



WATERLOG



SAFE! SMART! FUN!



Photograph by P/Lt/C Sheryl LaBoda

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Commander's Corner



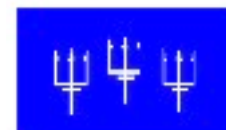
Cdr Glenn LaBoda, SN

Mr. Mark Dodd, Coordinator of the GA - DNR Sea Turtle Conservation Program, presented the program for the October meeting. This presentation was fascinating. We learned about the Georgia loggerhead sea turtle life cycle that begins on most beaches in our state, moves clockwise around the Atlantic for years, and culminates with female turtles returning to their beach of birth at the age of 35 to lay their first eggs. I am inspired to participate in turtle conservation and hope to someday witness a turtle nest boil on a moonlit night and watch hundreds of little turtles head for the sea. Why, you ask, do ASPS members care about turtles? Besides the fact that they are just sooooo cute, they are great mariners. Experiments with hatchlings seem to prove that sea turtles have the ability to detect the earth's magnetic fields even before they venture into the ocean, enabling a sea turtle to determine its latitude and longitude, and thus plot its course or change its course along its migratory route. After seeing unnamed members of the ASPS with thousands of dollars of electronics still end up on a sandbar, I say "Hail the Turtle".

After a great General Meeting we headed to Chattanooga for the fall District Conference. There were 15 ASPS members in attendance. That's a great turn out. On Saturday morning we had the business meeting, and after lunch there were some great breakout sessions including a really cutting edge seminar on Web Conferencing given by Eric Ringwall. District conferences are always enjoyable.

Boating season is drawing to a close, leaving only the Fall Leaf Cruise as our last official on the water event. Now our attention is turned to fall and winter classes, the holiday party, and electing a new bridge. So, this is the time to think about what you have to offer the ASPS in the way of leadership, skills, or maybe just some time to help. Please think about giving of yourself to fill needed squadron positions. Training will be provided.

Glenn LaBoda, SN
Commander



The Waterlog

The *Waterlog* is published at least eight times each year. It is published 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 Editor
Lt Tim Tyson, P

On the cover:

Scotty and Meredith Randall's water taxi service, as captured in this month's cover shot was taken by P/Lt/C Sheryl LaBoda at the annual Lake Chatuge

FOREThoughts

Meet...Mary Larsen

Oh what an interesting person she is. Mary Larsen was born in Knoxville, Tennessee. Her father was a civilian who worked with the Navy and, as such, the family traveled around. As a child growing up, Mary lived in Florida - Edgewater and Jacksonville - and ended up in San Diego. Which was her favorite place? "I liked all of them for different reasons."

It was in San Diego (where she graduated from high school) that she met her future husband John. After attending Pomona College for a year, they got married and had a daughter, also named Mary (and to avoid any confusion, we shall be referring to her in this article as "daughter Mary"). Since John also worked for the Navy (he was a civilian personnel officer), this family also moved around. They lived at various times in Lompoc, California (for a year), Argentia, Newfoundland (for three years), and just outside London (also for three years). "I could have stayed there forever. I loved the history." While in England, daughter Mary attended school in Rickmansworth (where your editor was the best man at an Army buddy's wedding in 1975!!) and they had a son, Michael.

They then moved to Narragansett, Rhode Island where they endured "an 8-month winter," and on to Jacksonville. It was in Jacksonville that Mary finished her undergraduate college degree, majoring in English at Jacksonville University. No sooner had she finished when John accepted a job in Charleston. "If you ask me about my favorite places, Charleston is right up there," she mused. "We didn't stay there nearly long enough."

In 1973 John was offered the prestigious job of Personnel Director, Southern Region, for the Federal Aviation Administration, and that's when they moved to Atlanta. Mary went to Emory and earned a graduate degree in library science. Soon after that she took a job as Assistant Librarian in the library school at Em-

ory. Later she became Assistant Librarian at Emory's dental school.

Then, in 1980, she left Emory. "I got my dream job when a friend of mine, the librarian at the Fernbank Science Center, left and I took her place." She was there for thirty-two years, and is now a volunteer there.

Then, in 1986 tragedy struck, when Michael's life was cut short in a motorcycle accident. A member of the United States Coast Guard, he was just twenty-two years old.

In 1987, John decided he wanted a boat and wanted to join the Coast Guard Auxiliary. Your editor isn't sure which came first, but they did buy the 28 foot Marinette that Mary keeps at the University Yacht Club. Unable - and maybe unwilling - to let go of her connection to the Coast Guard that began with Michael ("Those guys were just so wonderful") Mary joined the Auxiliary. Her pathway there has been nothing less than stellar.

John had retired from the FAA just prior to the air controller's strike. But his heart wasn't good, and in 1993 he too crossed the bar. But Mary pushed on, full speed ahead, as they say. "As I moved up through the 'Auxiliary chain', and at the time Atlanta hosted the Olympics, my district (the pilot for the personal watercraft program on Lake Lanier) basically wrote the program for PWC operators." The program remains in place to this day. You can still see Auxiliary members on their PWC riding the lake in pairs, looking for people in trouble.

Mary was only the second woman to be a Flotilla Commander in her flotilla, and she held that position twice. The most recent time was in 2009, when Flotillas 2-4 and 2-6 were combined into Flotilla 2-9. She got the call to be the new Flotilla Commander and sprang into duty. Douglas Townes was her Flotilla Vice Commander.

(Continued on page 10)



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T.J. CONVERY

Squadron News

With Christmas Fast Approaching, The Sound Of "Calvary" Is In The Air

By Lt Tim Tyson, P

It has become something that, come the holiday season, our Squadron recognizes some cause to get behind. A story may be in order for you who are (relatively) our organization.

Sometime, probably in 2003, we held our Holiday Parties at the Founder's Club in Roswell. P/C Jeff Wise (before he had become Commander) knew a young lady who worked for the veterinary clinic where he took his pets. This young lady would give him the names of people in her church who could use a little "boost" during the season. Jeff would provide us with a description of the families and we would bring presents and other things that they could put to good use.

After a few years, our "source", the young lady, was accepted to the veterinary school at the University of Georgia, and moved away. Our band of Santa's, not wanting to lose the giving spirit we had become so accustomed to, asked your editor (then Flag Lieutenant) if he knew of any worthwhile causes we could connect with. "Well, how about the families of the military personnel stationed in Atlanta," was the suggested answer.

Quite a bit of money was collected, and the presents were delivered to Ft. McPherson. Not to drag out the story but, and ASPS was a primary contributor, three rooms were absolutely FILLED with presents for the kids. To see the rooms was breathtaking in its magnitude. This is not an exaggeration.

The next year WGST went on the air with their own program to support military families, and ours was no longer necessary. Where to go next?

I once worked for a manager who was close to the Calvary Children's Home in Powder Springs. This place is incredible, taking in kids - preferably siblings, so as not to break up a family - from unhealthy atmospheres, and raising them. After my father-in-law and both parents had left this world, my wife Barbara and I led a collection effort to start up a fund that would help defray college/higher education expenses for the kids who pursued classes after high school. There was also money set aside for those who joined the armed forces. We named this fund after our parents, since ours were so great.



Once again, we leaned on the Atlanta Sail and Power Squadron, and it is with moistening eyes that I can report the fund has exceeded \$10,000.

So...for the past several (can it possibly be five?) years, at our Holiday party, we have set up two collection boxes: one box is for those who may want to give either to the scholarship fund or the Calvary Children's Home general fund; the other is for anyone who would like to help provide presents for the kids. Snyder Turner, the Home's director, likes our idea of providing gift cards. "It gives them a sense of responsibility and teaches them how to handle money. And you wouldn't believe how FRUGLE they can be!", he told me once. Oh, presents are also welcome.

If you would like to contribute, but won't be able to attend the Holiday Party, please contact me. But a word of caution...when I get started talking about the Calvary Children's Home it can be very hard to shut me up!

Here's to a great holiday season!!!!



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To learn more about becoming a "Friend of the **Waterlog**", please contact your editor, Tim Tyson. We are grateful for your support.

Squadron News

Our September Meeting - Packed With Speakers !!!

Our September general meeting was another example of just what our Squadron has become: interesting, fun, and a rewarding organization to be associated with. An estimated 47 members attended the meeting held, once again, at the 57th Fighter Group Restaurant.

Cdr Glenn LaBoda presented Tom Gastio with a well-deserved "60-D Street Award", for his outstanding job leading our Vessel Safety committee. To date (at least as of the September meeting - Tom moves very quickly, you know) over 130 VSCs were performed. Kudos, T.G.!!!

The program consisted of five speakers. Four discussed their on-the-water trips this year. Cdr LaBoda described the "Great Mini-Loop", our 2013 ICW trip with 6 chartered trawlers and 36 participants. They cruised Useppa Island, Cabbage Key, Boca Grande (pronounced "Grand" by those in the know), T'ween Waters, and other points of interest.

P/D/C Jeff Wise followed up with the Kentucky Lakes week, where they visited Lake Barkley (21% larger than Lanier), and Kentucky Lake (3.4 times larger than Lanier). When put together they become the 4th largest man made body of water in the country. Both empty into the Ohio River and you can cut through to the Tennessee River. The Kentucky State Prison has a beautiful view of the lake (below, right).



Admin Officer Woody Williams and his lovely bride Jade treated us to slides from their summer vacation to...Croatia, where they chartered a sailboat and, with two friends of theirs, visited Hvar, Vis, Trogir, and several other beautiful towns I have never heard of. Oh, there are over 1000 islands there.

George Norton overcame technical difficulties with our computer (brilliantly, might we add) to show us slides of the trip he and his lovely bride (our Squadron has a **lot** of lovely brides, eh?) Paula took to Ireland ("May the wind at your back never be your own," or something like that). He described chartering a boat over there, going through locks along the way to Portumna, and the wonderful time they had.

D/Lt/C Tom Haas (pronounced "Has", for our newer members) gave us an overview of the District 17 organizational structure and upcoming fall conference to be held October 18-20 in Chattanooga. Twelve Squadrons from four states will meet "To see old friends, make new friends, conduct business, and have fun."



What is District?

- The US Power Squadrons is comprised of 34,200 members in 409 Squadrons organized into 33 Districts from Seattle to Miami and Bangor to San Diego.
- The Atlanta Sail & Power Squadron is in District 17, the Dixie District.
- There are 11 other Squadrons in District 17.



Squadron News

...And Then, In The Blink Of An Eye, Came The October Meeting

And before you can say, "man overboard," came our October meeting. Lt/C Eric Ringwall was the recipient of Cdr LaBoda's "60-D Street Award" for his over-the-top work as our Squadron Education Officer.

New members David and Meg Murray were sworn in and, at the same time, members renewed their USPS vows.

And capping off a wonderful evening, Mark Dodd of the Northern Recovery Unit (North Florida through the Georgia coast) gave a fabulous presentation of their efforts to preserve and protect the Loggerhead turtles. We saw videos of mother turtles laying their eggs - a forty-five minute process - and were taught about the turtle extruder device. Invented by Sidney Boone, TEDs are now required on all shrimp boats. What do they eat? What were the effects of Superstorm Sandy? What is the difference between a tortoise and a turtle? Can you tag hatchlings? All of these questions were asked and answered in this very interesting program.

And in the event you are curious, tortoises don't swim.

Taking the USPS pledge (right); Cdr LaBoda presents Lt/C Ringwall with the 60 D Street Award (below).



Mark Dodd describes the Northern Recovery Unit's loggerhead turtle project (below).



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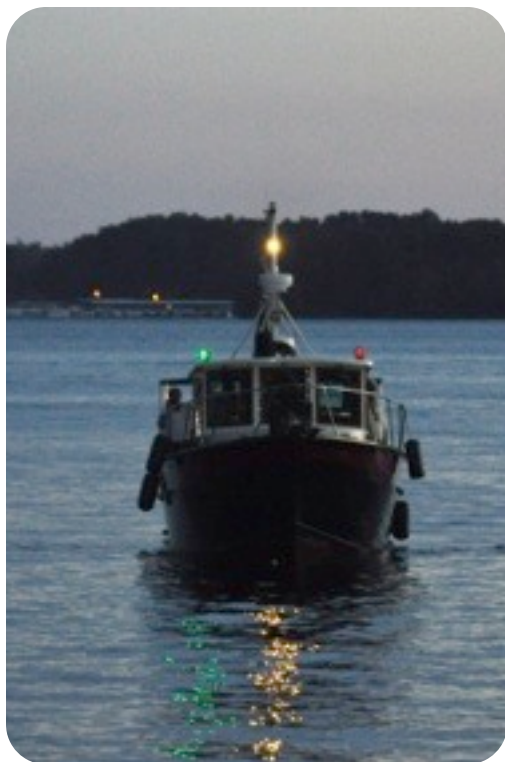
Squadron News



Vessels to the left of me, vessels to the right...I'm stuck in the middle with you.



Above left: the crowd celebrates as the raft-up season nears an end; Tom Gastio and Ed Troncalli take advantage of the cool cold waters of Lake Sidney Lanier.



Say, "Goodnight," Rhonda.

The 2013 Raft-Up Season Draws To An End

This year's raft-up season has come to an end, and it seems like it just began. With an unusually large amount of rain, our raft-ups were limited to the hale and hearty adventurers who braved the elements...much like the legendary postman (the "other" USPS).

The good news for all of us (except the houseboats that couldn't find beaches) is that the lake has water!! **REAL** water!!! Hooyah!!

The last official on-the-water activity of the year will be the annual fall leaf cruise, set to take place on the 2nd of November.

Be sure to consult your DRs for the latest information.

Waterlog high-fives to Cdr LaBoda for snapping these photographs.

Squadron News

Scenes From the Dixie District Fall Conference

The Chattanooga Sail and Power Squadron did a yeoman's job (a little nautical lingo) in putting together the District-17 Fall Conference October 18-20, held at the Sheraton Read House, a hotel laden with Civil War History. Ergo the theme was the Civil War. Convenient, eh?

Eight out of twelve Squadrons were represented (Atlanta had fifteen members in attendance), and a multitude of interesting reports (seriously, they actually were interesting) were presented, not the least of which was the District Executive Officer's report on selling the value of USPS benefits.

Our own Keith Blanton was awarded his certificate for educational achievement, i.e. Senior Navigator.

For those of you who have not been to a district conference, hey, it's fun!!! And guess where the Spring Conference will be held.

You guessed it, right here in Hotlanta!!!!!!!



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Squadron News

MERIT MARKS

By P/C Ed Troncalli, SN; Merit Mark Chairman

Our Squadron Commander, Glenn LaBoda, has asked me to coordinate this year's Merit Mark recommendations that he will make to the Chief. He wants to be sure no one who deserves recognition is overlooked.

A Merit Mark is a coveted award presented to a member by the Chief Commander in recognition of substantial personal effort to further the interests, programs and objectives of United States Power Squadrons, 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 certificate is issued, and a special insignia may be worn on the USPS uniform. Our Squadron issues attractive buttons to be worn on casual clothing

Recommendations for merit marks are made by squadrons, districts, rear and vice commanders to the chief commander.

The criteria to earn a merit mark are flexible. In most cases our members work on various projects throughout the year, accumulating credit toward a merit mark such as hosting events, cruise planning, boat show volunteer, education assistance and participating in committee meetings. There are some scenarios such as teaching several classes or performing at least ten vessel safety checks that will qualify a member for a merit mark.

Your assistance in 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, our 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.

Enthusiastically!

Ed

It Was A Lake Chatuge Weekend

And what a weekend it was. 26 ASPs travelers were there to savor the moment. The first night began with a dinner at Portofino (diners pictured below, reading their favorite newsletter).

Johnny Mitchell brought his pontoon boat and Scotty and Meredith Randall brought their Boston Whaler and between them provided the water taxi service from Boundary Waters cottages to the Townes' lodge (a spectacular cabin) and back.



The shrimp boil was truly delicious (thank you Charles F. "Charlie" Cox) and, the banana pudding was to die for (thank you Lillian Cox). Smores were delicious at the lodge, I mean really delicious.



So while we're handing out thank-you's, thanks to all who brought food, boats, and themselves.



And thanks to the Cox's for another wonderful mountain lake weekend. A job well done.

Can't wait 'til next year!!!

Member's Quarters

("Meet....Mary Larsen", continued)

That was when, in her Auxiliary capacity, she began attending our ASPS Changes of Watch. "I have always respected and admired the courses the Power Squadrons have." She is currently the Division Chief in the prevention program for outreach, responsible for America's Waterway Watch and Sea Partners. And, especially close to my heart, she is the editor of the **Beacon**, the Auxiliary Association Inc.'s newsletter.

So this woman is active in the Coast Guard Auxiliary, the University Yacht Club, and the Atlanta Sail and Power Squadron. If only there were 34 hours in a day instead of 24...

As for daughter Mary, she has a degree in psychology, also from Emory. She is married ("to a wonderful man"), lives in Marietta, and has two sons, Taylor and Clinton. At 6'7" and 6'9" respectively ("we look like a shrimp and two giants in photographs"), they attend Rollins and the University of South Florida.

Phew!!!!

Editor's note: This has truly been one of the most interesting "Meet the..." articles I have written to date. Filled with so many dates and events, your editor is to be forgiven for any errors. Plus, the interview took place during a break-out session at the D-17 Fall Conference and, well, those are my excuses and I'm standing by them. Muchos thanks to Mary Larsen for her time and patience.



A Very Important Reminder... VERY Important

P/Lt/C, current District Secretary, my wife, one Barbara B. Tyson, has instructed me to not let this article go unnoticed. We at **Waterlog** headquarters hope to have captured your attention.

The annual ASPS Chili Cook Off, will be held Saturday, November 16, at the lovely home of the lovely Eric and Cindy Ringwall (well, Eric is kinda lovely) at 1700

hours (5:00 pm). The cost is \$5.00/person if you RSVP, \$6.00/person if you do not RSVP, or...get this...couples free if you bring a crockpot of chili, salad, or desert (and we DON'T mean salad for one or just one slice of pie, if you catch our drift). Children under the age of 12 are free. An assortment of soft drinks and water will be provided. You're on your own to bring adult beverages.

RSVPs should go to P/Lt/C Tyson (let's just call her "Barbara"), no later than November 14 and you should let her know if you are bringing chili. something else, or just your very welcome presence.

Due to our privacy policy, we will not publish the Ringwall's address, nor will we publish Barbara's email address or telephone number, but you can find them in the roster.

And please note:

[This will be our November general meeting!!!!](#)

Attention Future Van Gogh's

Marla Hendrix would like to announce that a painting class will be held Tuesday, December 3, at Sips & Strokes in Sandy Springs. The plan is to send in a photo of your boat, they will outline it and you will paint a picture of it.

The cost is \$45 plus bring your own wine and appetizers.

To confirm that you want to come, please contact Marla or Sips & Strokes at

ga007@snsfcorp.com



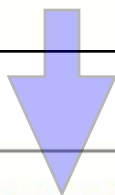
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Member's Quarters

From The Desk Of P/C Lisa Herndon

Hey guys! I wanted to let you know of an informal event happening at UYC the night before the fall leaf cruise. If you'd like to stay overnight on the docks, we could get a vacant slip assignment from the office.... We sure could use your voices - and smiling faces! - beside the fire. If you'd like to join us just let me know if you can make it and if you'd like song sheets ahead of time!



FALL FIRE-PIT SING-A-LONG

BEACH HOUSE FIRE-PIT
FRIDAY, NOVEMBER 1ST
AT 8:30PM



Bring your family and friends, a lawn chair and some marshmallows and join us to celebrate the season. We will have hot chocolate and hot cider available (you can BYO liquor if desired).

Song sheets will be provided, so bring a flashlight along. Guitarists for this evening will be our own Matt Morris, Dennis McCormick and Alec Alexander as well as professional guitarist, Norm Ficke.

*** Singers or instrumentalists who would like advance music/song sheets please contact:
Susan Tyser at susan.tyser@comcast.net or
Lisa Herndon at lisa@herndon.net

RSVP to the Club Office a 770-967-2814 or office@universityyachtclub.org

Our Thoughts And Prayers Are With Dave And Nan Ellen

It is the sad duty of the *Waterlog* to report the passing of Nan Ellen Fuller's mother, Ethel Sutton, on October 4th.

There is something beautiful about a funeral in a small town in the South. Mrs. Sutton was 89 years old, yet the service was packed to overflowing with people, many, if not most, of whom were half her age.

Reverend Warren Jones, who married Dave and Nan Ellen, who christened their boat, and who knew Mrs. Sutton for almost 50 years, was called from retirement to preside over the service. He spoke of her as "a daughter, a sister, a mother, and a wife." He told of her love for hats and how she always wore one to church. How, when his own wife died, he gave Mrs. Sutton her hats, and how she faithfully wore them each Sunday.

Rev. Jones' daughter, Jan Ferguson, said, "she was one of the social hostesses of the church, but in addition, she was a very intelligent business-woman. She was such a genteel lady, yet such a strong woman."

It was universally acknowledged that she will be sorely missed by all who knew her.

Gordon Biersch

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On the Water

"When the Gales of November Come Early..."

*"Cleveland lay in white and mighty solitude, mute and deaf to the outside world, a city of lonesome snowiness, storm-swept from end to end, when the violence of the two-day blizzard lessened late yesterday afternoon." - The **Cleveland Plain Dealer***

A number of years ago, your editor read a very interesting book entitled **"White Hurricane, A Great Lakes November Gale and America's Deadliest Maritime Disaster"**, by David G. Brown (McGraw-Hill, 2002). The subject was the deadliest and most destructive storm ever to hit the Great Lakes. Earlier this month I received my November issue of **Soundings** (a truly interesting publication, by the way) and read an article written by David W. Shaw about this disaster, and it brought to my attention that this year is the 100th anniversary of the storm known as the "Big Blow", the "Freshwater Fury"...the "White Hurricane".



The Storm and Some Background:

As many as 10,000 ships decorate the bottom of the Great Lakes, courtesy of the gales of November. The White Hurricane swept through seven states, a good portion of Ontario, and four out of five of the Great Lakes. Though these storms usually last five to six hours, this one lasted a period of two very long days.

To get a better idea of what took place, one must address weather conditions in the Great Lakes and the science of weather in those days. Storms tend to develop faster there than on the oceans, due to erratic weather patterns which exist inside the North American continent. Author David G. Brown refers to it as a "climatological battlefield." It wasn't until 1919 that cold and warm weather fronts were understood. And in 1913, Buys Ballot Law was not yet known. This law states that, when a person in the Northern Hemisphere stands with the wind at their back, the low pressure area will be on their left. Wind conditions weren't even reported to news agencies. Educated guesses were more depended upon than the weather forecasts of the day.

November, 1913, was unusually warm and, while storms were predicted, there was no hint in any of the major cities in Ohio, Michigan, Illinois, or Wisconsin of the impending havoc this storm would wreak. Wednesday the 5th was mild, a 50 degree day with a quiet breeze. The atmospheric disturbance began on Lake Superior November 7. Forty-eight hours later 90 mph winds, 35 foot waves, and blizzard conditions pounded Lake Huron.

The storm is referred to as an "extratropical cyclone," with two major fronts converging and the warm lake waters fueling it. 1913 had been a relatively safe year, with fewer accidents, deaths, and sinkings than in most recent years.

But the White Hurricane turned that upside down.

In addition to the lack of modern weather forecasting knowledge and poor communications, other factors added up to exacerbate the disaster that was about to become history. Ships of that time were growing larger and larger, and were underpowered, at least by the today's standards. For example, the 320 foot *Sarnian* was propelled by a single 1000 horsepower triple expansion steam engine. The 617 foot *Schoonmaker* had a single 2600 hp triple expansion steam engine. Average top speeds were in the 10 mph range, with bad weather reducing them to about 8 mph.

(Continued on page 13)



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On the Water

(White Hurricane, continued)

The pilothouse (never referred to as the "bridge") was located on the ship's bow and sat atop a larger deck house known as the "texas" (due to the fact that it was the largest cabin). Beneath the texas was the windlass room. Crewmen working the windlass equipment were blind to the situation outside and communicated with the pilothouse through a speaking tube. Officers in the pilothouse were so far forward that it was often difficult, if not impossible, to measure the ship's swing as it turned.

Adding to this...it was not uncommon then, nor is it today, for a ship to depart her harbor before completing the lengthy and tedious process of battening down the hatches.

So we have large, underpowered ships; poor communications, both between the news of the weather conditions and the ships officers, and between the ships officers and the crewmen; lack of sophisticated climatological science; and captains who, knowing little of what was to happen, leaving their ports to transport their cargo.

Notes:

There is far too much interesting information, and far too many touching stories (such as the captain who wrote a letter to his family saying "Good-bye. I'll see you in heaven," and put it in a bottle which was later found) to put into two pages.

But serious readers of the **Waterlog** will recall reading about the "Three Sisters" wave phenomenon on Lake Superior, and how it related to the ill-fated *Edmund Fitzgerald*. Three Sisters is a trio of waves, the first one large, the second even larger, and the third larger yet, sometimes three times larger than the other storm waves. Some scientists dismiss this, but some sailors swear that it exists. Giving ammunition to this theory: when waves roll up on a beach, they have expended their energy. But Lake Superior is lined with rocky cliffs. When waves hit the cliffs, they return to the water with the same energy. Out of sync with the other waves, they can have a calming effect. But in sync, a 20 foot wave can meet with a 30 foot wave, forming a 50 footer.

Then there is the "Sucker Hole," which also contributed to the carnage. The Sucker Hole lured several ships into the trap: like the eye of a hurricane, the storm calmed, leading captains to believe the storm

was over. But it returned with a renewed vengeance (and blinding snow).

When It Was All Over:

The "deadliest and most destructive natural disaster ever to hit the Lakes," the White Hurricane killed over 250 people, destroyed 19 ships, and drove 19 others onto the rocks. In today's dollars, losses amounted to over \$118,000,000. Four ships were never found. And the damage was not confined to the lakes.

Four foot snowdrifts and sub-zero temperatures which accompanied the blizzard shut down the city of Cleveland for days. Cities and towns along the shoreline went without power. Chicago had recently completed construction of a breakwater intended to protect the basin at Lincoln Park. The breakwater was swept away, as was the breakwater in Milwaukee. Surrounding areas were heavily damaged.

Mysteries surfaced, such as...why was the crewman from the *Charles S. Price* wearing a life jacket from the *Regina* when his body was found?



The *Charles S. Price*.

And there was the case of Milton Smith, an engineer aboard the *Charles S. Price*. On November 5th he felt uneasy about going out. Although his family depended on his \$84/month salary, and never one to be superstitious, he just had a feeling. That day he walked into the pilothouse and tendered his resignation to Captain William M. Black. Unable to be talked out of it, Smith picked up his duffle bag and walked off the ship. Two days later, the *Charles S. Price* passed within 1000 yards of the Smith residence. The group of 8 ships on Lake Huron that capsized with all hands aboard included the *Charles S. Price*.

There were no survivors.

Editor's Note: Sources for this article included Soundings magazine (November, 2013), Wikipedia, and White Hurricane, by David G. Brown. For those of you who are interested in learning more about this storm, White Hurricane is a must-read.

The Bulletin Board



No November *Waterlog*

Per your editor's prerogative, the November and December *Waterlogs* will be combined into one handsome, glossy issue. This is due to holiday schedules, both of the publisher and your editor. Plus, it gives our membership more time to send in their articles photos, and ideas (hint, hint).



Let's Fill Up Her Mail Box!!!

Martha Fowler, trying her best to impersonate Olga Korbut, did a head flip in her driveway, thus breaking her hip and shoulder.

Bummer.

But we can all cheer her up with a funny card, or some other form of get-well.

Just contact your editor for further instructions and let's make it happen!



A Suggestion From P/C Lisa Herndon

P/C Lisa Herndon, who always has a good idea cooking in her fertile mind, has suggested that a note be placed in the *Bulletin Board* reminding members of our little informal lunchtime gatherings on Tuesdays at Gordon Biersch, Buckhead. These soirees take place during the lunchtime and are NOT sanctioned ASPS activities. That's why they are so much fun, but I digress.

So if you have a little time on your hands, or if you happen to be in the area, it is a nice opportunity to get together, bond with fellow members, solve world problems, and hear a few stale jokes.

And the food ain't bad either!!!



Don't Forget

If any information needs to be updated for the 2014 roster, please send them in to our Secretary, Lt/C Beth Guler.



Three Men Impersonating Teenagers at the Dinner Table

From the Bridge



Cdr Glenn LaBoda



Lt/C Douglas Townes,
Executive Officer



Lt/C Eric Ringwall, Edu-
cation Officer



Lt/C Woody Williams,
Administrative
Officer



Lt/C Margaret Sherrod,
Treasurer



Lt/C Beth Guler,
Secretary



1st/Lt Meredith Randall,
Assistant
Education Officer



1st/Lt John Holland,
Assistant
Administrative
Officer



1st/Lt Dennis Abell, Assistant
Secretary



Calendar

November 2 - Fall Leaf Cruise (meet at Port Royal).

November 14 - Ex-Comm meeting at Aldo's in Sandy Springs.

November 16 - Chili Cookoff/Monthly Meeting (see page 10).

December 12 - Ex-Comm meeting at Aldo's in Sandy Springs.

December 14 - Seafarer's Ball/Holiday Party/General Meeting, at Sugo Restaurant in John's Creek (see DRs for further information).

AFTerthoughts

Well, here we are again, fast approaching the end of another fabulous year. What to put in this column? Maybe I'll write about my next year's resolutions. Let's see...don't procrastinate, lose 15 pounds (and my gut), exercise more often, eat healthy (and boring) foods. On second thought, I think I'll do that in the next *Waterlog*.

Or whenever I get around to it.

So, what to write about this month. The different on-the-water events we had? After all, there was the mini-loop ICW, the Kentucky Lakes, and the various trips our members took and dutifully reported back on.

Or the fact that, in the 12 years I have been in the Atlanta Sail and Power Squadron we have continued to grow in membership (other Squadrons want to know our secret)? Actually it's no secret. We simply have the most enthusiastic membership base in, well probably, the country. And enthusiasm is so very contagious.

Or that we simply have so many different activities to participate in? Like the Lake Chatuge weekend. Hey, I was chatting it up with P/C Lisa Herndon and posited that, and I'll bet I'm right, we are probably the only Squadron in the entire USPS that has conducted group ballroom dancing lessons.

Wanna bring that back? Just let me know.

Or how about the gist of last month's *AFTerthoughts*, that we are continually blessed with new members who are just so eager to take on projects that our Squadron can (almost) run on auto-pilot?

Well, it looks like this column is filled. I hope I made my point. We are a terrific Squadron, we continue to have terrific years, and have a happy and safe Thanksgiving.



Tim Tyson
2481 King Arthur Circle
Atlanta, GA 30345

