



WATERLOG

United States Power Squadrons
Sail and Power Boating - America's Boating Clubs



SAFE! SMART! FUN!



Photograph by P/C Kevin Schoonover

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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.



*Waterlog Editor
Lt Tim Tyson, P*

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.

On the Cover

From the Cemetery of Forgotten Photos comes this oldie but goodie. Taken by Staff Photographer P/C Kevin "Schnoover" Schoonover during the 2012 Intracoastal Waterway cruise.

Commander's Corner

During this year's change of watch I stated that it was traditional for ASPS Commander's to have a theme. I gave everyone a rustic cut nail glued to a card for everyone to take home. On the card I had a 16th century parable that has always meant something to me in different volunteer organizations I have been involved with. For those of you that were unable to attend the Change of Watch, here is a copy of that parable:



Cdr Douglas Townes, JN

During the year, each one of us will probably volunteer to do something "extra" for this club. After all, we could not have a club if it were not for members doing just that, volunteering to do something extra. When our members volunteer that "extra", it makes the club "fun" for others or makes us more "educated" boaters or carries out the "business" function of the club. As members volunteer their time, they are giving back to the rest of us the most precious gift they have to give.

By giving us their time, our members are providing that nail, that gets the door open at Heiskel, that provides new membership an orientation kit and mentor, that makes sure our history is preserved, that makes sure we have a well-run raffle, that makes sure we have interesting programs, that makes sure we have safe and fun raft-ups and cruises, that

makes sure VSC forms and stickers are there for us to give out, that makes sure our Facebook page and web page is up to date, that makes sure our students have books and certified instructors, that makes sure we have interesting articles to read in the *Waterlog*, that makes sure our flags are at the meetings, that makes sure we have a spiritual soul, that makes sure our bills are paid and properly accounted for, that makes sure our member's work is accounted for, that makes sure we have a presence at the Boat show and our marine dealer partners are represented and our safety literature distributed, that makes sure our events are advertised and our services marketed. Because if any of these "nails" are not put into place, we cannot continue to have a successful club that has an outstanding reputation for boating safety, reliability, and "fun".



(Continued on page 5)



FOREThoughts

Meet...St. Patrick

While many of us celebrate St. Patrick's Day in March each year, and some have even had the good fortune to celebrate it in Ireland, it dawned on me that some - if not more than a few - of us may not know who St. Patrick was, or why there is a day named in his honor. And while this article has absolutely nothing to do with boating rules (SAFE) or boating education (SMART), it just might be interesting (FUN) to read. So here goes.

Maewyn Succat was born in 387 A.D. to a wealthy family. His father was a deacon and his grandfather a priest. His birthplace is believed to be either Kilpatrick, Scotland, or just south of Hadrian's Wall in Britain (which, at the time, was a part of the Roman Empire). There is some argument as to where. But one thing is certain: he was not Irish.

In his early teens young Maewyn was captured by Celtic pagans and spent the next six years as a slave in Ireland. Though he suffered many hardships at the hands of the Druids, he grew to appreciate the Irish spirit. One day the voice of God told him that, if he could make it to the Irish coast, a boat would be there to help him escape.

He made the very long and arduous 200 mile trek to the Irish coast and, indeed, a boat was there. But the sailors would not take him aboard. Dejected, he began the long walk back to his life of misery, praying as he went.

But the sailors called back to him and said that, yes, he could come aboard. Back in England, he and the sailors had to make an equally difficult hike back home. Weak from hunger they came upon a pack of boars. Coming right after he told his fellow hikers to put their faith in God, this increased his stature.

His love of the Irish spirit never did escape him, however, and he vowed to one day return. Back in his home and with his family, he studied at monasteries and became a priest - later a bishop - in the Catholic

church. After taking the name Patrick, he was sent by Pope Celestine to Ireland with the mission of converting the pagans to Christianity. Patrick spent most of his time in Northern Ireland where he converted thousands (some say as many as 135,000) to Christianity. He "baptized, confirmed, and ordained priests, and he erected schools and monasteries. Thousands came into the Church under his direction."

Many have heard that he rid the island of snakes. However, this myth is just that: a myth. There were never any snakes there in the first place. It is possible that this legend may have originated from the fact that the symbol of paganism was the snake; since Patrick was responsible for converting the pagans (thus driving them out) he metaphorically drove out the snakes. Also, it was a snake that tempted Eve in the Garden of Eden. The pagan symbol seems to be the most logical origin of the myth.

Much of his success in converting the pagans stems from the fact that he was able to use some of the important Celtic symbols and relate them to Christianity. For instance he used the three leaves of the shamrock - sacred to the Druids - as a symbol of the Trinity.

In addition Patrick was instrumental in bringing alcohol to Ireland which eventually had a significant impact upon the Irish culture. (Could this be part of the reason why the Catholic church eases restrictions on alcohol consumption during the Lenten season?)

Hmmm.

(Editor's Note: There is far more to his story...too much for this small space, especially given that this is the newsletter for a boating organization and it has nothing to do with boating. But I thought it might be interesting (FUN) for you to read. You can Google "Saint Patrick" and immerse yourself in a world of interesting - sometimes conflicting - stories and information. I hope you have enjoyed reading this.)



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T.J. CONVERY

Squadron News

(Commander's Corner, continued)

During the year, it is my hope that each one of you will do what you can to make sure you "bring your nail" when you volunteer your time for the Atlanta Sail and Power Squadron. If you need help or if for some reason a conflict comes up, please call on any bridge member to get you assistance so that the shoe will be shod, the horse will be ready for the knight, the knight will be able to participate in the battle and the Atlanta Sail and Power Squadron will continue to have an outstanding reputation for being a source of public boating safety and a club known for all of its "fun" events.

Douglas

Let's nail it in 2014!!!

West Marine Day - Put It On Your Calendar

Gas up the car and pack the kids. Saturday, April 12, beginning at 10:00 a.m. (1000 hours) and ending at 4:00 p.m. (1600 hours) - or whenever the last interested bystander is standing - is West Marine Day, where we can show off our Squadron to the public and, at the same time, spend a productive day. And eat hot dogs too!!!



At 1:00 p.m. (1300 hours) there will be a VHF radio seminar, followed by a GPS seminar at 2:30 p.m. (1430 hours). This presents a fabulous opportunity to introduce the public not only to our Squadron, but to the United States Power Squadrons as well. It also offers us a great chance to work toward not only this year's Merit Mark, but your Boat Operator Certification (BOC), as these seminars are a required part of the BOC curriculum.

And lest we forget, West Marine has geared up its marketing effort vis a vis water sports items, including kayaks, paddle boards, and all boating wear. The store will be chocked with all sorts of goodies that you won't want to be without, so bring your checkbooks!

Definition: "PLAN: To Prearrange an Event So As To Maximize The Fun And Minimize Any Hassles"

-The Waterlogian Book of Words

One thing that our Squadron has become truly adept at is planning. This goes for our Cruises and the planning that goes into them.

On March 11th, 16 of our members met at Gordon Biersch - Buckhead to discuss the planning of our various upcoming cruises and weekend gatherings.



The following were discussed:

- ✿ The FLEW (**F**inger**L**akes **E**rie and **W**ine) Cruise in New York, July 19-26. Cruise Capt - Cdr Douglas Townes.
- ✿ The Chesapeake Cruise, September 12-21 (subject to change). Cruise Capt James Dennison.
- ✿ Scallop/Offshore Fishing (Amelia Island) Weekend, August 9-11. Lt/C John Holland and the Hendrix's are in charge of scalloping, P/C Kevin Schoonover is in charge of the offshore fishing.
- ✿ Lake Jocassee Weekend, September 26-28. Group Leader P/C Lisa Herndon.
- ✿ Tennessee River Cruise, (tentatively) October 9-11. We need a warm body to volunteer to lead this expedition. Those interested please contact Lt/C John Holland.

Other general discussions revolved around the Alaska Cruise and the European River Cruise (later this year) led by Rita Harvey.

Other cruise planning meetings will be held this year and, if you are interested - or even if you think you might be interested - in participating, you are encouraged (and strongly advised) to attend. A wise old sage, I believe it may have been your Editor's high school guidance counselor, Miss DeFrank, once said, "You snooze, you lose." Or, in other words, if you fall asleep in class, you might just miss out on what is being taught.

Or something like that.

Squadron News

"Spring Is In The Air"

-An Unknown Eternal Optimist

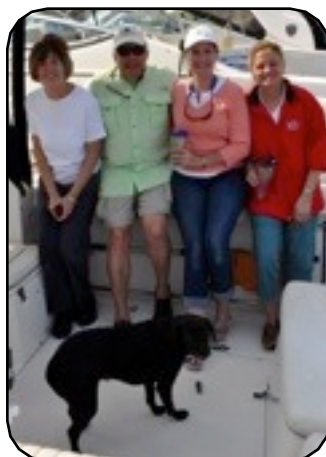
Well, spring is here at last...or so the calendar tell us. Attics and basements are being cleaned out, garage sales abound, and windex - for cleaning windows after the impending pollen storm - is being stockpiled by families throughout the Atlanta metropolitan area and rural outposts.

But one thing is sure...the raft-up season has begun. On Saturday, March 22, that's 22 March for us military types, some fifteen vessels (including the always reliable TowBoat U.S., and two, count 'em two, boats named *Water Music* gathered to say, "Ta ta" to Old Man Winter and welcome in the boating season. As always, there was no shortage of **F**ood, **F**un, and **F**riendship (hey, it just occurred to me, we just made straight **F**'s on a day when everything we did was straight **A**. Now that's one for the Dean's list!).

The location was one of the best yet...secluded yet open, quiet yet outgoing. Sounds like the description of a fine red pinot noir.



Perplexed - just a ball of confusion - P/C Lisa Herndon doesn't know which "Water Music" to board (inset - and out-set)



Always let a smile be your umbrella. For you young 'uns, I didn't make that up. Irving Kahal and Francis Wheler did, and Bing Crosby made it famous. More useless trivia.



We wanted to give Ed Gaito's boat a vessel safety inspection but to no avail. Commercial vessels are exempt.



An unidentified vessel examiner hard at work! Yes, we ran short of quality photos.



Jana Smith, from the Dearborn (MI) squadron, joined us for some Southern hospitality and to attend our on-the-water VE recertification workshop.

A few of the fourteen boats that shared a beautiful spring afternoon on the water.



The next raft-up will be held on Saturday, April 26 (26 April. Next month we'll go over military times and how easily to understand them). Our AO and Assistant AO, John Holland and Scotty Randall respectively, want to experiment with different locations and challenge our navigation skills. Stay tuned to your DRs for further instructions as to the location. And please note: this raft-up will include our annual Blessing of the Fleet.

Squadron News



'Welcome Aboard' to Our Newest Atlanta Sail and Power Squadron Members!

By Donna Odum, Membership Chair

ELAINE TOWNES – Elaine has been boating for 30 years, spent 23 years at the Coast Guard Auxiliary, was a Flotilla Commander and is an active boating safety instructor. She is retired from being an Insurance Risk Manager. As a certified Georgia early education specialist, she spent her last three years working teaching pre-kindergarten. She resides in Atlanta as well as Lake Chatuge with her husband, our ASPS Commander Douglas Townes, N.

KIM, GABRIELLE AND EVAN GILBERT – The Gilbert Family are not actually new members. They were members 4 or 5 years ago and are reinstating their ASPS membership after as Kim puts it "life got in the way of continuing". They are looking forward to spending time on the lake with their Regal 3560, Robalo 247, jet ski and 10' rib. Kim has taken a captains course, navigation, boater safety and seamanship. He is also a PADI MSDT Scuba Instructor and cave/trimix diver. Evan is about to graduate from Auburn. They reside in Alpharetta.

MARTIN, CHRISTOPHER AND BRENDAN TIGHE – Martin and his sons are very accomplished sailors. Martin holds several boat certifications and taken classes including – basic keel boat, basic cruising, barefoot cruising, open water passage certificate (Auckland, NZ to Tahiti), inland and coastal navigation and celestial navigation. He has logged 15,750 nm sailing in the Atlantic, Pacific and Mediterranean oceans. He has purchased a new Beneteau Oceanis 55 at the Paris boat show to be delivered in St. Gilles Croix-devie in France at the end of this year. They reside in Atlanta.

RYAN SMITH – Ryan has completed the Boat US online course for Georgia. He has achieved the Canadian White Sail level 2 certification for laser boats and 420s, sailed on Great Lakes on Bayfield 42' as crew

with Uncle (35+ years Captain Laker/Freighters, now Federal Pilot St Lawrence Seaway and Welland Canal, member of USPS for years), uses his family's boats in Pine Island, FL: 40' Orca Open and 21' Boston Whaler Outrage and owns a small 20' ski/fish boat. He grew up in Ontario where he enjoyed fishing, skiing and swimming. He now resides in Dacula.

If you know of anyone who might be interested in joining our "boating family", please contact Donna Odum, ASPS Membership Recruitment Chair, or go to

<http://atlantasboatingclub.com/why-join/how-to-join>.

(Editor's Note: Kudos and high fives to Lt Donna Odum for all of the hard work and tireless energy she is pouring into her job as Membership Chair. One of her goals is to look at a list of members who have "fallen off the map" in the past few years and see whether or not we can reel them back in. If you know of any former members who fit into this category, please don't hesitate to contact her).



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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

March Madness...A Terrific Membership Meeting

The March meeting roared in like a lion!!! Mike and Lt/C (she outranks him) Beth Guler were the featured speakers. They awed the audience with tales of their wonderful presentation about their once in a lifetime rendezvous with a solar eclipse aboard the tall ship *Star Flyer*. And if that wasn't enough, Margaret "Margo" Sherrod, a very special person to all of us, was anointed with the Commander's "I Nailed It" Award. On a personal note, your **Waterlog** editor would like to nominate her for the "I Nailed It Emeritus" Award. Dave Crumbley received his 25 Year-Member pin. The 2014 bridge, back from a well deserved vacation, was installed, and we, as a Squadron, are now ready and raring to go.



And Next Month's Meeting...Well, Read This!!!

The April General Membership Meeting will be held at Mimi's, near Perimeter Mall (see page 14). Our featured speakers will be...hold on to your hats...Ed Gaito and Rob Estrada from TowBoat U.S., and their topic of discussion will be, "When a Tow Becomes a Salvage and When a Soft Grounding Becomes a Hard Grounding." If you've heard these two before, you know you want to be at next month's meeting.



2014 District 17 Watts Bar Invitational



Hurry! Hurry! Hurry! Get signed up!

The Watts Bar Invitational Hosted by the Knoxville Power Squadron is early this year. . . May 30, 31, and June 1st. Rooms and slips must be reserved by Friday May 16th. Once again it is being held on beautiful Watts Bar Lake at Terrace View Marina and Resort near mm 545 on the Tennessee River. For street address and facility info go to: www.terraceviewmarina.com. A block of rooms is being held for those coming by car. However they are only being held till May 16th. The same goes for slips for those coming by boat.

The dinner cruise and other meals and activities are in the works. More details will be in the May Knoxville Squadron newsletter and on the District 17 Web page. We are told the swimming pool and restaurant at Terrace View will be open.

Reserve your room or slip soon by calling Paul at Terrace View Marina at 423-365-6060 or 931-248-0949. Also confirm your reservations with Knoxville Squadron member Marbeth Detrich, at tdietric1@aol.com so that she has a head count. If you have issues contact Commander Chuck Smith at 865-376-1370 or cqguy@hotmail.com



Life on the Water

Steering Clear of Trouble

By Ralph Naranjo

(Editor's Note: Our Executive Officer, Lt/C Woody Williams, came across this article on the blogspace of Steve D'Antonio. After contacting Mr. D'Antonio the Waterlog received permission to reprint portions of this article. It is highly interesting and relevant to all boaters. To read the article in its entirety, we strongly encourage you to refer to stevedmarineconsulting.com. In addition, both Mr. Naranjo and Mr. D'Antonio have books coming out soon, and your Waterlog editor is eager to review them for our readership.)

Now that we have more position information and detailed cartography at our fingertips than ever before, we also see headlines about vessels running into islands and crews coming to grief while short cutting risky shoals. The big question is whether this is a hardware issue, software shortfall or operator error—and the answer is it's a little of each.

A couple of years ago Andrew Short, the Australian owner/skipper of PricewaterhouseCoopers PwC (ex-Shockwave V), was staring at his chart plotter as he



Andrew Short. Source: Ian

drove the powerful RP 80 onto the north end shoals of Flinders Islet just south of Sydney, Australia. He and his crew were doing well in the annual 92 mile coastal overnight race, and when it came to rounding the island and heading for home, Short favored his GPS/Plotter over a visual confirmation of what lay ahead. He paid for the shortcut in seamanship with the loss of his yacht and his life. Fellow crew member and well respected sailor Sally Gordon, also drowned in the incident. The follow up scrutiny of the tragic accident was carried out by the Cruising Yacht Club of Australia and they

determined that in addition to over reliance on a single source of navigation input, the crew had been poorly organized and the basics of good seamanship had been all but ignored.

The Cruising Yacht Club of Australia, a long standing advocate of offshore racing did extensive research and produced the Flinders Islet Race report. Among the key contributing factors that led to the disaster is an account of why the



GPS/Plotter was portraying inaccurate information at the time of the incident. More than supposition, their findings were reaffirmed by yacht navigator/ hydrographic surveyor Greg Halls who was working on a tunnel drilling ship near Bothnay Bay. Halls noted that the crew had to suspend drilling operations at about the same time that PwC collided with Flinders Islet. The drill ship found that the GPS signal was too inaccurate to be used for precise "dynamic positioning" or station keeping. What had happened was formally referred to as a "dilution of precision," and in this case it was caused by satellites being too close to the horizon and angles of separation that were too acute. The resulting position error had grown from a few meters to over 100 meters.

This is an especially big concern for those running a GPS in "autonomous" mode, a case in which the on-board receiver is not linked to the WAAS system (US and Canada) or other differential based system (DGPS). In the autonomous mode a GPS receiver basically discerns position fixes on its own, and does not compensate for ionosphere changes, minute time anomalies and other factors affecting fix accuracy. When a GPS operates in a WAAS mode, it receives a

(Continued on page 9)



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Life on the Water

(Steering Clear of Trouble, continued from page 8)

correction signal as well as fix data from the GPS satellite array. These valuable corrections arise from a series of ground stations that constantly monitor GPS accuracy. The WAAS system continually compares the known location of these terrestrially based monitors and links them into the a Wide Area Augmentation System (WAAS) which sends a correction signal to satellites that deliver appropriate offsets to compensate for regional GPS error. Individual WAAS equipped GPS receivers read both the fix data and the correction, and the unit's position readout becomes more accurate. At the time of the Flinders Islet incident the GPS aboard PwC was only capable of providing fixes in the "autonomous" mode.

A couple of takeaways from this tragedy underscore the importance of

regularly noting whether or not your GPS is working in WAAS mode, and why the satellites page on the menu deserves regular scrutiny. When you decide to gamble on GPS accuracy, such



as when opting to enter an unmarked, surf swept inlet in overcast conditions, it's time to check the signal quality. Receivers use varied graphic and numeric scales to display signal strength, signal to noise ratio and dilution of precision (DOP). Some show a bar graph, others display accuracy in feet or meters, and some give a polar diagram of satellite altitude and azimuth. The bottom line is you need to know what these readouts look like whether or not your GPS is providing category A (25' or less) accuracy. Another handy practice is to regularly pass close at hand to a fixed day beacon and confirm its location with your GPS while also checking the signal quality page.

About the Author

Ralph Naranjo turned a youthful interest in water sports into a lifelong commitment. Time spent in small boats set the stage for a family voyage around the world, and his early career as a teacher and school administrator segued into more marine oriented writing, lecturing and training. When he and his wife Lenore set off with their two children on a five year voyage across three oceans,

neither anticipated how much the experience would reshape their lives.

After the cruise Ralph managed a full service boatyard and marina, wrote "Wind Shadow West", a narrative about family life and long distance passage making, and found time to become involved with US Sailing's safety at sea training. Later as the Vanderstar Chair at the US Naval Academy, he oversaw the sail training program and led the Academy's effort in the development of a new fleet of Navy 44s. He's currently, the Technical Editor for Practical Sailor magazine and the Electronics Editor for SAIL magazine. He's finishing up a book on seamanship for McGraw Hill, and will regularly share seamanship insights on this blog site. Ralph holds a deep respect for the volatility of the ocean/air interface. He's cruised and raced vessels made of wood, fiberglass and aluminum, labels himself more sailor than power cruiser, and is quick to point out that self-reliance is the most valuable asset found among ocean voyagers.

We hope you enjoyed this article. You can read the rest of it on Steve D'Antonio's website. You can also Google many related and interesting articles, including the story of the tragic deaths of Andrew Short and his fellow crewmember Sally Gordon.

Both Steve D'Antonio and Ralph Naranjo have books coming out (Steve's in 2015, Ralph's to come out soon) and when we receive further details we will let you know.

This may also be a good time to remind our readers of the GPS seminar that will be held on April 12 at West Marine Day.



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Life on the Water

Our Naval Yachts In Times Of War

By Tim Tyson, **Waterlog** Editor

My introductory evening at our Annual National Meeting - the first one I have attended - was spent listening to the keynote speaker discuss life in our country in 1914, the year the USPS came into being. Robert Macomber is an award winning author, international lecturer, naval historian, and former Director of Homeland Security for the state of Florida, among other things and his speech was nothing less than mesmerizing. So when I heard that he would be delivering a lecture on private yachts that were pressed into service during the Spanish American War, I knew that I would be there. Although the byline has me writing this article, the following information comes from notes taken (furiously, as every sentence was interesting) during the lecture, as well as every place I could Google and find other tidbits. I hope you find it as interesting as I did.

In our country it has been somewhat of a tradition that, "when the going gets tough, the tough get going", and this certainly applied to yachtsmen who "stepped up to the plate" when their country called. In 1898 some 30 yachts were pressed into service. Thirteen were the megayachts of the day, vessels of the size that a Flagler or a Morgan would own. Two were donated and the rest purchased. They could cross oceans, had gun-carrying capabilities, and most served for many years after the War.

In the year 1898 there were fifteen state militias - the closest we had to a Naval Reserve - and it was from these militias that the crews came. Mr. Macomber described several of these yachts.

☼ **USS Frolic** (1892): Built in 1892 in Cleveland Ohio by the Globe Iron Works, *Comanche* was the private yacht of Howard Melville Hanna, a successful businessman and brother of Senator Mark Hanna. Sold to and commissioned in the United States Navy (for \$114,000), this 165 foot vessel had a speed of 11 knots (13 mph), an 18 foot draft, and was outfitted with 2 x 3-pounder (47 mm) guns. With a compliment of 72 officers



and men and renamed the USS *Frolic*, she served a tour of duty in Cuba before being decommissioned (after less than three months of service).

She was recommissioned and decommissioned two more times, once serving as the ship for the Army General Chief-of-Staff in the Philippines during World War I. After her third and final decom-

missioning in 1907, *Frolic* ended up as the yacht of a Chinese War Lord.

☼ **USS Hist** (1895): *Thespia* was built in 1895 by William Camp and Sons in Philadelphia for wealthy grain trader David Dows, Jr. of Norfolk. 174 feet long with a displacement of 472 tons, she had a speed of 14½ knots, and a draft just shy of ten feet. Purchased by the Navy for \$65,000, she was commissioned in 1898 as the USS *Hist* with a compliment of 56 officers and men.



Sent to Guantanamo Bay, the *Hist* captured the *Nickerson*, a Spanish schooner. While

towing their catch the *Hist* engaged and sank a Spanish gunboat. During heavy gunfire she was hit eleven times, yet suffered no casualties. The Spanish were not quite so lucky, losing a gunship, a sloop loaded with troops (142 Spanish sailors were rescued) and a pontoon. In 1899 she was sent to Key West, decommissioned, and recommissioned in 1902. She served with the then-new submarines, was decommissioned, recommissioned and finally, in 1911, was stricken from the Navy Register and sold.

☼ **USS Vixen** (1896): *Josephine*, "a steel-hulled, schooner-rigged, steam yacht" was built for financier Peter Arrell Brown Widener by Lewis Nixon in Elizabethport, New Jersey in 1896. At just over 182 feet a displacement of 806 long tons, the re-named USS *Vixen*, commissioned in April, 1898, served a variety of duties in Cuba, including the delivery of mail and flags of truce, the transport of prisoners, and the establishment of communications



with Cuban insurgents on the island. She included Col. Theodore Roosevelt among her passengers and Midshipman Arthur MacArthur III among her crew.

In June, 1898 she took part in the Battle of Santiago, Cuba. Sighting the armored cruiser *Vizcaya*, Lt. Alex Sharp ordered a full speed ahead, hard-a-port maneuver, a move that probably saved the vessel, as friendly fire just missed her wake.

(Continued on page 11)

Life on the Water

(Yachts In War, continued)

Good fortune again rained down on the *Vixen* when the shells from *Vizcaya* were aimed too high and passed over her. Long story short, as *Vizcaya* was sinking and Lt. Sharp saw that the Spanish flag had been taken down, she began rescuing Spanish sailors.

As with the other yachts, she was decommissioned, recommissioned, on and on until she was asked to serve in World War I as the station ship at St. Thomas. After her decommissioning in 1922, she was struck from the Navy Register and sold to the Fair Oaks Steamship Corp. in New York.

✳ **USS *Mayflower*** (1896): In 1896, the luxurious steam yacht *Mayflower* was built in Scotland for millionaire Ogden Goelet, who promptly died aboard her the following year. Purchased from Goelet's estate, she was commissioned in 1898. Not only did she keep her name (one of the very few to do so), she also became the second United States Navy ship to have that name. At 273 feet, with a draft of 18 feet, and a displacement of 2,690 long tons, she clipped along at an incredible 17 knots (20 mph)!



Mayflower...before

Our *Mayflower* boarded the British *Mayflower*, a blockade runner, and sent

her packing to the United States. *Mayflower v Mayflower*, we suppose. Decommissioned and recommissioned - sort of a long dance, for these yachts - she served twice as Admiral George Dewey's flagship.

But wait, there's more!!!!

Recommissioned in July, 1905, *Mayflower* sailed to Oyster Bay, Long Island. Preparing for the peace conference to end the Russo-Japanese War, President Theodore Roosevelt brought the warring parties aboard and introduced the delegations. Later he won the Nobel Peace Prize.

Mayflower served as the presidential yacht until 1929, hosting royalty, and many people of prominence. She was the setting for President Wilson's courtship of Edith Bolling Galt. President Hoover, in a cost cutting move, dispensed with the presidential yacht. Decommissioned, she was placed for auction, but there were no bidders. During her overhaul she caught fire and so much water was pumped into her that she sank.

In 1931 she was sold to Leo Parish, "the boy wizard of LaSalle Street" (the Chicago version of Wall Street)

who ended up having to skip the country to escape prosecution and evade some pretty ticked off investors.

And there's still even more!!!

After idling in Jacksonville, Florida, the renamed *Butte* was transferred to the Coast Guard in 1943. Given back her original name, *Mayflower* patrolled the Atlantic coast. On the lookout for u-boats, she also escorted shipping vessels and served as a radar training ship.

Finally, in 1946, *Mayflower* was decommissioned and sold for use as an arctic sealing ship. However, she caught fire on the waters between Labrador and Greenland and returned to Baltimore, where she was purchased by Collins Distributors. With new boilers, she was newly documented as *Malia*. Sailing under the Panamanian flag and, ostensibly a trading ship, she secretly sailed from Marseilles to Haifa.



Mayflower...after

Her passengers were Jewish refugees, most of whom were aboard the ill-fated *Exodus*.

Oh yes, she was indeed an interesting girl. Serving in three wars, a presidential yacht for five presidents, and serving in two navies - Israel and the United States, she was indeed a classic in the truest sense of the word.

Gordon Biersch

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Member's Quarters

A Top Priority



Your Editor-in-Chief has taken it upon himself to try to get a new program going. This program is not an officially sanctioned ASPS program, but it is a program nevertheless.

As you may or may not be aware, Ronald McDonald Houses collect the tabs from pop top aluminum cans and, in turn, get a little cash for recycling them.

And, as you also may or may not be aware, we Squadroners consume beer and sodas (especially in the warm summer climes) from cans with pop tops affixed to them (the cans, that is, not the members).

Ergo, it makes but great sense for us to save aforementioned tabs (in a little jar on the kitchen counter, say), and turn them in once in a while to your Editor-in-Chief who will, in turn, deposit them with R. McD.

LET'S MAKE IT HAPPEN !!!!!!!

to go to the printer, but will, in all probability be out by the time the Conference has taken place.

Our weekend at Lake Chatuge will be covered in the next issue, but at this time we would like to thank all of you who donated gifts and the time/effort it took to put on this event. It's so nice to know that, when our members are asked to help we can always count on them. Always.

XXOXOOOXXXXOOO!!!!!!

Many Thanks To Those Who Gave To Our District 17 Conference

As so often happens in our Squadron, a call went out for door prizes we could give at the District 17 Spring Conference to be hosted April 4-5 and was answered by our members. This **Waterlog** issue has yet

For Sale

1989 Island Packet 38' cruising sailboat

Extensive upgrades 2006-2012

Priced to sell at \$116,900

Contact: Roy Stegall at 404-281-8966, or email to

Gideon08@gmail.com



Note: Roy would suggest you reference Yachtworld's web site, yachtworld.com. "There's a huge amount of info and pictures there."



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Help Wanted



Our Squadron is seeking an Assistant Treasurer. Qualifications should include:

- ☼ a love of numbers and all things Squadron-related.
- ☼ a desire to help out where you are desperately needed.
- ☼ the ability to work with one of the most talented and easy-to-get-along-with people you could ever meet.

Upon successful completion of the individual's apprenticeship, said individual will be ready (and should be willing) to step into the position of Squadron Treasurer.

Those interested should please contact Lt/C Margaret Sherrod.



We are in need of a new web-master/mistress. This job does not entail creating a new website, but instead keeping our current website up to date, creating accounts for new members, putting the **Waterlog** online and available for distribution, cutting/pasting, etc.

WordPress software is currently being used and Lisa Beers has instructional videos which Mike Guler can make available, so the learning curve should be short lived.

Interested parties are asked to please contact our Secretary, Lt/C Beth Guler, or her husband Mike.



The Carefree Boat Club is looking for a dock hand. Responsibilities will include:

- ☼ Keeping boats clean and washed- mornings and in between usage.
- ☼ Checking in and checking out customers.
- ☼ Assisting customers with loading/unloading.
- ☼ Helping with refueling of boats.
- ☼ Helping with safety equipment inspections.
- ☼ Moving boats from courtesy slips to the dock.

Interested parties should contact Julie Horne at Carefree Boat Club, located at Aquamarina Lazy Days (see advertisement on this page).



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The Bulletin Board



This Is So Important It Ranks Its Own Square (And an 18 pt. fonted headline - in bold type)!!!!

Now folks, if you don't see this and go to the wrong meeting place for our April general membership meeting, you might as well say, "Oh, I just didn't have time to read the **Waterlog**."

Well hard cheese, that's all I can say.

Our April meeting will be held at a new location.

Mimi's Cafe
1221 Ashford Crossing (by Perimeter Mall)
770-351-8444

This is an effort to ease the pain of commuting for some of our loyal - and dedicated - members who have for so long endured Atlanta traffic in order to attend our meetings. Mimi's has a terrific menu, great food, and wonderful servers. Let's make this the biggest meeting yet!

Life After Death - A True Story

Submitted by P/D/C Robert Ginsberg, SN

One day the boss walked into the office of one of his employees. Looking compassionately at the man, the boss inquired gently, "Marvin, do you believe in life after death?"

"Well, yes sir, I do," he answered.

"Well then, that makes everything just fine."

Marvin looked at his boss with an inquiring, somewhat puzzled expression. "Sir?"

"Well, after you left early yesterday to attend your grandmother's funeral she stopped in to see you and say 'Hi'!"

From the Bridge



Cdr Douglas Townes



Lt/C Woody Williams,
Executive Officer



Lt/C Eric Ringwall,
Education Officer



Lt/C John Holland,
Administrative Officer



Lt/C Margaret
Sherrod,
Treasurer



Lt/C Beth Guler,
Secretary



1st/Lt Meredith
Randall,
Assistant
Education Officer



1st/Lt Scot Randall,
Assistant Administrative
Officer



1st/Lt Dennis
Abell, Assistant
Secretary

Calendar

April 4-6: D-17 Conference, Lake Chatuge.

April 6: VSC Exam Day at UYC Safety Expo.

April 10: Executive Committee Meeting, Aldo's in Sandy Springs.

April 17: General Membership Meeting at Mimi's (see your Bulletin Board)

April 26: New Member Orientation and Raft-Up. Watch for locations in your DRs.

April 26: ABC class, Lake Lanier Corps of Engineers.

Afterthoughts

What I Learned In Jacksonville

...And Why You Might Just Want To Go To These Affairs

So, just as the snow fell down on our beleaguered city, I went to the National Meeting in Jacksonville. Not knowing what to expect I was, as usual, clueless. But it really was fun. And interesting. I learned that a USPS ensign flew aboard Apollo 13. I heard a speaker talk about life in the United States in 1914 (the year the USPS was born) and, later, he spoke of yachts that went to war. I met people and shared stories. I went to meetings. The Puerto Rico Squadron rented a party boat and, for a mere \$10 bucks per person, we danced, ate, drank pinã coladas, and watched the parade of boats (front row seats!!!). I saw Squadrons and individuals (several who were our members) being recognized and earning awards. I felt proud. I got motivated and inspired. So, why should you go to our District and National meetings?

Well, as for the D-17 conference, forget for the moment that we are hosting it. Wouldn't you like to know what is planned for the upcoming year? Wouldn't you like to socialize and spend a nice, relaxing weekend? Wouldn't you like to kick back and have fun? I don't think any of you answered "no" to any of the above. At least not with a straight face.

I really wanted to somehow work into this column how so many Squadrons have voiced to me that they want to lure new YOUNG members in, but don't know how. I then wanted to blend that in with the way the Puerto Rico Squadron danced (and I do mean danced) to their own drummer and had that spectacular party on their rented barge. They thought outside the box. But I may have to mull that over for another issue.

Anyway, these are the kinds of things I brought back from Jacksonville. Oh, did I forget to mention....

Tim Tyson
2481 King Arthur Circle
Atlanta, GA 30345

