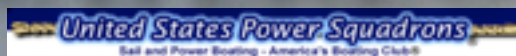




WATERLOG



SAFE! SMART! FUN!

Come for the Boating Education...Stay for the FriendsSM



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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 provided to all members and advertisers, and is available to the public.

All members in good standing and approved non-members 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-in-Chief D/FI/Lt Tim Tyson, P, and Proof Editor Lt/C Margaret Sherrod, SN

On the Cover

For those of you who might visit Joe Wheeler State Park one day, you owe it to yourselves to rise early and watch the sun rise over the dock. Hint: in the cooler weather you might see a mist reminding you of a fairytale land from a book.

Commander's Corner

In the last edition of *Waterlog*, I closed this column with a phrase, "straight ahead and strive for tone," which was a favorite saying of a rather famous tuba player in the New York Philharmonic. As some of you know, I was an orchestral musician in a former life, and, like all other instrumentalists, the brass players talked to one another. This tuba player's slogan quickly spread throughout the "brass world" and became legend. Basically, the slogan translates into a good guideline in life, which is why I often think of it. When the going gets rough, confusion abounds and turmoil seems to rule the day, so keep your wits, get down to basics, and do the very best job possible. If you see this slogan again, you now know its lineage and interpretation.



Cdr Elwood "Woody" Williams, JN

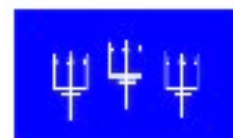
Also, in the last Commander's Corner, I talked about a number of upcoming events, some of which are now complete and others about to happen. All our Winter classes are now completed and students are awaiting their grades. The May 2 ABC class is going to be one of our largest in several years, and 18 of our members will have attended a one-night course in First Aid, CPR and AED. Indeed, ASPS continues its long history of promoting self education among our members. If there is more demand for training in First Aid, CPR and AED, speak to any Bridge or ExComm member and we'll get another class scheduled. In particular, I want to draw your attention to two upcoming educational opportunities, Partner in Command in June and Practical On-the-Water Training (POTW) in July, both of which contain on-the-water instruction. Partner in Command is geared toward people who want to know how to perform basic boating skills when, due to some circumstance, the captain can't. POTW is an all day class in boat operation - not as advanced as Boat Operator Certification training, but certainly headed that direction. These are both very good classes that have appeared infrequently in the past. So, grab these opportunities. There is always room to brush up your skills and to learn new ones.

To report briefly on the District 17 Spring Conference, ASPS had more than twenty members in attendance at Joe Wheeler State Park (a beautiful spot on one of the Tennessee River lakes), and our three members nominated for district office were elected: Margaret Sherrod as Executive Officer, Hector Colón as Administrative Officer, and Barbara Tyson as Secretary. Three of our members were recognized for their educational achievements: Beth Guler now SN, and Clay Stoddard and Patrick McGrath for Educational Proficiency. Patti Price was recognized for her long and devoted service in the Education Departments of both ASPS and D-17. Congratulations to all!! ASPS has every reason to be proud of such actively involved members.

In closing, I would like to express many thanks to all our ASPS membership who contribute their time and effort so willingly in so many capacities, whether as a teacher, a student, in an elected position, serving on a committee, operating their boat safely and setting a good example for others, or simply contributing to the good fellowship within our organization. We are all important to the continued success of ASPS and participation is the key to enjoying membership.

Please take part in National Safe Boating Week activities - May 16 - 22.

Straight ahead and strive
Woody



FORThoughts

Meet...

Marshall Graham and Gin Willis

*Aware of how our readership is so attentive to detail, it surely is a certainty that you have noticed that our **Waterlog** has a new sponsor, rather, sponsors. Yep, Marshall and Gin, making all of your real estate dreams come true, have become our newest advertisers! So it only seems natural to showcase them in this space. Let's begin.*

Marshall Graham was born and raised in Reidsville, North Carolina, the youngest of four children - and the only girl. It was when she was the ripe old age of 6 that her family recognized she was a tennis prodigy. That probably stands to reason as her grandfather who, as a career Naval Officer (an admiral, to be sure) played tennis with the Navy. Others he played tennis with/against included Jack Kramer and Bill Tilden, so no slouch was he.

Her father saw to it that all four of his children took tennis lessons. "I guess that, being the only girl, I was not supposed to like it as much, but I really got into it."

I guess so because by the time she was 9 years old she was ranked 10th in the nation. In fact, when she was 8 years old she went to the Greensboro, NC Coliseum to see an exhibition match between Arthur Ashe and Stan Smith. During the course of the day Ashe sat in the umpire's chair and (6 ft-4 inch) Stan Smith was on the court when Marshall was selected to volley with him. As Marshall tell the story, he hit her a rather soft ball and sort of charged the net. What he expected was, because he was so big and she was only 8, she would be intimidated. What he did not expect was that she smacked the ball right past him. Just blew it right by! Arthur Ashe, as well as those in attendance, were more than slightly amused.



As she went through her teens, and as her tennis game seemed to be catching fire, the question became pro tour or college scholarship? To that end Marshall, at the age of 16, moved to St. Petersburg, Florida, where she entered the Harry Hopman International Tennis Camp. Living in a dorm there with others from all around the globe, she attended high school in St. Pete. Eventually she earned a full scholarship to the University of Georgia. During the summer breaks she would return to the Hopman Camp, where she taught tennis- the only female out of 40 instructors

With the admirable goal of wanting to attain more education before going on the pro tour, rotator muscles, knees, and other assorted nuisances stepped in to answer that question. Education would defeat sports.

Since the injuries precluded a scholarship renewal, Marshall transferred to the University of North Carolina, Chapel Hill, majoring in broadcast journalism and minoring in speech communication.

In fact she did a bit of broadcasting at a local radio station where she got to know Michael Jordan and Mia Hamm (*Note to readers: the next time you see Marshall have her tell you the story about the golf cart race-to-the-bridge with Michael Jordan. He lost. Then ask her about her return of Billie Jean King's two serves.*).

After graduation from UNC Marshall moved to Atlanta to work for the United States Tennis Association (USTA) as schools program director. "I had nine states where we were introducing tennis to underprivileged kids, kids who otherwise wouldn't know tennis. It was really cool, getting the kids fired up, getting the teachers fired up...really cool."

It was while she was working for USTA that she had the task of driving a visiting Arthur Ashe to the airport. She (slyly) asked him, "Arthur, do you remember a number of years ago a little girl just nailing a ball

(Continued on page6)



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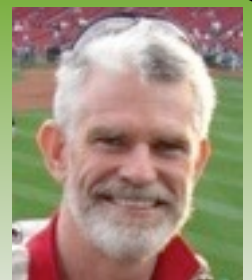
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T.J. CONVERY

Squadron News

Dixie District 17 Spring Conference...Oh, What a Weekend!!!

The D-17 Spring Conference was held this year at Joe Wheeler State Park, that beautiful venue in Rogersville, Alabama known to our Tennessee River cruisers (and pictured on this month's cover). Hosted by the Huntsville Sail and Power Squadron, this year's spring conference held a special meaning for them...this is their 50th birthday/anniversary!

It was a wonderful conference indeed, with dinner buffets each night and some wonderful breakout sessions. This year's Chief Commander's Representative was none other than our Chief Commander himself, Robert Baldrige, SN, who set the tone Saturday evening by saying to us, "Well, your Bridge has been dismissed so I guess it's just me. Let's talk LSU football!" After that it just got better and better.

But not to get ahead of ourselves, the breakout sessions were interesting and informative. C/C Baldrige held a "town meeting" where all in attendance were invited to ask any questions that might be on their mind. Other breakout sessions included "Ladies Cruising Roundtable" which, by all accounts, was extremely interesting, seminars on anchoring, trailering, "Boating on the Rivers: Locks and Lakes", and how Squadrons can hold on-the-water training classes.



*Clockwise from top: Happy Birthday Huntsville!; C/C Baldrige, his lovely bride Nancy, Jeff Wise's lovely bride Pat, and our own outgoing (but just average in the lovely department) D/C Jeff Wise; Lt/C Beth Guler, **SN** is presented with her well-earned plaque by Tom Hamilton; our new district bridge is sworn in.*

Our Squadron Secretary, my boss, Lt/C Beth Guler was presented with her Senior Navigator plaque in recognition of her having taken (and passed!!!) all of the courses offered by the United States Power Squadrons®. As for others in our Squadron, Pat McGrath and Clay Stoddard were awarded their Educational Proficiency

(Continued on page 5)

Squadron News

(Dixie District Spring Conference, continued)

Certificates *in-absentia*, and P/Lt/C Patti Price, SN, was recognized for her tireless work as Assistant D/E/O.

Three of our Squadron members were sworn onto the District Bridge: Margaret Sherrod, District Executive Officer, Hector Colón, District Administrative Officer, and Barbara Tyson, District Secretary. Tim Tyson was appointed District Flag Lieutenant.

In addition to the wonderful hospitality room Huntsville hosted, Atlanta Cdr Woody Williams hosted a reception for our newly minted Bridge Officers and the other members who received recognition.

All in all, this Conference was a picture perfect reason that, if you have not attended one before, you really need to.



Scenes From the D-17 Spring Confab!!!

Clockwise from the top: The Huntsville Squadron, having retired their old burgee, accepts their new one from C/C Baldrige, SN; P/C Douglas Townes loses another spelling bee; dinnertime at Joe Wheeler; the cake and champagne to celebrate our ASPS members; the Ringwalls, Hollands, P/C Townes, and the Colóns at the round table and, center.....Patti Price is recognized for her tireless work by D/Lt/C Tom Hamilton, SN.

Squadron News

(Meet Marshall and Gin, continued)

right past Stan Smith?" Ashe blinked and said, "don't tell me you were that little girl. You would believe the amount of heck (my word) I gave him over that. For years!"

After teaching tennis for 15 years, and working in advertising and marketing with non-profits, Marshall decided that the time had come to move on and, in 1991, she got her real estate license.

Gin Willis was born in Duluth which was only natural since her great great grandfather was the first settler there after the Cherokees.

Born into a family with a love of all things water-related, her parents, along with other family members, were among the founding members of the University Yacht Club. Her family had a 45' houseboat ("back then it was huge!") on the lake, where the kids grew up. "We would ski from sunrise to sunset." And in skiing she would excel, and in a very major way.

In 1972 Gin participated in a ski show at Lake Lanier Islands and from there she took off. "In my first year at Calloway Gardens girls weren't even allowed to drive the boats. I mean c'mon, I grew up driving boats!" By her second year she was the ski show director. After that she went to Sea World Ohio and, later, to Sea World Orlando where she met Ronald and Nancy Reagan. "We did a show for them. I have our picture somewhere." It was at Sea World Orlando that the record for the number of skiers towed behind a boat was broken (45 at the time).

After a fifteen year marriage and two children, Gin decided to get back on the water. She bought a ski

boat and, in 2005, purchased *Gin and Jack*, her 80 foot houseboat/home-on-the-water.

She also began her career in real estate (don't forget to look at the ad below).

So...ASPS? "I guess I first knew about the Squadron from Lisa Herndon (now Lisa Wilson) and Sheryl LaBoda.

Marshall and Gin met when they participated in an inspirational discussion group and became close friends. As you can see, they have a lot in common - excelling in their sports, successful in real estate ("We competed against each other but didn't know it at the time," said Gin) - so it was a great fit when Marshall decided to move up to the lake and go into business together with Gin.

Marshall is now very tuned in to boating. "It's in my blood and I can't get it out. I'm in love with being on the water!" And she is our Squadron's newest member. "I can't wait to begin the classes!"



*Editor's Note: Let's tie up some loose ends. As the three of us sat at the kitchen island aboard **Gin and Jack** putting together the ad below, I asked them if they wanted to use their last names. Gin said that, since their names were a bit unusual they could probably stand on their own. Actually "Gin" is short for Virginia, and Marshall is a middle name dating back from an ancestor - Chief Justice John Marshall (the surprises never end).*

*The name **Gin and Jack** came when Gin was given a life-sized statue of Jack Daniels as a housewarming present (see the photo on page 3). She was going to name the boat **Gin and Tonic** but her kids had the name **Gin and Jack** painted as a gift to their mom and the name was born.*



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Squadron News

April Meeting...Oh What a Night!!!

Our April General Meeting was both fun and interesting in the extreme. We were able to meet and socialize with new member Lee Doomstorm, socialize with "regulars", and listen to a terrific program delivered by Captain Mike England of the Special Operations Group of the Department of Natural Resources who has, for the past 13 years, been involved with Georgia's boating legislation.

Georgia has 323,000 registered boats (not including documented vessels). In 2014 27,160 vessels were stopped and checked. 4,191 were cited with boating violations. 182 resulted in BUI's. Captain England was quick to note that 90% "don't get a violation. They are in compliance."

Upcoming activities (CRP class, 4th of July at Island Cove, and the Beaufort, NC cruise) were discussed.

All-in-all it was another wonderful way to spend a Thursday night.



Photographs, clockwise from top left: Captain Mike England addresses our membership; Clay Stoddard receives his certificate of educational proficiency (awarded in absentia at the D-17 Spring Conference); Roy Stegall assumes the position; getting to know our new member Lee Doomstorm.

Gordon Biersch

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Spare Parts

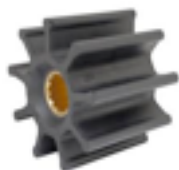
By Lt/C Eric Ringwall, AP-CN

One thing that always takes some thought when preparing for a cruise is what I should bring in the way of spare parts and tools.

Face it, we all want more room for food, drinks, clothes, and fun gear like fishing or diving stuff. The last thing we want to do is take up valuable space with things we hope we will never use! But being prepared may make the difference between continuing on a trip or being marooned onshore or offshore somewhere, delaying the rest of the fleet... or worse.

So what to bring? First, permit me to assume for the moment that we are performing normal maintenance (oil and filter changes, spark plugs, etc.) and that we are talking about a week long cruise, not an extended one across oceans. I usually start by considering what are the most common mechanical or electrical issues I might encounter and go from there. So here goes:

1. Fuel/Water Separating Filter: Trailering or just running a boat tends to stir things up in the fuel tank, which means your fuel pump will be pulling that straight toward your engine and the filters that protect it. When clogged, your engine can be partially or completely starved of fuel and stall or just fail to get your boat moving much over idle speed. A spare filter is an easy fix and cheap insurance.



2. Raw water impeller: The job of the raw water impeller is to provide a source of seawater to cool your engine, either directly or indirectly, depending on the type of cooling system you have. These impellers are made of soft rubber and are exposed to wear and tear in normal operation. The typical recommendation is to replace them after every 50 hours of operation, or every year, whichever comes first (see your manual!). If the impeller blades crack and break off, they can get lodged in downstream areas of your cooling system causing hot spots in the engine and compounding problems. You will know you have a problem if you do not have a proper flow of water coming out with your exhaust gases, or your engine is running hotter than normal. Outboards also have a cooling water stream that is directed out of a small port on the side of the

engine giving a visual indication of cooling water flow. Your last warning will be the engine over temp alarm or the engine overheating and shutting down. Try to avoid that!

3. Serpentine Belt: Fortunately belts these days are pretty tough and reliable. With regular inspection you should spot a failure coming a mile away and be able to change things before a catastrophic failure. When and if they do fail, you are at ALL STOP until you can replace one, so a spare is a wise choice. Many engines have a single belt that



operates the water pump, circulating pump, power steering pump and alternator. When this breaks, the engine will overheat, steering becomes difficult and you are not charging. Bring a spare and the tools you need to make a swap.

4. Navigation Lights: While we don't often cruise at night, you want to be able to if the need arises. You need to display the proper navigation lights from 30 minutes before dusk to 30 minutes after dawn. Have some spare bulbs for each and every nav light on your boat. They are easy to change, generally a screwdriver is all that is required.

5. Fuses/Breakers: While most major circuits on boats are protected by circuit breakers these days, many of the electronics that we install after purchase are protected by individual fuses. These include GPS, VHF, Fish finder, and various other units. Have a selection of replacement fuses for these items in your kit or you may be without them when you need them.



6. Fluids: You will actually consume some fluids when you run continuously for multiple days at a time. Be sure to bring enough oil, power steering fluid, gear oil and fuel treatment to replenish what you burn through. Short trips around the lake may not show any consumption, but longer trips will.

Of course, the more complex the boat (multiple engines, generators, AC units, heads, galley...) and the longer the cruise, the more extensive the list, but this is a good place to start. You can then add more and more items as space and budget permit and the type of cruising you do gets more extensive. The Squadron's Cruising & Cruise Planning Course is a great place to learn even more as well!

Happy Cruising!

Know Your Boat

Fuel Consumption

By Lt/C Eric Ringwall, AP-CN

Why is it that fuel consumption in a car is a simple thing to figure while fuel consumption on a boat requires some kind of voodoo science? Under normal daily circumstances, using the rule of thirds is fine, but if you are planning a cruise, it is awfully important to know how much fuel you will burn in various circumstances.

Part of the reason it is so difficult is that the load in a boat is so highly variable, and so is the weather in which you operate, and so is the configuration of the boat (Bimini up or down) and so is the use of the boat (water skiing or fishing or cruising) and the fuel gauge in a boat is always referred to as the least accurate gauge on a boat! So that's why it is so simple!



From a Cruise Planning point of view, it is important to know two numbers very well: your no wake fuel consumption, and your cruising speed fuel consumption. These will allow you to predict the gallons of fuel burned while underway and plan your refueling stops as well as give you a starting point for negotiating any reimbursement your crew might be planning to offer!

So how does one come by those two numbers? A good place to start is with the manufacturer of your boat. They will often be able to provide fuel consumption data at different speeds or engine RPM for your boat. But if you strike out there, it can be a challenging undertaking. Up for the challenge?

First you have to start by noting the fuel level in your tank. Not because you believe that silly gauge, but so you can fill it back to the same level at the end of the day's trip. That way you can trust the gauge on the fuel pump and not the one in your boat. Note your engine hours at the time you start and stop your engines, and during your trip, try to stay at the same cruising speed as much as practically possible. You will need to run at least a few hours to improve the accuracy of your data. At the end of your run, head straight for the fuel dock and fill your tank back to the same level at which you started. This will take some effort, but it will give you a starting point.

If you ran for 3 hours and burned 45 gallons of fuel, your burn rate at cruising speed is 15 gallons per hour. If your cruising speed was 25MPH, then your

MPG is 1.67MPG. You can conduct this experiment over multiple shorter trips as well, but only if you keep an accurate log of distance and time run on each trip and the original fuel gauge reading before you hit the fuel dock. The important thing is to be as consistent as you can in speed, load, configuration and handling of your boat during the experiment.

Of course if you REALLY want to understand your consumption, you should install a fuel flow meter. It will tell you how much fuel your engine is consuming as you are running it. It sits inline with your fuel line and measures the amount of fuel flowing by it at any moment in time. Armed with this information, you will be able to predict your fuel requirements for any trip and to plan your refueling stops so you don't run too low, or out of fuel.

Happy Boating!

Trash Talk

Why should you keep your bilge clean? Three good reasons might be:

- ☀ to eliminate BO (boat odor)
- ☀ to prevent bacterial growth
- ☀ to prevent rust/corrosion of nearby equipment

Look for biodegradable, nice smelling, grease and dirt cutting brands that contain no phosphorous. Or look for an all-natural products.

If you find a reasonably large quantity of water, you might also add a liquid detergent (like Tide) to the bilge. The rocking of the boat will do some of the labor for you.



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Boating Safely

Why Take a USPS Class?

By D/F/Lt TimTyson, P

"Our courses are outdated!" "With all of the electronics available, USPS classes are dinosaurs!"

- Anonymous

Oh, I've heard all of the complaints. May have even voiced a few of them myself. But check this out: In perusing my clippings (I keep articles for times just like this) I came across an article in the August 2010 Soundings - a MUST read magazine for boaters - by Mike Saylor entitled "11 Tips For a Better Summer Cruise." Lo and behold, each of those tips is included in a chapter of the USPS course "Cruise Planning." Let's go through the tips enumerated in the article:

1. "Don't put yourself on a schedule, especially not a tight schedule." (USPS Chapter 1); **2.** "Be very aware of the weather and let that dictate the timetable, rather than a schedule." (USPS Chapters 1 and 13); **3.** "Leave a float plan with someone reliable." (USPS Chapter 1); **4.** "Know your crew - who might get seasick, who could actually help in an emergency." (USPS Chapter 6); **5.** Make sure your charts are current updated." (USPS Chapter 5); **6.** Plan your cruise so you know what hidey holes are available along the legs of your passage." (USPS Chapter 3, 6, and 7); **7.** "If there will be kids aboard, plan to involve them." (USPS Chapter 6); **8.** "If people are getting queasy don't let them go below; they'll only get worse." (USPS Chapter 12); **9.** "Don't consume alcohol when underway - no exceptions on board." (USPS Chapter 6); **10.** "Your mechanical, electrical, plumbing and electronic systems should be checked out...before you leave the dock." (USPS Chapters 3, 5, and 8); **11.** "Know the Seven P's: prior planning and preparation prevents piss poor performance (his expression, not mine)." (USPS Chapter...well that's what the whole class is about!).

So let's rephrase the headline: Exactly WHY should I take a USPS class? Hmmmm.

Get Off the Phone!!!

This might seem like an odd thing for your editor to write, as many people think his phone is simple an extension of his right ear. But check this out from - again - a Soundings magazine article (October 2010 by Jim Flannery, one of my VERY favorite writers): "After investigations of two accidents involving Coast Guard boats, the National Transportation Safety Board is advising the Coast Guard, commercial vessel operators and the boating public to be aware that the use of cell phones is a distraction while underway."

Jim Flannery's articles always start off being interesting, but this one really piqued my interest.



I like to think that our members - as pictured here - always practice safe text.

The article goes on to say that, while using the telephone when driving a car may be dangerous, at least automobile drivers face more situations that they might be accustomed to; boaters' often face "sudden, unexpected and unfamiliar situations" that can be compounded if the boater is using the telephone.

In 2009, 749 out of 4,730 boating accidents were caused by "operator inattention"...15.8%. This was the single largest cause of the accidents.

Take the advice of the Coast Guard and use your cell phones at the dock.



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Members' Quarters



Fireworks Weekend

July 2-5

In lieu of a summertime cruise on the Potomac, a Fireworks Raft-Up is proposed for Lake Chickamauga, just outside Chattanooga.

The basic plan is: we all gather at Island Cove Marina on July 2nd, six miles upstream from the Chickamauga dam. On Friday, July 3rd, we will Lock-through and visit Chattanooga and the "Canyon", have lunch at Hales Bar and return before dark. On Saturday, July 4th, we will do some local sightseeing, day cruising and raft-up. We can grill out or just chill-out. We will then watch a fireworks display at night and, afterwards, return to the marina. On Sunday we can do a day cruise or return home. More information will be presented at the next general member meeting.

The Lodges at Island Cove Marina have already been taken. They have a Motel at the marina and many are already taken. The remaining six rooms have been reserved for ASPS from July 2 thru July 4. They all have king size beds and a sitting areas. You can get more details on their website

www.islandcovemarina.com

The "Land Mariners" that wish to reserve a room should call and state that they are with the Atlanta Sail and Power Squadron and draw from the ASPS inventory. They should then reserve the room with a personal credit card. If desired the stay can be extended.

Questions? Contact James Dennisson.

USPS Member Benefit of the Month

Ladies and gentlemen, if you REALLY read the *Waterlog* you know how much I love reading that extremely valuable source of nautical news, *Soundings* magazine.

We'll dig this... "*Soundings* offers all members of USPS® a 12 month subscription for 17.97 (normally 24.97). All they have to do is call our 800 number (800-244-8845). Contact Gretchen Dare, Soundings Publications, for more information."



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 Gin Willis and Marshall Graham

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

ASPS Cares



Speaking of Knot Tying

Waterlog is happy and proud to report that P/C Lisa P. Herndon, AP, and Jimmy Wilson, GG (Great Guy) have passed all of the requirements for knot tying.

They were wed on Saturday, April 18th at the University Yacht Club chapel.

Henceforth, their wedding will also be referred to as a renaming ceremony (in the best nautical tradition). Ergo, P/C Herndon will now be known as P/C Lisa H. Wilson.

On May 9th at 2:00 (1400 hours), the Troncallis, LaBodas, and Watsons will be hosting a party to celebrate their ~~renaming~~ marriage at the Troncalli's home. Please consult your rosters and DRs for further details.

We wish them all the love, happiness, and good fortune that it is possible to ask for.

Oh, and any confusion over the names should be directed to Lisa.

May Calvary Birthdays

Three "Calvary Kids" have birthdays in May. They are Preston P., Kevin B., and Noah D.

For those of you unfamiliar with the birthday list, Snyder Turner, the Calvary Children's Home Director, mentioned at our Chili Cookoff last year that if we really want to make these kids' day we could simply send them a birthday card. That's all it takes.

Well this prompted our Squadron to send a card to each child on his or her birthday (custom made by our own Genie Troncalli), along with a \$20 bill provided by our friends at Marietta Recycling.

If you want to put a smile on their faces, send a card to the child (last names are withheld for privacy reasons) at:

The Calvary Children's Home
1430 Lost Mountain Road
Powder Springs, GA 30127

Recycling Update

Here is where we at *Waterlog* headquarters find out whether or not our membership REALLY reads this publication.

Our recycling campaign - designed to contribute \$\$\$ to the Ronald McDonald House - began as a campaign to collect pop tops to give them. That is what they are known for collecting and they get pretty good money for doing so. But they get a bunch of pop tops. A WHOLE bunch! And while we still collect pop tops (and are tremendously grateful to our members who save them for us), we also collect scrap aluminum (cans, gutters, lawn furniture, etc.), steel (fencing, appliances, grills, etc.), copper (wires and pipes), car parts, cell phones, hard drives....

PHEW!!!!

The point I am trying to make is this: while we have collected almost \$130, we could - and probably should - be at close to \$500. It would be so very easy if only we all put forth a tiny bit more effort.

So prove to us that you read your *Waterlogs*.

*Enough's Enough.
Recycle your stuff!!!*



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Lighten Your Day

Anagrams

Submitted by **Waterlog** Buddy Jill Kujala

This is one of the cleverest E-mails I've received in awhile. Someone out there must be "deadly" at Scrabble.

PRESBYTERIAN:

When you rearrange the letters:
BEST IN PRAYER

ASTRONOMER:

When you rearrange the letters:
MOON STARER

THE EYES:

When you rearrange the letters:
THEY SEE

GEORGE BUSH:

When you rearrange the letters:
HE BUGS GORE

THE MORSE CODE:

When you rearrange the letters:
HERE COME DOTS

DORMITORY:

When you rearrange the letters:
DIRTY ROOM

SLOT MACHINES:

When you rearrange the letters:
CASH LOST IN ME

ANIMOSITY:

When you rearrange the letters:
IS NO AMITY

ELECTION RESULTS:

When you rearrange the letters:
LIES - LET'S RECOUNT

SNOOZE ALARMS:

When you rearrange the letters:
ALAS! NO MORE Z 'S

A DECIMAL POINT:

When you rearrange the letters:
I'M A DOT IN PLACE

THE EARTHQUAKES:

When you rearrange the letters:
THAT QUEER SHAKE

ELEVEN PLUS TWO:

When you rearrange the letters:
TWELVE PLUS ONE

A Brief Interview With Ms. Hattie Mae MacDonald of Feague, Kentucky



Reporter: Can you give us some health tips for reaching the age of 101?

Hattie: For better digestion I drink beer. In the case of appetite loss I drink white wine. For low blood pressure I drink red wine. In the case of high blood pressure I drink scotch. And when I have a cold I drink Schnapps.

Reporter: When do you drink water?

Hattie: I've never been that sick

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The Bulletin Board

Date For the Ex-Comm Meeting:

Please note the the Executive meeting at Aldo's in Sandy Springs will be held on the

FIRST THURSDAY

of May. That would make it

MAY 7th

Date for the General Membership Meeting

Please also note that the date for the May General Membership Meeting will be

Wednesday, May 13th

Should you go on a Thursday it means you haven't read your *Waterlog*.

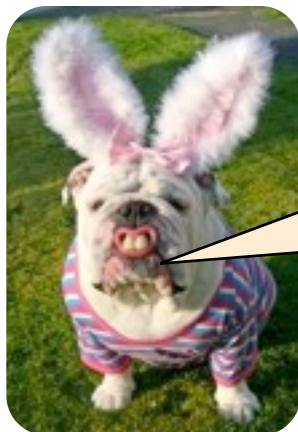
Have You Had Your Vessel Safety Inspection?

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In Case I haven't mentioned it, I hope you had a nice Easter/Passover Season.

-Your April's Fool

From the Bridge



Cdr Elwood "Woody" Williams, JN
Commander



Lt/C John Holland, S
Executive Officer



Lt/C Eric Ringwall,
Education Officer



Lt/C Mary Larsen, AP
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 30th - N.C. Cruise Captain 's Planning Meeting at Cdr Williams ' house.

May 2nd - ABC class. Corps of Engineers Mgt Office, Lake Lanier.

May 7th - Executive Committee Meeting, Aldo 's in Sandy Springs. **SEE BULLETIN BOARD!!**

May 13th - General Membership Meeting, 57th Fighter Group Restaurant. **SEE BULLETIN BOARD!!**

May 16th - 22nd - Safe Boating Week

May 16th - Raft-up. See DRs

May 16th - 23rd - North Carolina Cruise

May 30th - ABC class. Corps of Engineers Mgt Office, Lake **Allatoona**.

Afterthoughts

Sometimes people really amaze me. They really do.

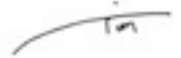
For instance, I absolutely detested our new USPS slogan. *Come for the Boating Education...Stay for the FriendsSM*. Ugh! Too long. Doesn't roll off the tongue. Not catchy. Even the font is dictated by National. And then I met our Chief Commander. At our "Town Hall Meeting" at the Spring Conference (pages 4-5) he set me straight. We can still keep our own "Safe, Smart, Fun". Great! And the font is NOT dictated (although it is suggested). National is simply trying something that might just be very beneficial to the USPS. So...you will now see it on our cover, not just once in a while, but every issue. C/C Baldrige convinced me and turned my head 180° around. Let's give it a try, and all that.

Then Lt/C Eric Ringwall told me (and I hope he told our Flag Lieutenant) that he and TJ Convery wanted to write a column relating to being familiar with your boat's, ah, workings, in future *Waterlogs*. All thing mechanical are, to me, foreign subjects. So that suggestion was met with open arms and you can read the first installments on pages 8 and 9.

In going through last month's *Waterlog*, you may have noticed my renewed emphasis on boating safety. It's so very important and is such a large part of what our organization stands for. And it is very interesting to read. So you will be seeing more safety articles. BTW, all suggestions, contributions, etc. are welcomed. VERY welcomed.

And finally, sharp-eyed readers may have noticed a new photo below the table of contents on page 2. This is long overdue. As if D/Lt/C Margaret Sherrod, our Squadron Treasurer and District Executive Officer doesn't have enough to do, each month she meets with me to proofread the *Waterlog*. But that really doesn't describe the job she does. She corrects my spelling, makes suggestions (i.e. has me re-write articles), makes more suggestions (i.e. acts as my censor), and makes even more suggestions (as in giving me ideas for articles). She's indispensable.

Cdr Williams wants me to write about USPS benefits. What a great idea. These folks are making this job a whole lot easier! And we have a new advertiser, and...oh life is indeed very good!!!



Tim Tyson
2481 King Arthur Circle
Atlanta, GA 30345

