

Official newsletter of the
Atlanta Sail and Power Squadron

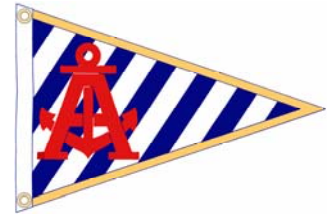
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WATERLOG

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

Safe! Smart! Fun!



**Cruises, Cook-offs,
Parades and Parties**

Docking Explained

**Nominees for 2010
Bridge and ExComm**

Radio Pirates



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Commander's Corner



Cdr. Carol Jordan AP

OMYGOSH! It's December already. How can that be? There's so much to do.

Most folks are thinking about the holidays; travel plans, gift lists, visiting family, shopping expeditions and parties. I, too, find myself caught up in these things, but it seems like boating is always on my mind, no matter what the season.

This past October, our Squadron delegates were at the District 17 Fall Conference in Oakridge, TN. P/D/C Danny Tompkins received the Bowsprit Award for the district, which was 1 of only 3 districts in the entire country to receive such a prestigious award.

Our own P/C Jeff Wise was selected as the Chapman Award nominee from our district. Five award winners will be chosen from all of the district nominees, to be announced at the USPS National Conference in February. Congratulations!

As a result of the Fall Conference, things really moved forward, events fell into place, and to make a long story short, we now have a Boat Operator Certification certified trainer. Thanks to the diligent efforts of P/C Margaret Sherrod and a cadre of cohorts throughout the district, she is finalizing all the necessary requirements to certify her as our own Squadrons' BOC trainer. Congratulations!

Over the Thanksgiving weekend 15 Squadron members on 5 boats, participated in the Lake Lanier Parade of Lights, as mark boats. Not only was this a lot of fun, but also a great event for us to be involved in as we continue to build bridges with other boating communities. The Maritime Foundation always requests our help in providing boats for this event and I hope we will continue to do so in the future. Next year invite someone to share it with. This is another wonderful way to extend the boating season and get everyone in the holiday spirit.

And if you weren't already in the holiday mood, the Seafarer's Ball would definitely get you ready! Sixty members enjoyed themselves at a gala event last Saturday night, which included great dance music from a professional DJ, a singing duet from Tim Tyson and Lisa Herndon (or was that Rod Stewart and Dolly Parton?), outstanding food and drinks, silent auction, and even a visit from Santa Claus bringing a treat to all who sat on his lap!

I guess if you can't be on a boat, or near the water, being with good friends who share the same boating passion will tide us over until we're on the docks again.

Enjoy this holiday with your family and good friends.

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.

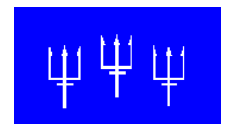
All members in good standing, and approved non-member advertisers may submit articles and items for publication. They receive no gratuity.

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 *The Sycara IV*, a 151-ft motor yacht. Photographed by Lisa Herndon at City Marina in Charleston, SC. Google 'Sycara IV' to learn more about this beautiful vessel.



Squadron Happenings

APSP MEMBERS ENJOY FALL LEAF CRUISE

On Saturday, November 7, members of ASPSP who have joined over the past several months met with current Bridge Officers and others at the lakeside home of Ed and Genie Troncalli for a New Members Orientation session. New members attending were Jeff and Sandy Ace, Dale and Suzanne Petticord, and Michael and Lilliana Paslawskyj.

Following a lunch of burgers provided by grillmaster Charlie Cox, everyone boarded their boats and headed north up the lake for the annual leaf cruise, led by On-the-water Chair and P/C Frank Taylor.

The intended route was up the Chestatee River, but the high water levels prevented the larger boats from passing under the Bolding Bridge. P/C Taylor promptly revised the plan and the fleet of nine boats headed up the Chattahoochee to a spot near Laurel Park where the cruisers enjoyed a raft-up with the usual excellent assortment of hors d'oeuvres and snacks.

Ed and Genie Troncalli aboard Sea Trek await their turn to raft-up



JAV Team, captained by Kevin Schoonover, followed by Arrimage, captained by Glenn LaBoda enjoy the fall colors

Photo by Carol Wrape



What's better than rafting up with friends on a beautiful fall day?
Photo by Carol Wrape



Stingray, captained by Mike Schneider, takes some spray in the face

CROCKPOT COOK-OFF

The annual Chili/Crockpot Cook-off took place on Saturday, November 21. Once again, James and Jan Dennison were gracious hosts for the Squadron at their home on Mt. Paran Rd. Mike Schneider was the featured speaker.



Cdr. Jordan presents Take the Helm" Awards to P?C Margaret Sherrod (l.) and to Lt. Jim Jordan (below)
Photo by James Dennison



OTW Chair Frank Taylor (r.) orchestrates the raft-up with La Vita Dolce (l.) captained by Doug Watson and assisted by anchor mate Wayne Flanagan
Photo by Carol Wrape



Squadron Happenings

PARADE OF LIGHTS KICKS OFF THE HOLIDAY SEASON

The annual Parade of Lights on Lake Lanier provided a spectacular introduction to the holiday season on Saturday, November 28. Thirty-seven brightly lit boats glided across the lake, each depicting wondrous scenes evoking the holiday spirit. The parade route began in the main channel of the lake just south of Flowery Branch Bay, progressed on a southerly heading to a point just off the southern end of Three Sisters Island. At that point the parade turned to the east into Big Creek to pass the judging stand at Lazy Days Marina.



A sailboat decorated to depict the Angel Gabriel highlights the PoL.

The boats were categorized into fleets of cruisers, houseboats, sailboats and smaller craft and judged for their decorations.

The Parade of Lights is organized by the University Yacht Club Maritime Foundation, and is sponsored by several boating businesses in the Lake Lanier area. ASPS, the Coast Guard Auxiliary, the Sea Scouts and TowBoatUS all had key roles in organizing and managing the parade.

The Coast Guard Auxiliary took charge of leading the fleets in the parade and for general safety. Six ASPS members and the Sea Scouts used their boats to serve as marks for turns in the parade route and for hazards along the way, as well as assisting with general marshalling duties.

The ASPS members who participated were: Frank Taylor aboard *Bears Den*, Ed and Genie Troncilli aboard *Sea Trek*, Dave and Lisa Herndon on *Water Music*, Jim and Carol Jordan on *Regal Lady*, Glenn and Sheryl LaBoda aboard *Arrimage*, and Doug and Patti Watson on *La Vita Dolce*. Most of the ASPS boats also carried a substantial crew of other ASPS members and family to take advantage of the opportunity to witness this fabulous event from the best seats available.

After a two year absence because of low water levels, it was good to see the Parade of Lights once again moving across the dark water under a late autumn moon with holiday music echoing across the lake.

A video is posted on YouTube at <http://www.youtube.com/watch?v=u8k3YQDUKiE>



Winter Wonderland afloat.

SEAFARER'S BALL CONTINUES ASPS HOLIDAY TRADITION

On Saturday, December 5, ASPS members gathered at Maggiano's in Buckhead to celebrate the year past and look ahead to the upcoming holidays. About sixty people enjoyed the festivities, which consisted of cocktails followed by a family style Italian dinner, and then dancing.



As has been the custom for the past several years, Tim Tyson coordinated a Silent Auction, which once again offered opportunities for great bargains on an excellent selection of merchandise and services.

Even the jolly old elf himself, Santa Claus, stopped by for a brief visit and took notes of who was being naughty and nice.

Preliminary results indicate proceeds from the Silent Auction in excess of \$1100, with an approximately equal amount in contributions to Calvary Childress Home.



Cdr and First Gentleman Jordan kick off the evening with the Commander's Dance



Santa wants to know what these girls have on their Christmas wish lists.



Squadron Happenings

HOLIDAY GIFTS AVAILABLE FROM yourboatsname.com



You can give your friends and family the website www.yourboatsname.com and get really cool gifts customized for ASPS or for your boat.

Through an agreement with USPS, this website rebates to our local chapter 10% of each order with the ASPS burgee to our

local chapter. The burgee has been digitized and is ready for orders, and it's not too late to make Christmas if you order now (this varies by item ordered so call the company for confirmation).

For items with your own boat's name or logo (and they do a beautiful job of stitched logos from pictures), allow 2-3 weeks for the initial set-up and then orders are turned around in 7-10 days. It may be too late for your own boat items this year, but the ASPS burgee is ready for you now—and there's always your birthday.

NOMINATIONS FOR 2010 BRIDGE AND EXECUTIVE COMMITTEE TO BE PRESENTED FOR MEMBERS' APPROVAL

The ASPS Nominating Committee has prepared a slate of nominees for the 2010 Bridge, Executive and other elected committees. The proposed slate, which was reviewed by the Executive Committee on December 11, can be reviewed on page 8. This slate will be placed in nomination for members' approval at the Annual Membership Meeting on Thursday, January 15. Officers will be installed at the Change of Watch on Sunday, February 21.

The Bridge and the ExComm are only the "tip of the iceberg" in terms of opportunities to the Squadron. Volunteers are needed in all areas of responsibility as we begin our 57th year of service to the recreational boating community in Atlanta.

Please contact a member of the current or proposed Bridge to share your talents in making our 57th year our best year ever.

PREPARING FOR THE WINTER/SPRING CLASS SESSION

By SEO Patti Price

It will soon be time to continue your education. The following member-only classes will be offered in the Winter/Spring session: Piloting, Cruise Planning and Junior Navigation (Celestial Navigation, part I).

Piloting includes how to read a chart, plot your course and arrive at your desired destination. Junior Navigation involves using a sextant and the position of the sun to locate your position on earth. Cruise Planning combines all your boating knowledge to create a safe and memorable trip. Topics include navigation, provisioning, equipping the boat, chartering, and weather.

Classes start Monday, January 25, 2010 at Heiskell School from 7:00 pm – 9:00 pm.. Register on the web or by contacting edu@usps-atlanta.org.

CONGRATULATIONS TO SEAMANSHIP GRADS

By SEO Patti Price

Lisa Beers, Jim Sapp and Chip Kruse recently completed the Seanship class. Congratulations!

CONGRATULATIONS STEPHEN HENDRIX ON MASTER MATE LICENSE

Anyone who has sought to earn their Captain's license knows the hours of hard work, study, and proven boating experience that this achievement requires. However, there are levels of achievement beyond the entry level "6 pack license" including 100 ton and the coveted Master Mate, recently awarded to Stephen Hendrix. Friends and family surprised Stephen at Gordon Biersch with a well deserved "Captain's party." Way to go, Stephen!



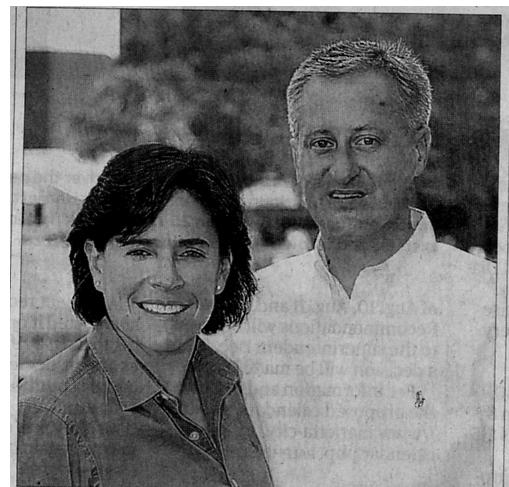
The Hendrix family celebrates with Master Mate Stephen

JOHN AND LIZ CALVERT CROSS THE BAR

After months of hoping for the best but dreading the worst, on October 11 a DeKalb County judge ruled ASPS members that John and Liz Calvert were dead, dispelling notions that they disappeared on their own. The ruling, which came at the request of the Calvert's family, also provides more details pointing to a suspect as their likely killer.

The Calverts were last seen on Hilton Head Island on March 3, 2008 on their way to a late afternoon meeting with Dennis Gerwing. Investigators believe that the three met to discuss funds that were missing from the couple's island businesses, known collectively as Harbourtown Holdings, which included Harbourtown Marina. Gerwing had embezzled not only from the Calverts but also from The Club Group, an organization of which he was chief financial officer. Gerwing committed suicide on March 11, 2008 after being named as a suspect in the Calverts' disappearance.

The Calverts and their Harbourtown dockmaster were featured speakers at an ASPS members' meeting in 2007. They will be missed.



A DeKalb County judge declared John and Elizabeth Calvert deceased during a hearing on Oct. 22. The court order points to a business associate, who committed suicide, as their likely killer. Hilton Head Monthly Magazine 2006 photo

Life on the Water

ADVENTURES IN DOCKING

This is your roving reporter once again hard at work seeking the truth about boating for our loyal *Waterlog* readers. Today's discussion involves those moments of tension that follow every great cruise; specifically, getting the boat either back into her home slip or tied up to a dock somewhere without involving insurance claims or gelcoat repair.

There are a few basic principles involved and certain rules that every boater should know when docking their vessel.

First, it is a well-established law of boating physics that your boat's home slip shrinks dramatically in size immediately after the boat clears the end of the fingers. A corollary but inverse effect is that the boats on either side of your slip also get larger once your boat is out of the slip. Check it out the next time you're heading away from your dock. That slip that was so spacious when you were in it looking out suddenly becomes very compact when you're a few feet away on the water, and that 23-ft cruiser next door has taken on the appearance of a 40-footer.

No one is quite sure what causes this, but incredibly smart people who enjoy adult beverages at the end of our dock have theorized that the amount of dock shrinkage and neighbor boat growth is directly proportional to the velocity and direction of the wind. On a calm day, the shrinkage/growth effect is only about 25%. However, a 15-kt wind on the beam when you're backing in can cause your slip to practically disappear, and that downwind 23-footer will resemble the *Yorktown*.

A couple of other important guidelines for successful docking are: (1) never argue with the dockmaster, and (2) tidal currents may not be your friend. A few months ago, we decided to stop at a favorite ICW marina for fuel and a pump-out. Like several marinas on the southeastern ICW, we knew that the tidal current can be pretty strong in this area, but of course we ignored that knowledge. We radioed the marina and the dockmaster advised us to rig for a starboard side tie at their fuel dock. I replied that my waste outlet was amidships on the port side, and a port side tie up would make the pump-out a lot easier. He said something like, "OK, Captain, but remember you'll have the current behind you." Thank goodness there were no other boats on the dock. What should have been a simple maneuver – and would have been if the bow instead of the stern had been into the current – took four attempts. I know the dockmaster got a lot of enjoyment watching us try to outwit the current.

Currents can make leaving a slip just as exciting as coming in. Recently we were docked in another large marina on the ICW. Our slip was in a U-shaped basin with boats along both arms and across the bottom of the U. We were about midway up on one arm with our bow facing the closed end of the U. The current was on our stern. We planned our exit carefully. We would cast off the bow line and let the stern line out slowly to allow the current push the stern away from the dock, then just back out the open end of the U. The only part of that plan that worked was the part about casting off the lines. Once into the current, we immediately found ourselves being pushed broadside toward the closed end of the U. We managed to get the bow turned into the current with only a couple of feet to spare before swapping paint with a big sportfisher. Who says this boating stuff isn't fun?

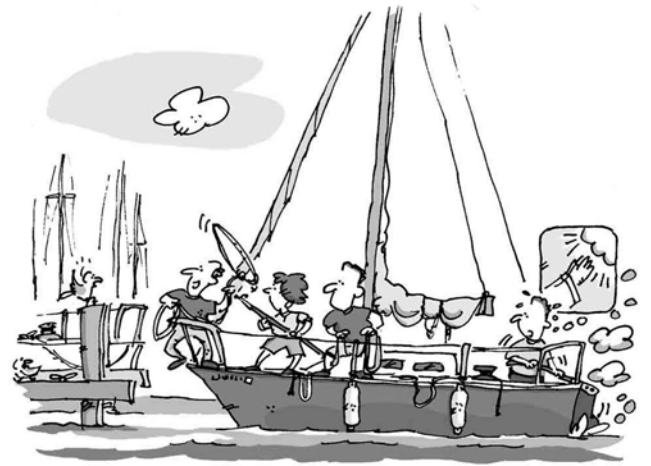
And sometimes we add our own bit of excitement. A friend shared an experience about docking his 40-footer for the first time in a new slip in a strong current and enough wind to cause concern. He said his "pucker factor" was already pretty high as he began his carefully planned maneu-

vers to get into the slip. As he got everything aligned, while looking back over his shoulder, he reached for the transmission controls to move from reverse to forward to slow his speed of approach. Unfortunately, he mistakenly grabbed the throttles instead of the transmission controls. When he shoved the throttles forward, the boat practically leaped backward into the slip. He quickly corrected his error by jamming the transmission into forward to arrest the unintended motion. The result was a near perfect docking job for the boat, and a near fatal heart attack for the captain. Whereupon his new neighbor on the boat in the next slip shouted, "Captain, that was really impressive. Can you show me how to do that?"

Somewhere back in the misty history of recreational boating, someone decided that boats – at least cruisers – should be backed into slips rather than docked bow first. Along with Jesus, Thomas Jefferson, John Belushi and a couple of others, that person is one of the important historical figures I'd like to have coffee with to gain a deeper insight into his or her character, inspiration and personality. Or to put it another way, to find out what the hell he or she was thinking?

You see, another principle of boating physics is that boats don't like to back up, and single screw sterndrive boats absolutely detest reverse maneuvers. So the "back it in" standard is really a test to see if the boat operator is capable of performing complex maneuvers with a machine not designed to work in that manner, all without creating more business for boat repair facilities or lawyers.

A wise friend once told me that all boat captains are judged by their ability to dock. It matters little what prowess you have in handling a sailboat in a bad storm, or navigating a cruiser through tricky passages. All the points are earned in getting out of and then back into the slip.



PRAYER FOR SAFE DOCKING

Yea, though I glide through the valley of the shadow of disaster, I will fear no problem for Thou art with me. My fenders and my boathook, they comfort me. Thou preparest a plan before me in the presence of my smirking neighbors, a plan that will guide me miraculously into the dock as a finger squeezeth into a glove. My cup of joy runneth over. Surely envy and wonderment shall follow my neighbors all the days of their lives, and I will dwell in the house of Fabulous Boathan-dlers forever. Amen



Life on the Water



EERIE, BUT REAL

This photo is not digitally altered

Split Point, Airey's Inlet Lighthouse, Victoria, Australia, with the Southern Hemisphere's Milky Way in the background. The moment I saw the result on my camera's LCD screen, I knew I had an amazing opportunity here. I stood there for a good hour in the blistering cold shooting long exposures. This particular one was about two minutes. I wanted to capture the stars with as little Earth-rotation as possible. The Lighthouse itself is lit from passing cars in the distance during the exposure.—Photo and caption by Stephen Duncan

PIRATES!

THE REAL STORY BEHIND BRITAIN'S ROCK 'N' ROLL PIRATES

by Vicki Barker, Reprinted from the NPR website

At the dawn of the 1960s, Britain still bobbed to the rhythms of a vanished age. With the exception of one commercial TV network, the airwaves were owned by the British Broadcasting Corp. — known semi-affectionately as "Auntie."

The BBC favored a bland if nourishing diet of news, information, light entertainments and children's programs. In other words, the rock 'n' roll revolution that was spreading like wildfire in the United States had been all but banished from the British airwaves.

But for a group of rebellious, rock-loving disc jockeys, such restrictions were merely a hurdle. Many of them took to the seas, hunkering down on old fishing ships anchored off the Eastern coast of England; from there, they broadcast programs built around the illicit tunes of bands like The Hollies and The Rolling Stones.

In 1967, the British current-affairs show *World in Action* shot a program about pirate radio aboard the *Mi Amigo*. Richard Curtis, director of the new film *Pirate Radio*, which is based on these events, was an 8-year-old boy confined to a posh boarding school when he first heard the broadcasts. While he wasn't allowed to listen to music during the day, he remembers hiding a radio under his covers at night.

"And what I heard were these extraordinary pirate-radio stations," says Curtis. "These fantastic guys floating out in the middle of the ocean, pumping rock 'n' roll into my private school all night."

The pirates' off-coast locations strategically put them in international waters — and thus out of British authorities' legal reach. When they began broadcasting in the mid-'60s, their signals reached as many as 20 million

Brits — nearly half of a population that had been permitted a diet of only six hours of "pop music" a week. And the pirates' playlists were largely lifted from American Top 40 stations, which during the '60s were dominated by the era's British bands. Radio Caroline, which broadcast from the ship *Mi Amigo*, became one of the most popular stations.

"It was bizarre" says Dave Cash, a former Radio Caroline DJ, "because you had no real idea of what you were doing until you came ashore. And there'd be 3,000 people waiting for us." The DJs were treated like pop stars themselves — and since most were young and single, they took every advantage of their newfound fame.

David Cash was the co-host of the Kenny and Cash Show on Radio Caroline.

At sea it was another matter. The acoustics on the steel ships were subpar, the onboard regimen was monastic — no women allowed — and the weather could wreak havoc. During winter storms, the DJs might be stranded onboard for a month or more.

Keith Skues, who hosted one Radio Caroline show, said one of the main challenges was the turbulence. "The fact that you're being kicked out of your chair across the studio didn't seem to matter, as long as the records didn't jump," says Skues. "And of course they did."

Some of the biggest bands of the period, including the Stones and The Dave Clark Five, got their first exposure on pirate stations. The pirates also played commercials, which was unheard of in the United Kingdom at the time.

In fact, the prime motivating force behind the pirates wasn't some kind of rock 'n' roll evangelism; it was good old-fashioned profit: American and Irish entrepreneurs ran the two biggest stations, trying to sidestep Britain's refusal to grant radio licenses to commercial broadcasters.

In 1967 the British government made it a crime to supply music, commentary, fuel, food and water — and, most significantly, advertising — to any unlicensed offshore broadcaster. The law sounded the official death knell for most of the pirate stations. Yet the music had made its mark. One month after the law took effect, the BBC launched its first pop station. And in a strange turn of events, many of the shipwrecked DJs went to work for their former nemeses at the BBC. After all, it would be six more years before Britain allowed any commercial radio stations in the country.

"They hated us," says Cash, who still works for the Beeb, "but we didn't care. And we still don't! I take their money, but I still don't care. And if you need a real pirate over there in America, I'm your man."



The Mi Amigo



BBC World in Action reporters film DJ Robbie Dale in action aboard the Mi Amigo.

??? OCTOBER PUZZLER Answer???

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?

Answer: Fill the 7-gal jug and pour it into the 13-gal jug. Fill the 7-gal jug again and pour it into the 13-gal jug until the larger jug is full. That leaves 1 gal in the smaller jug. Empty the 13-gal jug and pour the 1-gal contents of the 7-gal jug into the now empty 13-gal jug. Fill the 7-gal jug again and pour it into the larger container, which now holds 8 gallons. Fill the 7-gal jug one more time and pour it into the larger jug until it is full. The smaller jug will contain 2 gallons

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*

NOMINATIONS FOR 2010 BRIDGE & EX COMM

In accordance with our bylaws, the annual meeting and election of officers and elected committees will take place on Thursday, 21 January 2010 at Gordon Biersch, 3242 Peachtree Road NE, Buckhead, Atlanta, GA 30305. The Change of Watch will take place Sunday, 21 February 2010 at the Dunwoody Country Club, 1600 Dunwoody Club Dr Atlanta, GA 30350. The Atlanta Sail & Power Squadron Nominating Committee, consisting of P/C David Herndon, P/C Frank Taylor, and P/C Margaret M. Sherrod, has submitted the following slate of officers for 2010:

SQUADRON OFFICERS

Commander :	Kevin G. Schoonover, JN
Executive Officer:	Lisa P. Herndon, AP
Education Officer:	Patricia T. Price, JN
Administrative Officer:	Douglas Watson
Secretary:	Barbara Tyson, S
Treasurer :	Margaret H. Haas, S
Asst. Secretary:	Jeffrey R. Batson, P
Asst. Treasurer :	<Vacant>

EXECUTIVE COMMITTEE

Kevin G. Schoonover, Chair
Lisa P. Herndon, Vice Chair

Patricia T. Price, Douglas Watson, Margaret H. Haas, Barbara Tyson, Charles F. Cox, Marla Hendrix, Sheryl K. LaBoda, Michael Litke, Brian Jernigan, Dennis Abell, T. J. Convery, Aaron Smith, Carol H. Jordan.

GENERAL COMMITTEES

NOMINATING COMMITTEE

P/C Carol H. Jordan, 3 Years
P/C David B. Herndon 2 Years
P/C Frank A. Taylor 1 Years

RULES COMMITTEE

P/C Carol H. Jordan, 3 Years
P/C David B. Herndon 2 Years
P/C Frank A. Taylor 1 Years



*1st/Lt Marla
Herndrix
Assistant Secretary*

FINANCE COMMITTEE

P/C Carol H. Jordan, 3 Years
P/C David B. Herndon 2 Years
P/C Frank A. Taylor 1 Years

AUDIT COMMITTEE

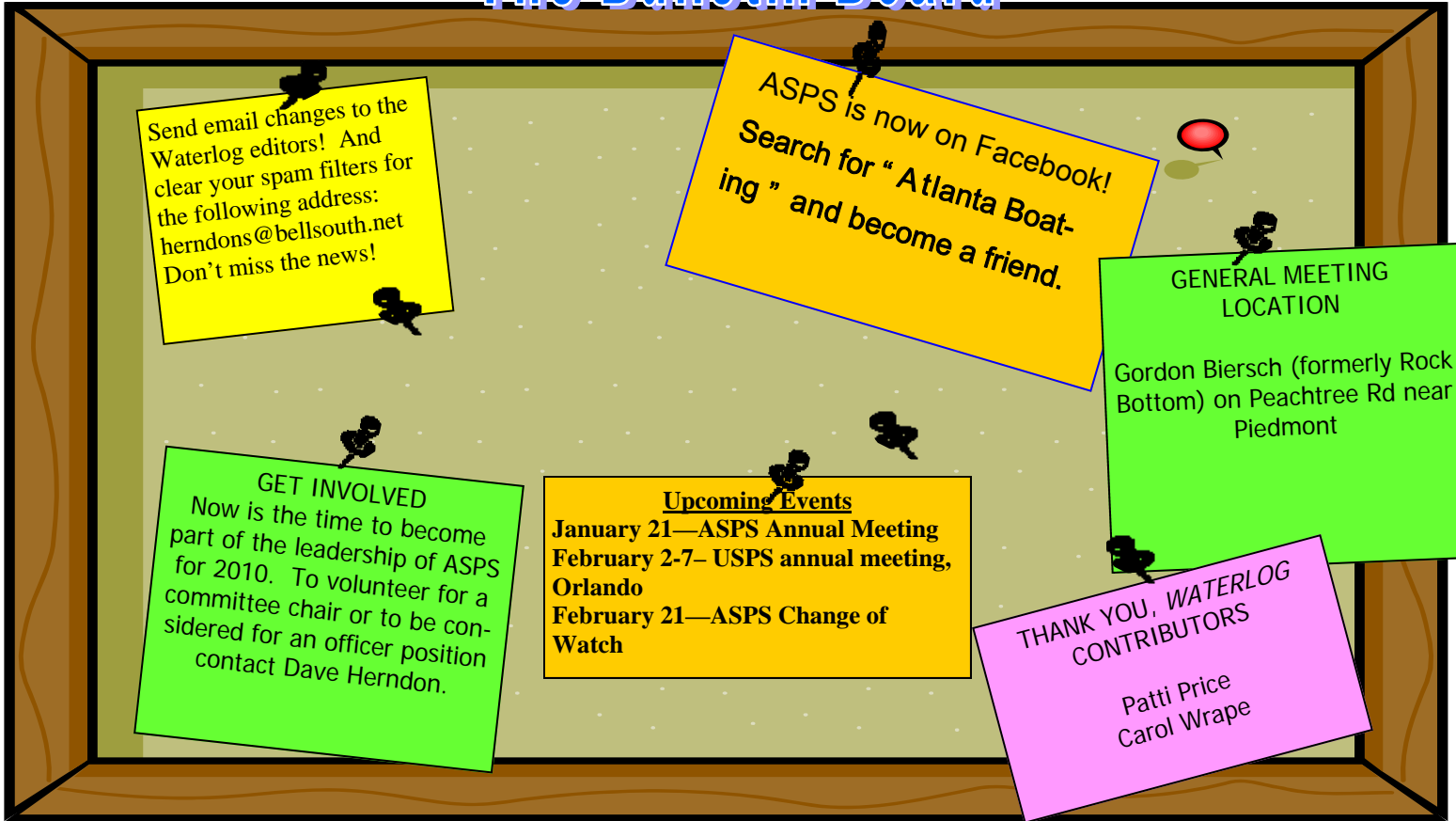
Chm: Lt. Jonathan Blackwood

If any member who has not been nominated desires to run for any of the open positions, he or she may be nominated by petition in writing signed by at least five active members in good standing. Such petition must be in the hands of the Squadron Secretary, Lt/C Stephen Hendrix, no later than 2 January 2010. No nominations from the floor will be allowed unless all nominees for the position withdraw or the position is vacant.

??? DECEMBER PUZZLER ???

While waiting to check out at the grocery store, Barry noticed a man and a small boy checking out ahead of him. Although Barry had no conversation or other interaction with the man and boy or anyone else, he immediately called the police. Why did he do this? Hint: this could not have happened 30 years ago.

The Bulletin Board



~ January 2010 ~

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

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

~ February 2010 ~

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11 Executive Committee Meeting	12	13
14 St. Valentine’ Day	15	16	17	18	19	20
21 Change of Watch	22	23	24	25	26	27
28						



AFTerthoughts

IT'S THE MOST WONDERFUL TIME OF THE YEAR!

How is it possible that we're staring the holiday season in the face again? Didn't I just put away the Christmas decorations about two weeks ago?

Well, if you weren't in the holiday spirit coming out of Thanksgiving, and you saw the Lake Lanier Parade of Lights on Saturday, November 28, you'd have to be in the spirit now. What a show! Thirty-seven beautifully decorated cruisers, houseboats, sail boats, pontoons and runabouts in a parade line stretching for over a mile across a dark lake under a clear sky.

And the ASPS had the best seats available, serving as mark boats for the parade. That's all described in an article on page 3. The points I want to make here are (1) they couldn't have done it without us, and (2) what a great time on the water!

ASPS's role was an essential one. Along with the UYC Maritime Foundation, the Coast Guard Auxiliary, and TowBoatsUS, we were critical to the success of the event.

The UYC Maritime Foundation was responsible for overall coordination and planning. The CGA had the role of ensuring safety on the water and leading the various fleets of boats along the parade route. TowBoatUS had three vessels deployed to assist in the event of problems. ASPS had the responsibility of marking the turns along the route as well as certain hazards along the way.

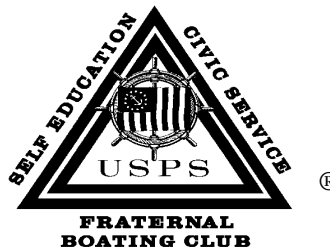
While all of us took our responsibilities seriously to ensure a safe and successful event, we leveraged the opportunity to have friends and family on board to enjoy the show from our unique vantage points.

This event is an excellent example of how ASPS contributes to the boating community. The other boating organizations know that we're serious boaters and that we can be depended on to provide an essential service and help out in an emergency. That's why they continue to call on us to help out with events like this.

Even though I paid the price of an anchor and some chain and rode that refused to go back to the dock with us, those few hours on the lake were a highlight of the boating season for me—and, I believe, for all who participated.

Happy Holidays and happy boating!

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STAMP