



WATERLOG



SAFE! SMART! FUN!



Safe Boating Issue

In This Issue

Commander's Corner	2
Meet...Charles Frederic Chapman	3
Walt Van Nostrand Crosses the Bar	4
Int'l Safety Summit Report From Nashville	5
Summit From Nashville, continued	6
April Meeting - Send Us Your Feedback	7
Staying Safe On Georgia's Lakes	8
Funny Or Dumb - You Be The Judge	8
Meet Charles F. Chapman, continued	9
Don't Do This At Home	9
D-17 Spring Conference	10
A Record Breaking Raft-Up	10
Welcome Aboard	11
Welcome Aboard, continued	12
What Is A Low Head Dam?	13
Why Boats Sink	14
Why Boats Sink, continued	15
On The Cover	15
So Simple, So Easy, Yet So Devastating	16
So Simple, So Easy, Yet So Devastating , continued	17
Bulletin Board	18
Calendar/ Watts Bar Invitational	19
AFTerthoughts	20

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
D/Fl/Lt Tim Tyson, P*

On the Cover

French Artist Julien Berthier set out to build a boat that appears to be sinking. In actuality it is a fully functional vessel that he has taken across the English Channel. Startled when they first see it, other boaters are either amused or a very ticked off. For a photo of this boat out of water, see page 15.

Commander's Corner

April saw a lot of activity that involved several volunteers of the Atlanta Sail and Power Squadron. Two of the events that I thought were most outstanding were the Safety Day at the University Yacht Club and the Power Squadron District Meeting at Young Harris, GA. Each one of these by themselves showed the club's nautical knowledge, planning capabilities, commitment to boating safety and resourceful reliability of our membership. But did I mention we did both of these events in one weekend?



Cdr Douglas Townes, JN

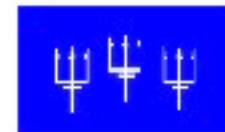
At UYC we did vessel exams, first aid lectures, knot tying demonstrations, safety classes with over 7 of our members participating. In Young Harris we had over 20 of our members doing these same activities, also conducting local tours, giving lectures on cooking, solar eclipses, rules of the road, participating in leadership classes, serving on District committees and recording/reporting activities of not only ASPS member activities but in some cases all 800 members of District 17.

Wow, what a weekend! It was an amazing event to witness and to participate in. We all have to be proud that we each contributed in some way to making the Atlanta Sail and Power Squadron have such a large impact on both our local boating community and the region as well. Four of our ASPS members were sworn in to the District Staff, four more were appointed, and our own Jeff Wise was sworn in as commander!

Finally, I have to acknowledge the extra effort that I witnessed our newly elected District Commander display. From the time Jeff Wise first joined this club nine years ago to his re-election as District Commander, it has been inspirational for me to watch his great display of leadership with difficult squadron administrative challenges. All of this while in great physical pain due to a knee injury he sustained at the conference. I think all of us who saw Jeff's courage and ability to take the District where we had never gone before came away excited and ready to accomplish more for the ASPS and our greater boating community. I know I am energized and I believe I can speak for most Bridge members and say we were inspired and look forward to the next District meeting at Pigeon Forge, October 17, 18, and 19, 2014.

Let's Nail It In 2014!!!

- Douglas -



FOREThoughts

Meet...Charles Frederic Chapman

USPS Beginnings

Most, if not all, of you are familiar with the name "Chapman". You may have heard that he was one of the founders of the USPS (he designed their ensign); you may have heard of the Chapman School of Seamanship (of which he was co-founder and who provided most of the research information for this article); you may have heard of the USPS's Chapman Award for excellence in teaching; you probably have a copy of *Chapman Piloting and Seamanship*. But do you know Charles F. Chapman, the person?

The second of three sons, Charles "Chap" Chapman was born in Essex, Connecticut on 21 March, 1881, to Charles B. and Mary Warburton Chapman. He enjoyed an early interest in all things boating and, upon graduation from Norwich Free Academy (his high school) in 1900, entered Cornell University. There he studied marine engineering as well as naval architecture. "Graduating with a Mechanical Engineering degree in 1905, Chap settled in New York City, where he was employed as an engineer with the New York Telephone Company. Pursuing his lifelong love of boating, he lost no time in participating in his favorite sport and within a few years he was a champion powerboat racer with a national reputation. This led him from his telephone company job to the editorship of William Randolph Hearst's *Motor Boating Magazine*, which he built into the earliest authority in the field. This was Chap's background as USPS came into being."

While in Manhattan, he was a member - later Commodore - of the New York Motor Boat Club. He took a major role in organizing the United States Power Squadron in 1913-1914 and "during the formational meeting at the New York Yacht Club, Chap was elected USPS Treasurer and a member of the Governing Board." Among the many positions he held was *Ensign* editor, Vice Commander (for several terms), and he "wrote and conducted the first test for new members."



Charles F. Chapman
1881 - 1976

Upon the advent of World War I, Chap wrote to then-Assistant Secretary of the Navy Franklin Roosevelt "offering the USPS educational program as a civic contribution to the nation." In his letter, Chap wrote that he felt the USPS had the manpower "to put into instant operation the training of great numbers of men required for the Naval Coastal Defense Reserve" and to teach and assist in boat handling and operation. Secretary Roosevelt gratefully accepted and four (free) nautical schools were established in New York City. Such was the success of this program that other schools were established in Detroit, Washington, D.C., New Haven, Boston, and Newburgh, NY. Over 5,000 men attended these classes and joined the armed services. "Based in significant part on the quality of their USPS training, many were appointed officers."

In 1924, USPS was reorganized and Chap was awarded Certificate Number One. In 1946 he was elected Chief Commander, and during his term membership grew to over 12,000.

At the USPS annual meeting in 1966, he received his 50th Merit Mark (and a standing ovation). In all he received 60.

Despite all he did in the Squadron, Chap never qualified for an advanced grade. You might scratch your head and wonder, "why not?", but the answer is simple: because he wrote all of the examinations. He felt that it wouldn't be fair to take the tests, or to modify them for just for him. But two months before his death the USPS Governing Board awarded him the grade of Navigator.

Chapman School of Seamanship

On April 9, 1971, after a dinner celebrating his birthday, Glen and Jennifer Castle were returning to the yacht they were working aboard in Ft. Lauderdale. Glen was an experienced yacht captain who recognized the need for a school to train yacht personnel.

(continued on page 9)



CONSOLIDATED CONTRACTING SERVICES, INC.

FOR ALL YOUR TREE CARE NEEDS
LICENSED AND INSURED

770.979.6116 (OFFICE/FAX)

770.617.7565 (CELL)

CCSINCTJ@COMCAST.NET

Ask for "The Cabin Boy Discount"



T.J. CONVERY

Squadron News

Walt Van Nostrand Crosses the Bar

It is the sad duty of the *Waterlog* to report the passing of 25-year member Walt Van Nostrand on 14 April. Walt dedicated his life to, among other things, his wife, the Republican Party, and the Atlanta Sail and Power Squadron. You editor was humbled to have been asked to say a few words at his funeral, and they are printed here. Our condolences go out to his wife Norma, his three daughters, and his entire family.

My name is Tim Tyson and I am a member of the Atlanta Sail and Power Squadron, a group Walt belonged to - and gave his all for - for over 25 years. ASPS is the Atlanta chapter of the United States Power Squadrons, a 100 year-old organization of boaters throughout the United States, Puerto Rico, the Virgin Islands, and Japan. Dedicated to boating safety and boating education, along the way they are also known for having a pretty darned good time.

*Two years ago I interviewed Walt and Norma for our newsletter **Waterlog**. I asked them if any one story stood out among their 25 years worth of stories. There was no hesitation...this one stood out, and if you would indulge me I'd like to read it to you:*

Walt, Norma, and Bob Ginsberg ended up taking our Cruise Planning class together. Around that time member Bill Norris lamented that the Squadron never went out on the water. "Here we were, a boating club, and we had never boated together" recalled Norma. She went on, "So Bill spearheaded what we called "Waterwheels." We decided that everyone who wanted to could trailer their boats, and we would take a trip together. Well Bob's boat was too big to trailer. He looked like a little boy who just had his sucker taken away," she chuckled. Walt elbowed Norma and said "Let's invite Bob to go with us." They went to breakfast, enjoyed each other's company and, as Walt said, "that was the beginning of the best friendship anyone could ever have."

Walt and Norma recalled that first trip: "Barbara and Morris Howard backed their trailer off the edge and couldn't get their boat in the water. The tide was too low. We had to wait for the tide to rise and it was about 103°." Norma took their trailer back to where they were staying, leaving them behind with nothing to drink. (All the water and soft drinks were with Norma in the truck). Walt got on his radio and said, "this is Dutch Girl (both being of Dutch ancestry, the name was a perfect fit for their boat). Anybody got water for us?" A response quickly came: "This is nobody you know. We have one

Diet Pepsi. You want it?" Walt swallowed his Southern pride...along with the Diet Pepsi. "You see I'm from Atlanta. I drink Coke. I hate Pepsi. But nothing ever tasted so good!" he admitted.

Once the trip began, they made their way to Hilton Head, where they docked behind the sister ship of the Presidential yacht. "Our 19 foot runabout behind this beautiful yacht. Needless to say we felt insignificant to say the least," Walt told me. On their way to Beaufort, SC, a storm came up (no one had checked the weather). Walt and Bob were driving, facing forward. Norma and Bob's late wife Thelma were facing aft, watching the lightning pick up. Thelma was used to much larger boats and there was a lot of heavy rain.

She began to grow pale.

Trying to stay close to Morris' boat ("he was supposed to know what he was doing," they both laughed) they finally made it to Beaufort. Thelma kissed the ground - or at least she wanted to - "and she never let me forget about that time," remembered Norma fondly.

"We lived through it and it was the beginning of one of my greatest friendships," said Walt.

*To wrap up this story, at Beaufort, **The Prince of Tides** was being filmed. The boaters went to a new restaurant for dinner and found that, due to the cast and production crew being there, there would be a wait of at least two hours. They decided to go to the bar and get a couple of drinks. Before they knew it they heard "Mr. Ginsberg, party of 8." And then "Mr. Howard, party of 8." They were floored to find out that Bill Norris had gone up to the hostess stand and said, "do you see that man? That's Mr. Bob Ginsberg. And that man next to him is Mr. Howard. (Note: He never said "Ron Howard" just "Mr. Howard"). "You don't keep people that important waiting two hours to be fed." Thus, a party of 16 became two tables of 8. "We had so much fun," said Norma.*

Now, aside from the wonderfully delightful, humorous side of this story, there is another, critical, component. They opened their boat to a person they barely knew and, in the process, opened their hearts to what was to become a lifelong friendship. Remember that, in the story I just read, Walt mentioned the beginning of one of the greatest friendships he could ever have. And he said it not once, but twice. Friendship was so very important to him. Enjoying life was so important.

The ability to open your heart is one of the enduring legacies Walt will leave us, and we all need to remember that about this story. It will serve to improve our lives, as well as the lives of those around us.

And I just have to wonder how many new friends he has made in the past couple of days.



Squadron News

International Boating & Water Safety Summit: Report from Nashville

By Lt Mary Larsen

Wear It! Wear it! This year's Summit focused in large part on the effort to increase sales and wearing of life jackets. Reports



Lt Mary Larsen and P/C Lisa Herndon behind the wheel of the USPS simulator.

at the General Session and numerous breakout sessions centered on this effort and on the "Wear It!" Campaign. From reports, we have not seen signs of great improvement in observed wear though we're not losing ground. Since there is a chance you are not familiar with the Summit, usually referred to as IBWSS (since International Boating & Water Safety Summit is a mouthful) it is an annual conference bringing together a cross section of professionals. Those in attendance are all working to improve safety on the water, primarily for the recreational boater. Representatives from state agencies, the U.S. Army Corps of Engineers, the Coast Guard and numerous other groups attend. It is truly international in scope. This year there were attendees from Japan, Canada and Australia.

The Summit is organized by National Water Safety Congress and the National Safe Boating Council and the goal, as stated in the "Welcome" letter, is to provide a forum for the exchange of information to fulfill the mission of the National Recreational Boating Safety Programs Strategic Plan and "ensure the public has a safe, secure and enjoyable recreational boating experience by implementing programs designed to minimize the loss of life, personal injury, and property damage."

As mentioned, there was "good news; bad news" in the reports. For example, in his opening remarks, CAPT Tom Boross, Chief Director for the Auxiliary, attributed some of the decline in boating fatalities (down to 651 in 2013) to life jacket wear. He stated that although the national study on the subject has not yet been released, preliminary reports show that the 22%

wear rate has remained steady. Not a great number, but at least holding steady.

Call to Action: Make Lifejacket Wear 'Normal'. The next presentation urged attendees to continue their efforts with media outreach. The speakers offered some chilling statistics: of the 651 fatalities last year, 70% were from drowning and 85% of the victims were not wearing lifejackets. The primary causes of drowning are failure to wear a lifejacket, cold water temperatures and alcohol use. Among adult boaters observed, wear is only 9.1% and only slightly higher in teens. In the past fourteen years the overall observed wear rate has not changed.

We were encouraged to get behind the effort to improve these chilling statistics, and to spread the word. There are plenty of ideas, resources and campaigns available; we need to use them. A new website,

www.lifejacketwear.com

launched in 2013, asks visitors to click on the "Join Us" icon and submit their support online. One current campaign slogan is "Wear a lifejacket. It never ruined a day on the water." We need to continue to recruit media personalities to promote lifejacket wear and to push publications and the boating industry to only show boaters wearing lifejackets.

Following the morning sessions the afternoon offered a choice of breakout sessions and several focused on lifejacket wear and drowning prevention.



A bird's eye view of the simulator.

Drowning Prevention in Schools was a report on an effort in West Virginia schools. It began with the realization that, nationally, drowning is the leading unintentional cause of death for children under the age of nineteen. On an average, ten people in that age group drown daily and one in five are age four and under. The death rate is highest in the black, American Indian and Alaskan native populations. Factors in these statistics are lack of access to swimming pools and swimming instruction and social and cultural issues. As a result, many adults in those groups are unable to swim either.

(Continued on page 6)

Squadron News

("Safety Summit", continued)

Given those grim statistics, the state began teaching swimming wherever a pool was available to a school. In many places, school systems reached out to other agencies for facilities and qualified instructors. Where no facilities were available they provided drowning prevention information and introduced students to a wide array of information. Materials in English and Spanish were sent home with pupils as well.

It's too early to know how much progress has been made but it is a start.

Successfully Executing a "Wear It!" Campaign on a Local Level offered a way to create a targeted campaign. A main suggestion from the presenter was to decide on the scope and objectives for your effort. As an example, their objective was to increase life jacket wear and save lives. Another is to create a plan and implement it and recruit team players. They enlisted BassPro Shops in their campaign. BassPro offered to give away one hundred life jackets. By complete



V/C Louie Ojeda shows off his on-the-water skills off-the-water

chance, the coordinator met actors in town filming *Dangerous Water* and recruited them to put one of the Wear It! Decals on their jet skis.

Based on her experience, she recommended targeting the audience. They targeted social media, i.e. Facebook. Using a program BLiNQ they were able to scan profiles looking for "likes" that matched their target group - males (highest risk group), party-goers, drinkers. Using this they reached out to those Facebook users.

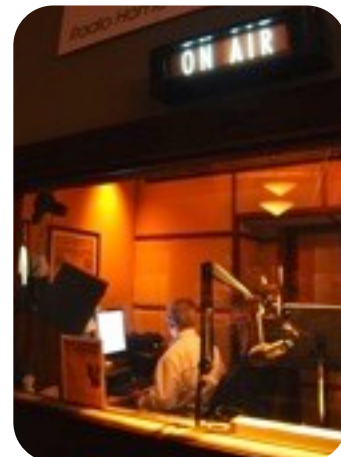
Evaluation was an essential part of the campaign. Remember, this was a local campaign but on site observation of life jacket wear showed improvement from 6% wear to 12% wear. Of those questioned 80%

remembered where they heard of the campaign. Not



only was this a successful campaign, the cost was negligible.

Creation of a Public Service Announcement in three weeks was the message in "Drunk Boating is Drunk Driving" session. This Minnesota campaign produced a PSA in a matter of weeks due to the fact the Boating Education Coordinator had worked in the television industry. Her experience eliminated the learning process. Given two weeks and \$500.00 for the effort she reached out to production in-house and in high school and college media classes. The goal was to produce 30-second television and radio PSA's aimed at 25 to 65 year-old-males. The PSA was a call to action, pointing out that 30% of boating fatalities are caused by drinking, and passing along the strong message that if you drink and boat, you will be caught.



A trip to Nashville is not complete without a visit to the Grand Ole Opry

The PSA featured actual officers and photos of accidents caused by drinking which resulted in fatalities.



And after a long day, we always had a boatload of refreshments.

The fact that these were real made it even more compelling. Short, simple sentences and plain language made the message "hard hitting." If success is based on statistics: BWI arrests were down 50% in 2013. Not bad for two weeks work and \$500.00!

Even though you weren't there - you can and should participate! Remember the Wear It! Campaign. "Wear Your Life Jacket to Work Day" is May 16 and the "Ready, Set, Wear It!" World Record Day is May 17. For more information on these visit

SafeBoatingCampaign.com.

Waterlog would like to thank Lt Mary Larsen and P/C Lisa Herndon for the article, the photographs, and their attendance at this important event.

Squadron News

April Meeting...Plenty of Members and a Great Program

In an attempt to ease the commute to our monthly meeting for members who live north and west of our fair city, our Squadron held its April meeting at Mimi's Cafe in the Perimeter Mall area.

Featured speakers were Captains Robert Estrada and Ed Gaito of TowBoat US. Their presentation was nothing short of truly interesting, with topics ranging from "Why Boats Sink" (they've seen everything from impeller failures to missing drain plugs) to "Soft Groundings vs Hard Groundings" (it's soft if you're not high and dry yet cannot get off by yourself), to what constitutes a salvage (hint: "ask, is this a tow or a salvage? We're not out there trying to turn things into a salvage."). We heard about a sailboat that ran up on a flat in the Florida Keys...and it took 3 years to dig a trench and get it out. We learned that the Coast Guard won't tow you, but they will take you off the stricken vessel.

Many thanks to the two Captains for an interesting, informative, and entertaining meeting.



Clockwise from top left: Cdr Townes presents 1st/Lt Norm Smith and Flag/Lt T.J. Convery with their "I Nailed It" Awards; Guest Sara Sawyer - a nice addition to our group; Speaking of our group; Part of the New Orleans atmosphere; Our new Webmaster Tom Shirey.

Don't Be Shy - Send Us Your Feedback!!!!

As mentioned above, Mimi's was an attempt to alleviate the driving times encountered by our members who live in the outlying areas of Atlanta. Feedback on food, service, location...anything that you might want to comment on would be appreciated. Please send your comments to either John Holland, Scot Randall, or Tim Tyson (who will forward them to John and Scot). We thank you in advance for your help.

Squadron News

Staying Safe on Georgia's Lakes

By Sen. Butch Miller (R-Gainesville)

Nothing makes me happier than taking my friends and family out for a day on the water. No matter if we're actively participating in watersports or just watching from the seats of our boat, the combination of the sun, water, and good company always guarantees a fun time.

However, careless boating behavior can bring tragic consequences. According to the Georgia Department of Natural Resources, there were 159 Boating Under the Influence (BUI) citations issued, 59 boating accidents resulting in injuries and 16 reported fatalities in 2013. I think we are all in agreement when I say these numbers are way too high. However, Georgia has taken steps to reduce the number of these incidents and restore boating to the safe and fun summer activity it is meant to be.

During the 2013 legislative session, the Georgia General Assembly passed Senate Bill 136 to address alcohol-related boating deaths on Georgia lakes and waterfronts. The bill, which is also known as the "Jake and Griffin Prince BUI Law" remembers two brothers who were killed when a drunk boat driver collided with their family's pontoon (boat). The law became effective on July 1, 2013, and has lowered the state's legal intoxication limit for Georgia boaters to .08, the same limit for operating a motor vehicle. A first or second violation of this law is considered a misdemeanor, but a third violation is considered a high and aggravated misdemeanor. A fourth violation will result in being charged with a felony.

A second component of Senate Bill 136, the "Kile Glover Boat Education Law" includes the following education requirements:

☼ As of July 1, 2014, anyone 16 years of age or older (born on or after 1 January 1998) must complete a boating education course approved by the Georgia Department of Natural Resources in order to operate a motorized water vessel.

☼ Children 12-15 years of age may operate a Class A vessel (less than 16 feet in length) only if accompanied by an individual who has completed a boater education class and is 18 or older.

☼ The age requirement for wearing a personal flotation device will be raised from 10 to 13 years old.

These revised requirements for boating will help increase boat safety in Georgia, but we must remember the namesakes of Senate Bill 136 and how their lives were cut short because of reckless actions on the water. In their memory, we should not only abide by

these rules, but set the example for safe boating activities to children and young adults. I hope all of you enjoy a fun - and more importantly **SAFE** - summer on the water!

*Editor's note: On behalf of the Atlanta Sail and Power Squadron, **Waterlog** would like to thank Senator Miller for his tireless work for the passage of Senate Bill 136. We also welcome Butch and his family into our Squadron (see page 11).*

Funny or Dumb? You Be the Judge

Dateline: Andrews Air Force Base, February, 1980: Major General Archer L. Durham posts a letter to all airlift personnel stating, in effect, that it is in man's nature to try to "beat the red light", i.e. nobody brakes for a yellow. This is especially unsafe, he notes, in an aircraft, where the speeds of two planes coming toward each other severely limit the time one has to take corrective action. In other words, don't try to beat the light. Comments were then invited.

Below the letter, one serviceman wrote "It's always better to die than to look bad."

You be the judge. Funny or dumb?



HARWOOD

WEALTH PARTNERS

- ◆ Retirement Planning
- ◆ Wealth Management
- ◆ 401k Rollovers
- ◆ Life Insurance
- ◆ Disability Insurance
- ◆ Holistic Financial Planning

Jeff Harwood

Office: 404-565-1505

Cell: 678-794-5200

"We Partner With You, To Create and Preserve Wealth"

Representative of and securities offered through OneAmerica Securities, Inc., Member FINRA, SIPC, a Registered Investment Advisor. Insurance Representative of American United Life Insurance Company (AUL) and other life insurance companies. Harwood Wealth Partners is not an affiliate of OneAmerica Securities and is not a broker-dealer or Registered Investment Advisor.

Squadron News

(Meet Charles Chapman, continued)

As they walked along the dock they passed a converted Canadian Coast Guard cutter, the *Jesus Christos*. Capt. Castle said to his wife, "Wouldn't she make a fine training ship?" A group of monks who were aboard heard this and invited the couple aboard. It seems that the monks had intended to take the ship to the Caribbean on a trip to do missionary work, but the vessel was disabled. It would cost money the monks didn't have for the necessary repairs.

As Capt. Castle inspected the *Jesus Christos* he mentioned his desire to one day open a school "for training future yacht deckhands and mates." Knowing that they hadn't the money it would take to fix the ship, the monks offered a deal: if Capt. Castle could arrange to get the monks and their belongings back to Canada, they would give him the ship.

Elated, Capt. Castle contacted Jim Ryder (Ryder Truck Rentals) and arranged to transport the monks - free of charge.

Having had prior contacts with Charles Chapman, Capt. Castle immediately contacted him and asked him to become co-founder of the school. Chapman agreed and the two recruited other notables to become trustees.

The Chapman School of Seamanship was born, and the *Jesus Christos* was renamed....

the *Charles F. Chapman*.

*Editor's Note: This is my 5th year as your editor, and I have never enjoyed an issue as much as this one. At 20 pages, it is the longest one yet, and here is why it was so much fun: as with the article from **Soundings** magazine on page 16, I needed help and permission for this article. The people at the Chapman School of Seamanship could not have been nicer. Roger Field sent me a copy of an article from the May, 1976 **Ensign** written by R/C Robert Green and R/C Eugene Farrell entitled "The Man Who Taught Us All". This was my primary source of information. Where quotation marks appear, I have copied from the article verbatim.*

Mr. Field went the extra mile by sending me a letter in which he outlined the School's origins. I found it to be fascinating and hope you did as well.

*Yvonne Hill at the **Ensign** not only gave me permission to use the article, she also emailed the photograph of "Chap".*

*Should you be interested in reading the entire **Ensign** article please don't hesitate to call me. I will gladly copy it for you.*

Tim

This is real. It is not a test. Do not try this at home.



To quote our Commander, Douglas Townes, who ordered your editor to insert this photo, "Safety is not restricted to only being on the water. **Always** act in a safe manner."



Friends of the **Waterlog**



Tim and Barbara Tyson
 P/D/C Bob, Nancy, and Robert Leathers
 Anonymous Donor
 Elwood "Woody" and Jade Williams
 P/D/C Norm Oien
 P/C Dave Herndon, N, F.o.W. Emeritus
 P/C Don and Judy Williams
 Sam Troncalli, AP, F.o.W. Emeritus
 P/Lt/C Sheryl and Lt/C Glenn LaBoda
 The Troncalli Family
 Consolidated Contracting Services (T.J. Convery)
 Gordon Biersch - Buckhead
 Martha Fowler
 Harwood Wealth Partners (Jeff and Lisa Harwood)
 Greene Classic Limousines (Bill Conn)
 Carefree Boat Club
 P/R/C Louis Hohenstein
 P/D/C Bob Ginsberg
 P/C Lisa Herndon
 Randy and Barbara Tahsler

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

Squadron News

District 17 Spring Conference...A New Venue, A New Bridge

The D-17 Spring Conference was held April 4-6 in the cool climes of Young Harris on Lake Chatuge. Cdr Townes arranged for a wonderful day touring the John C. Campbell School (a **MUST SEE**) and the Crane Creek Winery. Our own Jeff Wise was sworn in as District Commander, and four other ASPS members now hold district positions. The weather that weekend was perfect. P/D/C Norm Oien held a fire extinguisher/flare demonstration and, yes, fire engine sirens were sounded. But not for his demo. Asst. DEO Patti Price led a Partner-in-Command workshop which included On-the-Water skills practice. National Representative Scott McDonald (no relation to Ronald) showed On-the-Water techniques that can be incorporated into USPS courses. Awards were presented and, by all accounts, a good time was had by all.

Many, many thanks to our Squadron members who helped make the Hospitality Room a roaring success and to P/D/C Mac Hogle for a fabulous year.



A Record Breaking Raft-Up

Our April 26 raft-up set a record in terms of the number of vessels participating. Drum roll please...17!!! The annual Blessing of the Fleet was held, but the highlight of the day was seeing so many new members in attendance. It was truly a great time, as the pictures show.

Lt/C John Holland and 1st/Lt Scot Randall have done yeomen (plural) work in trying to explore/discover new and wonderful places for us to hold this monthly event. Kudos to them. Please consult your DR's for information on future raft-ups.



T.J. Convery, Meredith Randall, and Butch Miller mug for the camera



Another great Lisa Herndon photo.



Nothing makes a weekend more fun than coming to a raft-up. Agreed?

Welcome Aboard

'Welcome Aboard' to our newest Atlanta Sail and Power Squadron Members!

KIM AND ROBIN TANIS have been boating on Lake Lanier for 13 years. They began their boating life in 2000 with a 1988 Sea Ray cuddy cabin. Seven years later they bought a 21' Chaparral bow-rider. After three years of open boating they decided they wanted to spend more time on the lake, rain or shine, and traded the Chaparral for a 26' Regal cabin cruiser. After moving the Regal into a 40 x 20' slip at University Yacht Club, they realized they needed a much bigger boat and bought a beautiful 2005 Silverton 34' convertible which they named "Robin's Nest". Robin grew up on a small lake in Barrington, Illinois, where she enjoyed summers of canoeing and sailing. Kim's father's hobby was restoring Chris Craft cruisers, and Kim has many memories of boating on Lake Michigan. Robin and Kim have lived in Georgia since 1978. Robin is Head Library Media Specialist at St. Pius X High School and Kim has had a successful career in graphic arts for 40 years. They are both looking forward to retirement in the next few years. Robin and Kim have a son and daughter who also live in the Atlanta area, and 3 grandchildren with another one due this October. They have enjoyed several of our ASPS raft-ups as guests and look forward to making wonderful boating memories with new friends.

ERIC AND CAROL WRAPE are reinstating their ASPS membership so Welcome Back Aboard! Carol grew up on Lake Erie in Ohio, boating with her family

on their 32' Marinette. She later moved to the Tennessee River. Her parents had been involved in the Power Squadron and for Carol, "it was a way of life". Eric spent his youth at the water's edge of the Atlantic Ocean. He later moved to Georgia and, as water people do, he found his way to Lake Lanier.

When they joined ASPS, it seemed the obvious thing to do. However as Carol put it "life's obstacles crept in and pulled us away". While never without a boat in their nearly 30 years of marriage, the recent purchase of a 53' Jefferson International has stirred their soul to rejoin ASPS. Soon they will bring their new boat (aka Carol Linn) from Kentucky Lake MM#42, through 6 locks (Pickwick, Wilson, Wheeler, Gunter'sville, Nickajack, & Chickamauga) covering 435 miles to their destination of Island Cove Marina.

BUTCH, TERESA AND CAREY MILLER purchased their first family boat about 17 years ago and have owned 2 pontoon boats, a fishing boat and currently own a deck boat

and cruiser. Butch grew up in Buford, GA. As a youngster he spent many hours of family time on Lake Lanier with family and friends at Holiday Marina, Gunter's Marina and various cabins where he enjoyed fishing, skiing and boating. As a young teen, he would take his parents johnboat, eventually progressing to the ski boat and houseboat his late teens. He received his Bachelor of Science degree at North Georgia College. He was elected in 2010 and currently serves in our State Senate, introducing and passing The Kile Glover Boater Education Act and The Jake and Griffin Prince Boating Under the Influence Act in 2013. Teresa is a retired Speech Language Pathologist, acquiring her Undergraduate, Graduate and Educational Specialist Degrees from The University of Georgia. They have been married for 30 years and have two children - Carey, 23 attends University Georgia Law and Charlie, 20 attends Kennesaw State University. They own and operate Milton Martin Honda in Gainesville, GA. They are interested in developing their boating skills and believe they can benefit from the experience of other boaters from a wide range of backgrounds and experiences. They want to continue to nurture their family's love of boating and the outdoors in a safe, family friendly environment.

RYAN SUTHERLAND is currently a sophomore at Emory University and is pursuing a double major in Music Performance (B.A.) and Biology (B.S.).





CAREFREE BOAT CLUB

Now Located at
Aquamarina
Lazy Days

- Unlimited Boat Usage
- Top of the Line Fleet of a Variety of Boats
- On-the-Water Training & Instruction
- Boating at Lake Lanier and ALL Carefree Boat Club Locations!

**We Provide the Boats...
You Provide the Fun!**

www.carefreeboats.com/lake-lanier
(888) 439-8757

And NONE of the HASSLES!

The Club takes care of Maintenance,
Cleaning, Storage & Insurance.



Continued on page 12)

Welcome Aboard

("Welcome Aboard", continued)

Ryan is member of the St. Petersburg Sail and Power Squadron and has been granted an Associate Membership with ASPS. While a member of the United States Power Squadrons, Ryan has earned two USPS Merit Marks and passed the "Sailing" and "Seamanship" courses. In addition, Ryan holds certifications from the Coast Guard Auxiliary (CGAUX), the American Sailing Association (ASA) and SCUBA Schools International (SSI). He is one of the youngest members of the Boca Ciega Yacht Club in Gulfport, Florida, and has skippered and crewed on everything from a 13' Flying Junior to a 41' Beneteau mostly along the west coast of Florida. He earned the Eagle Scout Award, the Venturing Silver Award, and the Quartermaster Award. He developed a presentation entitled "Safety on the Seas: A Marine Safety Seminar Series," which discussed radio distress calling, marine distress signaling, aids to safety, maritime operation regulations, anchor use in different weather and sea floor conditions, and running aground and methods to safely (and successfully!) maneuver free. In addition, he earned the Congressional Gold Award in 2013, presented by the United States Congress to youths who have exhibited a high level of commitment to the community through leadership and service; as a result of his service to the Gulfport community, Mayor Samuel Henderson dedicated January 7th, 2014, as "Ryan Andrew Sutherland Day." At Emory, Ryan participates in a variety of music ensembles and volunteers as an Advanced Emergency Medical Technician (AEMT) with the Emory University Emergency Medical Service (EEMS). Ryan hopes to take the USPS "Piloting" and "Advanced Piloting" examinations with the Atlanta Sail and Power Squadron, and aspired to attain a Captains' license following his graduation from college.

NATHAN AND MARY DEAN are transferring from the Pompano Beach Power Squadron to ASPS. They have recently moved to Atlanta from Boca Raton, FL to be near their daughter Elli, who teaches at the Atlanta Institute of Art. They are also former Power Squadron members of Binghamton, NY. They have taken the USPS Basic Boating Course, USPS Engine Maintenance and USPS Piloting. They have been boating since 1991 and have been to many areas including the



Finger Lakes and Erie Canal, Hudson, Jersey Shore, Cape May, Delaware Bay, Chesapeake Bay, Norfolk, ICW to Boca Raton and South Florida, Bahamas, Cape Cod and Florida Keys. They are power boaters and have owned a 26' Imperial Express, 36' Sea Ray and 46' Maxum Sedan Bridge. They are native Tennesseans who spent their careers in the university world at Iowa, Athens, New York, and Florida and are now retired. Mary was a Development Director and Nathan was a Professor, Dean, and VP. Since retiring, Nathan has become a passionate photographer - his website is

www.nwdphoto.com.

RANDY TAHLER, after a brief hiatus, is returning (thank goodness) to the fold. Randy may well be responsible for recruiting more members than any of our members - however, Donna Odum is hot on his heels. After a bout with COP (resulting in a double lung transplant) Randy felt that his boating days may have been numbered. But the mercurial powers of Donna convinced him otherwise. Welcome back, friend. Oh, and his advertisement is on page 17!

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

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

Editor's note: The next time you see Lt Donna Odum, you need to give her high fives and a (gentle) slap on the back for the superb job she is doing as membership chair. Donna is definitely no Reclining Chair, of this I am certain. If only there was a Pulitzer Nobel Prize for Membership Chairs...



24 Hours · 7 Days a Week · Featuring All New Vehicles
6,8,10 Passenger Limousines · Sedans · Mini-Buses and Buses

1359-B Ellsworth Industrial Blvd. · Atlanta, Georgia 30318
Office : 404-875-3866 · Fax : 404-875-0076
Toll Free : 1-888-GCL LIMO (425-5466)
www.greeneclassiclimousine.com

On the Water

What Is a "Low Head Dam" ?

By Cdr Douglas Townes, N



Many of our newer members may remember that there was a question on the boating safety exam about "low head dams". The question concerned the location of the hazard. Is the hazardous area above the low head dam or below? The answer is "both". Since this is one of the most missed questions on the basic boating exam, let's all review the hazards of a low head dam.

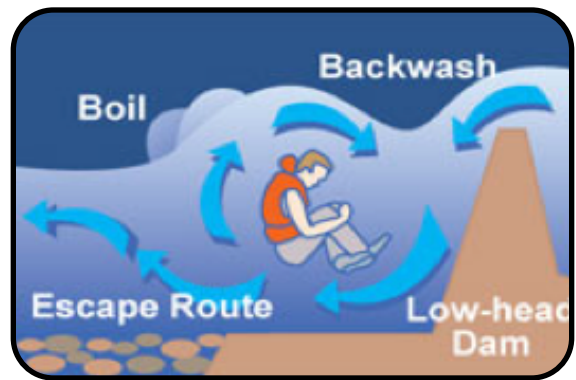
First of all, what is a low head dam? A low head dam is a man-made structure designed to create a pool or lake of water. They were popular in the 19th century for producing hydro-electric power, municipal water needs, diverting water for grain mills, agricultural irrigation, fish hatcheries, recreation, etc. These structures continued to be built into the 20th century and can be found in most, if not all, states and any country in which you travel abroad. They can range in height from 1 foot to 20 or 30 feet high, or taller. The defining characteristic of a low head dam is that the upstream water is forced to go over the face of the dam in periods of sufficient flow or high water. These dams can span the width of a riverbed; some have been reported to be over 200 feet wide.

Why are they so dangerous? Low head dams are dangerous because of the "hydraulic effect" created when water falls straight down then away from the dam. The hydraulic effect of the falling water creates a vacuum; most of the water is then pulled back in a rolling motion. While some of the water "escapes" downstream at the bottom of a dam, over half of the water continues to roll. This rolling motion can "pull" a kayak, canoe, small boat or a person into the rolling water. When you try to escape, it pulls you back under and you just keep rolling. If you hit the face of the dam, your head usually gets a concussion, you lose

consciousness and you drown. This is one place a life jacket makes no difference because the hydraulic effect is so powerful.

So is there an escape if you get caught in the roll of a low head dam? Yes, but you only have a few seconds to act. You have to swim down and let the water that is escaping downstream at the bottom of the dam carry you out. I know most of you will not be thinking of swimming "down" when you are in a drowning machine but that is the only way out. You will probably have a few seconds before you get caught so use that time to plot your exit.

One of the greatest compliments a safe boating educator can get paid is to have a former student come back to you and say "Thank you for teaching me about this or that during a safe boating class." Because of your class or article, I am here today." After teaching boating safety for 31 years, I have had this honor paid to me twice. While neither case involved low head dams, I hope the information in this article will help you be a safer boater.



Gordon Biersch

BREWERY • RESTAURANT

PRIVATE DINING
ROOM ♦ OUTDOOR
DINING ♦ SATUR-
DAY AND SUNDAY
BRUNCHES ♦
HAND CRAFTED
BEER ♦ DAILY
DRINK SPECIALS ♦
SERVING PREMIUM

LIQUOR ♦ TEN
LUNCHES UNDER
\$10 (INCLUDING
BEVERAGE) ♦
PASSPORT RE-
WARDS PROGRAM
♦ STEIN CLUB
MEMBERSHIPS

On the Water

Why Boats Sink

From BoatU.S./Seaworthy Magazine

Why boats sink at the dock: The handsome sportfisherman had been an impressive floating beauty when the owner left the marina on Monday afternoon, barely 13 hours earlier, which is why he was having so much trouble believing that it was his boat that was on the bottom when the call came from the marina manager. There were five bilge pumps aboard, all of which were working. How could his boat have sunk so quickly?

The answer was traced to a cracked generator intake hose, which, according to the surveyor's report, may have been leaking steadily for weeks or even months. The bilge pumps kept the water out until the batteries (and the pumps) died and the boat filled with water. BoatUS Marine Insurance claim #970083A.

When a boat sinks at the dock, the question most likely to be asked is: "What happened to the bilge pump?" That's the wrong question, however. By dutifully emptying the bilge periodically, a bilge pump can actually hide a problem--until the pump clogs or the battery goes dead. Water, not bilge pumps, sinks boats. The correct question should be: Where did the water come from? For an answer, BoatUS Marine Insurance examined 100 claim files of boats that sank in their slips.

Reason	Percentage
Underwater Fittings	50%
Rain and Snow	32%
Fittings Above the Waterline	9%
Poor Docking Arrangements	8%
Other	1%

Prevention: Protecting your boat: Visiting Your Boat: The First Line of Defense Against a Dockside Sinking

If you need a reason to visit your boat more often, consider that the cost of repairing a boat that has been underwater, even briefly, is usually about 40% of its value. Besides having to pay the deductible, the skipper typically loses the use of the boat for several weeks while it is being repaired.

At least twice a season, inspect any fittings above or below the waterline that could be letting water into

the boat. All too often, skippers rely on bilge pumps to bail them out when they can't visit their boats. The pump fails and the boat sinks. If you can't visit your boat regularly, consider using a buddy system with other boat owners to watch each other's boats. Another alternative is to ask your marina manager to keep an eye on the boat. Many marinas offer routine inspections, but usually at an extra cost.

Why Boats Sink Underway: In addition to studying why boats sink at the dock, BoatUS Marine Insurance examined 50 claim files for boats that sank underway, ranging from a tiny personal watercraft to a 54' ocean going sailboat. None of the 50 sinking claims involved fatalities, although that is always a possibility when a boat sinks with passengers aboard. One thing that became clear after reading the various claims: wearing life jackets or at least keeping them handy, should be a priority on any boat.

Any boat has the potential to sink underway for the same reasons that it could sink at the dock--a hose slips off, a packing gland leaks, etc. While Thirty four percent of the boats in the study sank because of leaks at thru-hulls, outdrive boots, or the raw water cooling system, all of which are routinely implicated when boats



Before

sink at the dock. There are many other reasons that boats sink underway, however, which have nothing to do with loose hose clamps or broken fittings. Boats underway can strike floating debris or stray onto a rocky shoal ("Navigation error"). There were claims for careless skippers who forgot to install drain plugs. Six percent of the boats sank after coming down hard off of waves and splitting open.

Once a boat starts to sink, it will gain momentum as it settles into the water. If a boat has a two-inch hole that is a foot below the waterline, for example, over 78 gallons of water will pour into the boat per minute. When the same hole is three feet below the surface, the flow of water increases to 136 gallons per minute. Keep in mind also, that other thru-hulls that had been above the waterline will be underwater. If any of these fittings are cracked or missing, the flow of water into the boat will accelerate further.

A Few Important Words About Pumps and Bilge Alarms: Two BoatUS Members, Cliff and Sandy Steele, tell a harrowing story about a log that almost

(Continued on page 15)

Squadron News

(Why Boats Sink, continued)

Reason	Percentage
Taking Water Over the Gunwales	30%
Leaks at Thru-hulls	18%
Leaks at Raw Water Cooling System/Exhaust	12%
Drain Plug Missing	12%
Navigation Error (Grounding)	10%
Boat Construction (Hull Split Open)	6%
Leaks at Outdrive Boots	4%
Struck Floating Debris	4%
Other	4%

sank their boat just before nightfall. After hearing a loud “thump,” Cliff checked the bilge and continued on. Sometime later the boat seemed to be losing power and felt sluggish, so he opened the hatch and discovered water was almost over his engine. Although Cliff had checked the bilge earlier, the damaged hull didn’t fail until it had pounded over some waves. Thanks to some nearby boaters who responded to Cliff’s “May-day” by putting extra pumps aboard, the boat was saved.

The sooner a skipper discovers a leak down below, the more likely he or she will find and correct the problem before it’s too late. High capacity bilge pumps and even extra pumps can help in an emergency. So too can using the engine’s raw water intake hose (close the seacock first) for extra pumping capacity in an emergency.

While more and better pumps may be able to keep up with the flow of water, it is critical that you discover the leak quickly, before the electrical system, the engine, and the leak itself are underwater. A bilge alarm is a simple device that warns you when water begins rising in the bilge. This early warning gives you more time find the leak, get passengers into life vests, deploy extra pumps, and put out a distress call, Bilge alarms are available from most marine chandleries, including BoatUS.



After

Editor's note: As most of you probably already know, BoatU.S. provides a wealth of interesting information to us. It is well worth reading their articles.

On the Cover (continued)

In searching for a cover that would call the reader's attention to boating safety and not present one that would be too alarming, Berthier's boat seemed a logical choice. Here it is, in "dry dock" and at its on-the-water dock.

We hope you enjoyed the photo.



SUBARU of Kennesaw
905 Ernest Barrett Pkwy NW, Kennesaw, GA 30144 • 770-419-9800



troncalli CHRYSLER Jeep SUBARU Think. Feel. Drive.

818 Atlanta Highway, Cumming, GA • 678-244-4100 • www.troncalli.com
“Where Customers Send Their Friends”®

On the Water

So Simple, So Easy, Yet So Devastating

By Jim Flannery, *Soundings Magazine*

The sea is uncompromising, it is impersonal and it is blind to a mariner's hard-earned experience. It can exploit the slightest misstep and give it a tragic turn.

And so a mother grieves the loss of a son who loved the sea, knew the sea and respected the sea, yet as best as she or anyone else can figure out died in one of the most common of avoidable boating accidents. Thirty-six-year-old Jonathan Hemingway fell overboard, perhaps while relieving himself over the rail.

Hemingway, who owned a Nantucket landscaping company with his wife Katherine, was alone at the helm of their 23-foot Maritime Patriot, *Katie B*, while Katherine and the children were asleep below on a berth in the tiny cabin.

"The boat pitched, it lurched a bit, he lost his footing," says his mom, Nancy Rappaport, reconstructing in her mind what likely happened. "That's the conclusion I've come to. It's so simple, so easy to happen, yet so devastating."

It is unlikely she will ever know for sure. The Hemingways were enroute from Hyannis to Nantucket, a distance of about 30 miles, that night of March 17. Katherine Hemingway didn't know anything was wrong until 1:18 a.m., when the pilotless center console ran aground on Cliff Beach on Nantucket's north shore.

Investigators analyzed the boat's GPS to try to figure out what happened. Rappaport says nine miles off Nantucket – at about 10:30 p.m. – *Katie B* veered off its heading and began running in progressively smaller circles, the last one ending with the boat grounding itself on the beach with the family below.

Those facts are consistent with Hemingway falling overboard and the boat's prop rotation sending it in circles, said Det. Lt. Jerry Adams, of the Nantucket police department. "The motor went to the right, and it circled all the way into the beach," he said. Unless other facts surface, he believes that something happened – what exactly he can't say for sure – nine miles out, Hemingway fell overboard and *Katie B* made its way – pilotless – to the beach.

The evening had been clear, seas one to three feet, wind about 10 mph when Hemingway set out to

pick up Katherine in Hyannis. She had just attended a two-day seminar on organic gardening in Sturbridge. He had left his mom a phone message asking if she could babysit while he picked up Katherine in the boat. By the time she got the message, he already had Madeline, 1½, and Elizabeth, 3, bundled up in *Katie B*'s berth under a comforter with a DVD and snacks.

"It was a beautiful night," Rappaport recalls, still chilly (41 degrees), but the peepers – tiny frogs – were breaking out in song for the first time after a hard winter. "There was a wonderful feeling that spring was almost here," she said.

Her son asked if she wanted to come. She said it was a bit too cool for her. "He was so much more comfortable on the water than anyplace else," she said. "He lived for it, but he would not have gone out if it wasn't safe. He just wouldn't have."

He knew Nantucket's waters. He had been going out on boats there since he was three. "He would take the boat out 80 miles sometimes and go tuna fishing," she said. He had made the Hyannis-Nantucket trip many times. Investigators said the route was etched like a highway on the memory of his GPS.

Katherine brought dinner to the boat in Hyannis, and a 12-pack of beer to take back to the island. They ate on the boat. Each had a beer. Hemingway didn't finish his. Katherine found the can still half full the next

morning. They left the dock about 9 p.m., Katherine and the girls going below to watch the DVD, then fall asleep. The wind had begun to raise a little heavier chop, so when Hemingway throttled down and sidled up to the rail to relieve himself, it left him more vulnerable to the boat's bobbing, Rappaport said.

She thinks he took his hands off the rail, lost his footing and fell into the 38-degree water while the boat continued on toward Nantucket.

Katherine awoke shortly after 1:00 a.m. when *Katie B* grounded, but she wasn't particularly worried. Her confidence that her husband had everything under control, as he always had before when they are on the boat, led to misunderstanding about what had happened and delays in searching for him.

"She feels a bump, then a sharp turn, and the boat begins swaying back and forth," Rappaport said.. The engine alarm sounded as the props dug into the



Nantucket-- 3/19/10 -- Nantucket police K-9 officer John Muhr and Sgt. Jared Chretien do a foot search along the beach where the 23-foot boat belonging to missing Jonathan Hemingway rests on Steps Beach.

-Cape Cod Times/Steve Heaslip

Continued on page 17

On the Water

sand, but Katherine had heard the sound often enough before

(So Simple Yet So Devastating, continued)

fore when *Katie B* had gone aground on one of Nantucket's many shoals. Always before, her husband had waded into the water to push the boat off. The girls were asleep and sprawled over Katherine. She didn't want to wake them up, so she let them sleep and fell back asleep herself, confident that the situation was in hand.

"I can understand that because she trusted him completely on that boat," Rappaport says. "I trusted him completely." She wanted to stay with the children and keep them quiet while Hemingway pushed the boat off the reef.

Katherine woke up again at about 5 a.m. The engine still was running, the alarm was sounding. She looked out a port, saw the lights of Nantucket and surmised that they were beached on the island. Now she recalculated and figured her husband had gone into town to get their truck so he could pick her and the children up, or was getting help, Rappaport said. Complicating matters, the latch on the companionway door wasn't working right, so she couldn't easily get out of without making a lot of noise and waking up the kids. She went back to sleep.

She awoke again around 7:45 a.m. Now it was light, and Katherine began to worry. She broke out the door – it took about 20 minutes, Rappaport said – and called a friend. She called him twice from her cell phone. The second time, he told her Hemingway had just called him and would be back at the boat in a few minutes. Rappaport believes the friend's reassurances were a good-faith effort to encourage Katherine or to do his buddy a good turn because the kids were crying and upset now, and Katherine was becoming upset.

When Hemingway didn't turn up at the boat, police began to search the island.

Meanwhile, the friend – worried that Hemingway still was missing – recanted his story that he had called him, Adams said. At 1:30 p.m., police notified the Coast Guard that the Nantucket husband and father was missing, possibly lost at sea.

The Coast Guard launched a search with four boats, two cutters, a helicopter and a jet. They searched for 21 hours, covering 767 square miles from Chatham to Great Neck to Martha's Vineyard, Mass., along the route from Hyannis to Nantucket, and on east of Nantucket. They found no sign of him.

A spokeswoman for the Barnstable, R.I. district attorney's office said it still was investigating the disappearance. In 2008, the Coast Guard reported 157 of 510 drowning deaths on recreational boats were due to falls overboard. The Guard urges helmsmen to use a

kill-switch lanyard, clipping one end to their belt, the other end to a switch that shuts down the engine if the driver goes overboard.

"I'm stunned. I can't take it in," Rappaport said. "I know the facts. I know they are true. It's just too large for me to comprehend." She said the Nantucket community had rallied around the grieving family, hundreds turning out for a memorial service for her son March 26 at the lighthouse on Nantucket's Brant Point. "I live on an island," said Rappaport, a behavioral therapist. "For centuries, this has been a women's island, a home of the widowed. Their husbands (many of them whalers) were lost at sea."

And many of their sons, too.

*Editor's Note: **Waterlog** would like to express its sincere thanks to Jim Flannery for allowing us to print this article. In case you don't subscribe to **Soundings**, you should. It is filled with interesting articles, some technical, some "newsy", some human interest, some product-related, and all interesting.*

*We also received permission from the **Cape Cod Times** to use the photograph taken by Steve Heaslip. It never ceases to amaze me how nice people are when contacted and asked for printing rights.*

And as a note to all of our male members, I am known for being a bit irreverent at certain times, and for marching to the beat of my own drummer at all times. But I am deadly serious here: hundreds of overboard incidents - some fatal - occur each year having to do with men relieving themselves over the side of a boat. This can happen on a lake, in a river, in a bay, on the ocean...anywhere you can operate a boat. If this is a necessity, please take appropriate precautions, the most appropriate being...use the head.

Randall Tahsler and Company
representing the health insurance industry
Randall Tahsler
Agent and Broker

Medicare Supplement Insurance
Individual and Family Health Insurance
Group Health Insurance
Life Insurance Products
www.randalltahslerandcompany.net

Office: 770 977 2303
Fax: 770 977 2302
Cell: 678 314 6668
randalltahsler@att.net

The Bulletin Board



Calendar Clarification

To eliminate any confusion, two events are scheduled for the weekend of August 8-10: the Coastal Fishing Trip will be on Amelia Island on the Atlantic coast, and the Scalloping Trip will be in Steinhatchee, a Gulf coastal community.

Both are in Florida (duh!).



Waterlog: Kevin Schoonover asks what you consider to be the most important piece of safety equipment on the boat?

Linda Greenlaw: The most important piece of safety equipment is your brain. Seamanship is a combination of experience and common sense. You can have the best equipment in the world, but if you do stupid sh#t, it doesn't matter.

- From an interview with Linda Greenlaw in the July, 2010 **Waterlog**



See and Enjoy the French Broad (River)

Hosts: Blue Ridge Sail and Power Squadron
When: 19 July
Location: Blue Heron Whitewater, Marshall, NC
Cost: \$47/person

Your editor and his spousal unit rafted with Blue Heron last year and it was terrific. Yes, there was some whitewater, but, for the feint of heart, not to worry. It was simply a day full of fun.

And we didn't hear a single banjo!

You might want to make it a weekend and stay in Asheville (the Reynolds Mansion B & B is fabulous. You will learn all about the Hope Diamond, whose owner used to reside there).

Tim Tyson has all the details, so call him...soon (as in "by June 15th!!!!)



Errors and Omissions

In last month's story, *Steering Clear of Trouble* by Ralph Naranjo, a photograph of the catamaran belonging to the Artemis racing team was pictured. It was in that boat that British racing captain Andrew Simpson died (not Andrew Short) while preparing for the America's Cup Race. The accident took place in San Francisco Bay.

Thanks to P/Lt/C Sheryl LaBoda for her keen eyes and attention to detail.

New Study Might Improve A Man's Life Expectancy...

This Is Helpful and Important To Read

Haim Zukerman, fresh from his trip around the world, came back with this little tidbit worth mentioning (especially since this issue's predominate theme is "safety"). As Haim emailed me,

"A recent study has found that women who carry a little extra weight live longer than the men who mention it."

Thank you, Haim, for your attentiveness and consideration in forwarding this information and bringing it to our attention. A life saved is a life worth saving (or something like that).

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

May 15: General Membership Meeting, 57th Fighter Group Restaurant.

May 16-18: BOC On-the-Water skills. See your DR for details.

May 17-23: Safe Boating Week.

May 24: Raft-Up. See your DR for details.

May 30-June 1: Watts Bar Invitational (see below).

June 12: Executive Committee meeting, Aldo's in Sandy Springs.

Watts Bar Invitational

Plans are complete for our District 17 Invitational at Terrace View Marina on May 30 and 31. Friday night dinner will be at the restaurant at Terrace View. In the morning join us for coffee, juice, and pastries around the pool. Lunch will be on your own. Games and activities will be held throughout the day. Our "on the water" event will be for bragging rights! Who will be the most proficient in using a GPS???

At 5 o'clock we will have a cocktail party on the pool deck, where we will have a "Squadron Challenge". Then we will depart aboard Mike Scher's beautiful houseboat "Seaduction" for a cruise to Chandler's on the Lake for our dinner.

There are only a few slips and a couple of rooms left at the marina, so please make your reservations ASAP! Call Paul at 423-367-6060 to make your reservations. Both restaurants need an accurate count for our dinners. Friday night's dinner is \$22.00 per person, and Saturday's is \$24.00 per person. Both include the meal, dessert, tea, tax, and tip. Beer is sold at both restaurants, or you may bring your own wine. Please have any members of your squadron who are planning to attend let me know if they will be joining us for the two dinners.

Hope to see you there, Marbeth Dietrich, Knoxville Power Squadron

AFTerthoughts

Barbara and I have been married for almost thirty-three years. We've taken some terrific vacations but there is one I shall never (unfortunately) forget.

So there we were, in the early 1980's, having freshly graduated from a sailing academy, **NOT** Dave Crumbley's (again unfortunately). We had rented a sailboat in Sarasota. After an hour or so of tooling around the bay: "Hey," the brilliant husband suggested, "let's go out into the Gulf." "Mmm, maybe next time," intoned the more practical one (read "wife"). So out the channel we went. Men can be so breathtakingly stupid. (Back me up, ladies).

Or so we tried. You see, I had never learned how to read a chart; couldn't even spell USPS. I saw all the other boats going out the port side of the channel. How dumb, thought *moi*. We need to go out where it's deep, not on the outer edge. We had a centerboard and I presumed we needed to go out in the middle of the channel. Deeper, no?

And then we felt the bottom. Brmmmp. Ugly with a capital "U". The whine of the outboard motor as it climbed out of the water and then dipped back in, again and again while the waves pummeled us was pretty frightening.

Huge understatement.

Flash forward to the present. When Cdr Townes suggested we make this *Waterlog* a "Safe Boating Issue" the first thing that popped into my mind was that potentially horrible day on Sarasota Bay. A day when, had we been members of a Squadron, and had we taken what was then BoatSmart - now ABC - we could have had a very relaxing day sailing the Gulf of Mexico, rather than my wife wondering just exactly what kind of idiot she had hitched her star to.

Feel free to keep this issue with you and show this column to anyone who looks like they might be trying to do their best impersonation of a very lucky and, quite frankly, a pretty dumb individual (read "me").

And get them to join our Squadron, before life imitates idiocy!

Tim Tyson
2481 King Arthur Circle
Atlanta, GA 30345

