trawler instead of a cruiser for most of this short leg.

We arrived at one of our favorite places on the eastern ICW at about noon. Palmetto Bay Marina on Broad Creek doesn't have the amenities of some of the newer places, but it has character. Just a few steps from the marina office is Capt. Woody's, a perfect combination of a dockside bar and a University of Kentucky sports bar—in other words, heaven on the waterway. The food is good, too. We had an extended lunch at Woody's, and spent the afternoon just puttering about the boat.

Also located at Palmetto Bay is the Black Marlin, one of the best seafood restaurants you'll find anywhere. We had a late dinner there, and retired to get ready for a long day on Thursday.

Thursday's run from Hilton Head to the City Marina at Charleston was just over 100 miles. Weather conditions had improved to a bright overcast and no precipitation, but quite chilly. We really appreciated out inside helm station. We had planned to go outside from Port Royal Sound to the Charleston Harbor entrance. However, small craft warnings were posted and we just didn't want to get beat up that badly so we stayed in the ICW. We made the run without incident in about 6-1/2 hours. The spot where the northbound ICW leaves the Coosaw River and enters the Ashepoo Cutoff is notorious for shoaling, and we arrived there within an hour of low tide. Negotiating the entrance very slowly, we watched the numbers on the depth sounder decline to "3" before they started to rise again.

We were assigned a slip conveniently located right next to the bath house at City Marina. If you've ever been assigned a slip on the east end of the megadock, you know what I mean by "convenient." Not long after we arrived, we received a call from friends who are members of the Lake Murray Power Squadron. They had come down early for their Squadron cruise to Georgetown, and let us know they were on the way to City Marina to join us. Fortunately, they were assigned a slip just a boat length away from ours. We enjoyed a great evening together with dinner at Hank's followed by a nightcap at Club Habana.

On Friday, we joined up with the LMPS flotilla as they came down the Ashley River, and everyone headed north to Georgetown. The weather had turned nasty again with rain and poor visibility, but thankfully no winds. Our run to Georgetown Landing was again around low tide. At another notorious "skinny water" spot near McClellansville, we bumped the bottom but were able to continue on without problem.

The flotilla got settled on the docks at Georgetown and the partying began. LMPS is a lot like ASPS when it comes to enjoying good food and fellowship on or near the water.

Saturday's planned cruise up the Waccamaw was cancelled because of a drop in temperature and a rise in the wind velocity. Instead, most of the cruising party enjoyed touring the Wooden Boat Show in downtown Georgetown. Saturday evening featured an outstanding low country boil prepared by a couple of the LMPS members.

Determined to cruise on a rising tide at least one day during this trip, we got up early on Sunday and departed Georgetown at about 8:30. It was a much more comfortable run back to City Marina on a sunny day with five of six feet more water under the hull. Following another night at City Marina—this time near the end of the megadock—we headed back to Edisto early Monday morning.

All in all, it was a great week (see the AFTerthoughts column for additional ruminations on the trip). We made several new friends at the various marinas along the way and among the fine folks of the Lake Murray Squadron. Most of all, we look forward to doing it again as soon as we can.

Passing a shrimper near Daufuskie Island







# Life on the Water

## LED LIGHTING ON BOARD — TO CONVERT OR NOT

*Excerpted from "Swap or Not?" by Capt. Bill Pike,  
Power & Motoryacht magazine, August 2009*

We were looking for a cruiser with incandescent or halogen lighting that we could swap for LEDs. We had four objectives:

1. Determine if it's a do-it-yourself project or a job for a pro;
2. Measure energy savings;
3. Determine if we could maintain the ambience of the original lighting system (LEDs have a reputation for producing fluorescent -blue tints); and
4. Determine if the conversion is worth the time and money.

The candidate was a 2006 Tiara 3600.

Getting the answer to the first question took roughly seven hours, the time required to replace 35 halogens and add two pulse-width-modulated dimmer switches. Installation of the LEDs took less than four hours and the only tools required were screwdrivers, wire cutters, wire strippers, crimpers and heat guns, plus an assortment of butt connectors and heat-shrink tubes. Because the halogens had the same cutouts as the LEDs, replacement means just snipping the old lamps free, connecting the new ones in accordance with wire color, and popping them home.

The dimmer switches were trickier. To install them, we had to connect signal wires on the new fixtures via lengths of duplex wire, and we had to route more duplex wire between the switches, one at the forward end of the saloon and the other at the aft end. The latter task required flashlights and an electrician's snake to route the duplex behind bulkheads and overhead panels that we dared not remove. While the dimmer install added three hours, it was still well within the abilities of the average electrically savvy do-it-yourselfer.

As to energy savings, we measured the amperage draw of the 35 halogens using the Tiara's 12-volt ammeter. We also measured luminance using a Konica Minolta light meter. After the swap, we took identical measurements and found power consumption had dropped from 24 amps to 8.2 amps while luminance had increased by an average of 48 percent. And dimming the LEDs to the original luminance level dropped power draw to 7 amps!

What about the color and the quality of the light from the LEDs? It was indistinguishable from halogens. Color temperature (as measured by our light meter) had increased only two percent, a variance not perceptible by the naked eye.

So, is the LED swap worth it? Despite the complexities of adding dimmers, our install was relatively easy. Money was a consideration, though: the suggested retail for each of our LEDs was between \$80 and \$100, for a grand total of about \$3,800. When you factor in the safety of LEDs (LEDs are much cooler to the touch than halogens and project almost no heat into the room) as well as an estimated service life of 50,000 hours, upgrading to LEDs can look pretty attractive.

## 3 MEN RESCUED AFTER 8 DAYS ON CAPSIZED CATAMARAN

*Excerpted from Boattest.com, Oct 21, 2009*

The miraculous rescue of three fishermen in the Gulf of Mexico made headlines around the world in August, but what has not been discussed

is why the boat capsized in the first place and why the USCG rescue choppers flying over them could not spot them. The owner of the boat says that there was a foot of water in the boat when he discovered that it was leaking and then the boat quickly tipped and capsized as the three men aboard struggled to save the boat. But what did these three men do wrong? What did they do right? And why were they almost invisible in the sea?

Reportedly the boat that capsized was a 23' Sea Chaser catamaran. In interviews the survivors say they didn't realize the boat was taking on water until [a significant amount of water was in the boat].

### Where Was the Leak?

It would seem that either a thru-hull fitting, hose, or hose clamp most likely let go during the pounding as the men powered for over two hours offshore to their fishing location. What was at first a slow leak could have become faster as time went on, overcoming the bilge pump and shorting out the circuit. But we wonder if the bilge pump worked at all since on a small boat one can usually hear them running. In any case, the bilge pumps in most boats are not up to any serious dewatering.

The boat was not new and one wonders what kind of condition the boat was in. The owner said that he spent a "week and a half building it" before they went on their overnight fishing trip.

### Free Surface Effect

Clearly the boat succumbed to the "free surface effect" which makes a boat unstable once sufficient liquid starts moving around in a boat. If a boat's bilge or cockpit is empty or full there is no change in the loading of the mass as the boat rolls from side-to-side. However, if the bilge, the cockpit, or even a fuel tank is half full, the liquid will respond to the boat's heave, pitch, roll, surge, sway, or yaw and move the boat's center of mass and center of moment toward the side of the movement, making the boat unstable and eventually capsizing the boat in extreme conditions.

However, the three anglers were sleeping and apparently oblivious to the altered roll or pitch of their boat.

No matter how the water got into the Sea Chaser 23' catamaran, it was the free surface effect which caused her to capsize. Evidently, it all happened too fast for the three anglers to respond.

### PFDs and Flares

The men reported that after the capsizing they retrieved PFDs, flares, food, beer, gum, and most importantly discovered a hose connected to their freshwater wash down tank that provided them with water in the days ahead. One of the survivors said that after the boat capsized they set off the flares. It seems likely that they set off all of their flares while no one was around to see them.

As to why the boat was not seen by the USCG rescue aircraft which searched an area the size of Montana, we can only speculate. However, it seems likely that with the flares already used up, and the blue bottom paint on the boat, there was little that they could do to draw attention to their little up-side down cat. When searching such a large area, finding a speck on the ocean, is to a great degree, a matter of luck. Perhaps if they had had more flares aboard and waited until they saw a rescue craft to use them, the emergency devices would have been more effective.

# From the Bridge



## THE 2009 BRIDGE SQUADRON OFFICERS

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Treasurer	Margaret Haas	treasurer@usps-atlanta.org
Asst Secretary	Marla Hendrix	

## 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	

## MESSAGE FROM D17 EDUCATION OFFICER

*By Margaret Sherrod As reprinted from Dixie News*

Over the last several years the national Education Department has been updating or rewriting the USPS member courses to make them more relevant to contemporary boaters. Most notable has been the integration of modern electronics into the Advanced Grade courses (from Piloting through Navigation) and the expansion of Elective courses, particularly Marine Electronics, to cover the growing body of material that is changing almost daily.

At the same time, the Education Department has not neglected the general boating community. Work is complete on the new, NASBLA-approved public boating course, *America's Boating Course, 3rd Edition*, and more than a dozen new seminars have been created to provide more opportunities to reach out to and educate the boating community.

Even more ambitious has been the creation of the Boat Operator Certification (BOC) program. Under this program a recreational boater can obtain proficiency credentials that, in time, will be universally recognized. While we have been hearing about this program for a couple years, it has only recently gained traction within USPS, when on-the-water liability issues were resolved. From an operational perspective, the primary roadblock has been and still remains getting advanced certifiers active within each district. This is true in District 17. But we are working to rectify that.

Within the district we need several advanced certifiers. Among other things, an advanced certifier is able to sign-off on a member's application for the Inland Navigator (IN) certification, BOC level 1. They can also provide on-the-water instruction and testing of the on-the-water powerboat handling component of IN. An advanced certifier can also approve a member's application to be a certifier/advanced certifier. Ideally we would have at least one advanced certifier in each squadron. But at a minimum we need advanced certifiers disbursed throughout the district, who are willing to travel to other squadrons.

This is my immediate goal.



Cdr Carol Jordan  
Commander



Lt/C Kevin Schoonover  
Executive Officer



Lt/C Patti Price  
Education Officer



Lt/C Lisa Herndon  
Administrative Officer



Lt/C Stephen Hendrix  
Secretary



Lt/C Margaret Haas  
Treasurer



1st/Lt Marla  
Hendrix  
Assistant Secretary

## ??? OCTOBER PUZZLER ???

On a camping trip, you are told to go to the well and bring back exactly 2 gallons of water and that you'll find a container to carry it back at the well. When you get there, you find 2 large jugs; one says 13 gallons, the other says 7 gallons. You have no other measuring device. How do you come back with exactly 2 gallons without making another trip or fetching another container?

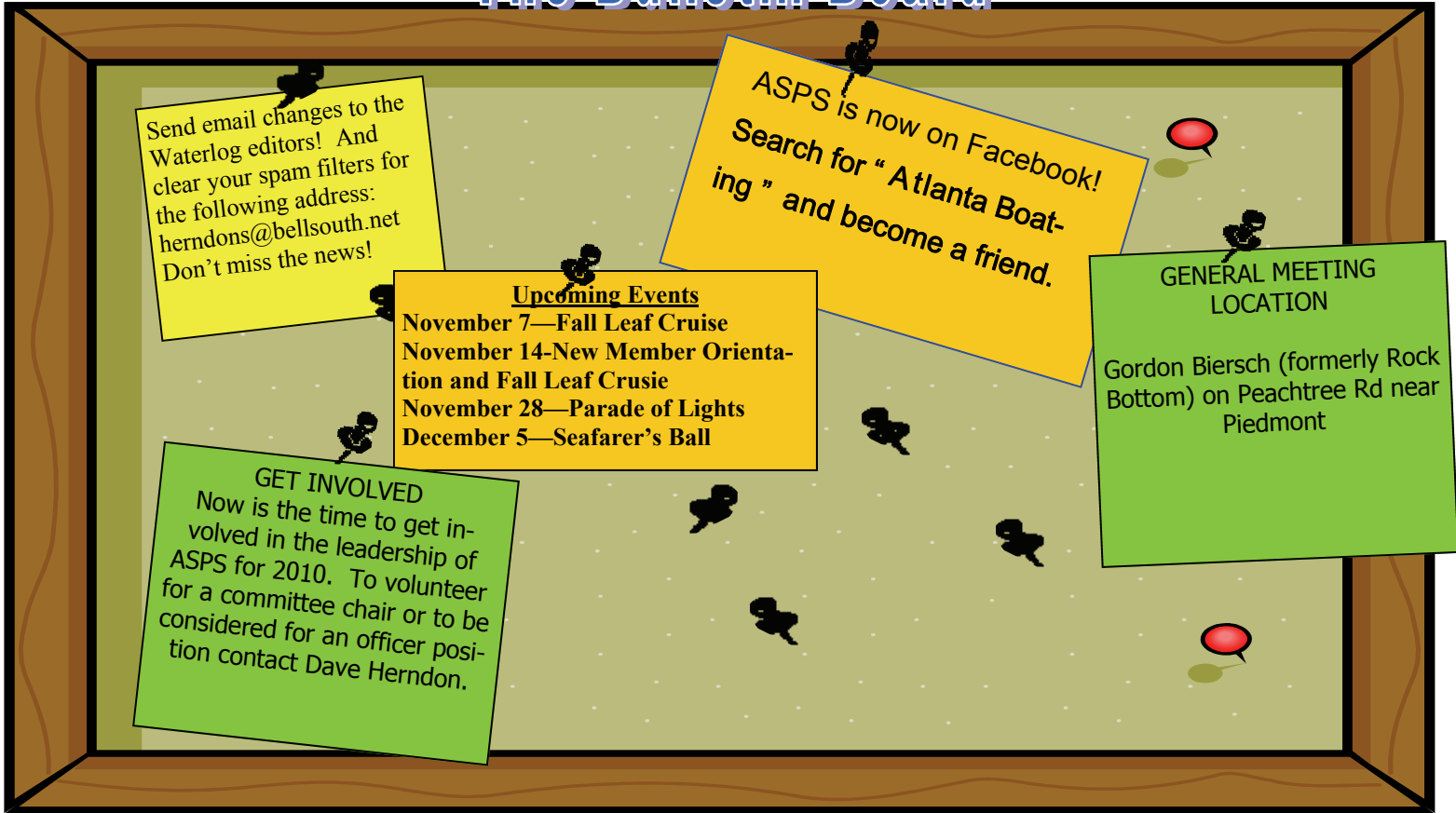
## ??? AUGUST PUZZLER Answer???

Which of the following doesn't belong in this list: Ulysses S. Grant, Rudyard Kipling, Woodrow Wilson, Grover Cleveland, Al Gore and Calvin Coolidge? (Hint: it has nothing to do with writing great novels or running for President.)

*Answer: Al Gore, for two reasons. All the others are known by their middle names: Joseph Rudyard Kipling, Thomas Woodrow Wilson, Stephen Grover Cleveland, and John Calvin Coolidge. Grant's given name was Hiram Ulysses Grant. He added the "S" for Simpson later in life. And because Mr. Gore is the only one still living.*



# 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.

**Upcoming Events**  
 November 7—Fall Leaf Cruise  
 November 14—New Member Orientation and Fall Leaf Crusie  
 November 28—Parade of Lights  
 December 5—Seafarer's Ball

**GENERAL MEETING LOCATION**  
 Gordon Biersch (formerly Rock Bottom) on Peachtree Rd near Piedmont

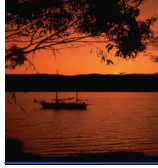
**GET INVOLVED**  
 Now is the time to get involved in the leadership of ASPS for 2010. To volunteer for a committee chair or to be considered for an officer position contact Dave Herndon.

~ November 2009 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 Fall Leaf Cruise
8	9	10	11	12 Executive Committee Meeting	13	14 Chili Cook-Off
15 Lanier Cup	16	17	18	19	20	21
22	23	24	25	26 Thanksgiving Day	27	28 Parade of Lights
29	30					

~ December 2009 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 Seafarer's Ball
6	7	8	9	10 Executive Committee Meeting	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25 Christmas Day	26
27	28	29	30	31 New Years Eve		

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

**General meeting location:** Gordan Biersch (formerly Rock Bottom) located on Peachtree Road just south of Piedmont



# AFTerthoughts

## WATER THERAPY

I've quoted it in this space before and Cdr Jordan referenced it in her column in this issue, but it is so appropriate I have to use Kenneth Grahame's great passage from *The Wind in the Willows* again: "There is nothing, absolutely nothing, half as much worth doing as simply messing about in boats."

That's pretty much what we did recently. We spent a week on the water simply messing about in a boat. We traveled a little more than four hundred miles over eight days consuming twenty-seven engine hours. (See article on page 9)

But calculating gallons-per-hour of fuel efficiency, or plotting courses and departure times to optimize tides and weather were the mechanics. The real pleasure, as the Water Rat so eloquently expressed it, is just being on the water messing about in a boat.

Our week consisted of cruising the ICW from Savannah to Georgetown, including backtracking on some sections. Our agenda was simply to visit our favorite marinas, eat in our favorite waterside restaurants, and most importantly just to have some time on the water. I can report that all objectives were met successfully.

We had a few small adventures along the way. Trust me, the "pucker factor" was pretty high as we traversed sections of the ICW well

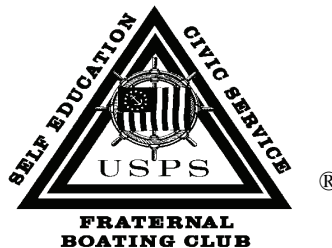
known for skinny water at dead low tide on a foggy and rainy day. But even those times surpass times doing almost anything else we can think of.

We bumped the bottom at a spot near McClellanville and I discovered that a depth sounder can actually display a negative number. No harm, no foul on that one. Upon arrival at Georgetown, we learned that a large catamaran had left Georgetown Landing earlier that day headed down Winyah Bay to Florida. Somewhere not far from the marina, the boat caught fire and the two occupants had to be rescued as the boat burned to the waterline. (This is a vessel that has sailed much of the South Pacific.) Finally, as we approached home port at the end of our journey, we monitored a long exchange between the Coast Guard and a sailboat captain who had discovered an empty fishing skiff drifting in mid-channel of the waterway not far from where we were. Although the early part of the conversation sounded increasing like someone had fallen overboard, the Coast Guard was able to determine that the boat had simply broken loose from its moorings and gone cruising on its own.

So when you need some time away from the daily grind and life's inevitable pressures, I recommend water therapy. There really is nothing better than simply messing about in a boat.

Happy boating!

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