



WATERLOG

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

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Photograph by D/Lt/C Barbara Tyson

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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

4th of July over Amelia Island.

Commander's Corner

At the June General Meeting of ASPS our members, Dave and Nan Ellen Fuller, gave an introductory presentation about "Operation On-board Observer," a new Coast Guard Auxiliary national outreach program to help foster cooperation and collaboration between the CGA and USPS in furthering our mutual commitments to boating safety and security of our waterways. More information about this program was also presented at our July General Meeting. A few ASPS members have attended the 1.5 hour seminar that precedes actually going along on a CGA patrol, and I found the seminar quite interesting and informative. I wholeheartedly recommend as many ASPS members who can to participate in this program. It's yet another opportunity to meet enthusiastic boaters with whom we share many values, to observe some of their skills, techniques and activities, and to advance common goals.



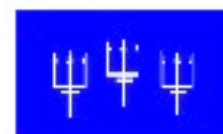
Cdr Elwood "Woody" Williams, JN

During the seminar a key word stuck out and hit a particularly loud note with me – Engaged! (I don't think romance was the context.) The first dictionary definition of the word, "pledged," stimulated me to reflect on the USPS Pledge we all have made and to think more closely about the USPS Triangle symbol often included in our publications. As USPS members we pledged to abide by our bylaws, promote high standards of navigation and seamanship, maintain our boats, obey the laws, render assistance and generally behave ourselves. But, are we all truly engaged with our organization? The three sides of the USPS Triangle are labeled "Self Education," "Civic Service," and "Fraternal Boating Club." This being summertime, being engaged with the fraternal part of our organization is high on the priority list. We continue to have monthly meetings where we socialize and enjoy interesting programs, but now is prime time for good times on the water. Get engaged by attending our upcoming Raft-up on August 1, scheduled intentionally for the day after a full moon. Bring your boat, a swim noodle, your favorite snacks and beverages and count on having a good time with your current best friends and ones you have yet to meet. Especially our newest members are urged to "engage" because New Member Orientation is scheduled. Yes, we are a fraternal organization, but orientation has nothing to do with fraternity pranks. Instead, it's a great opportunity to learn all about our squadron, USPS, the many benefits of membership, and to have a really good time together on the water. Many might stay long enough to see the almost full moon rise over our lake!

As for the other two sides of the Triangle, the Calvary Children's Home Cruise is quickly approaching and a terrific line up of classes will begin in September. Pledge to Engage!

Best regards to all and see you soon – maybe by moonlight over Lanier.

Woody



FOREThoughts

Meet...Dan Dillon

As happens every time, this column began thusly:

(Telephone rings) Hi, this is Tim Tyson.

Respondent (in this case Dan Dillon): Hi, Tim.

TT: I'd like to profile you in this month's "Meet So and So" column.

DD: That would be ok but will only take about two minutes (implying that there is not much in his life to write about).

So we meet and the interview begins. "Where were you born, Dan?"

"I was born in Hampton, Virginia. My name is Daniel Noey Dillon. My middle name was actually misspelled. That's because, since my mother had already had one son she fully expected a daughter. When the nurse told her she had another son my mom said, 'No way!', and that's how the nurse spelled it on the birth certificate."

No interview has ever been dull.

After Dan's parents divorced his mom moved with the boys to Jacksonville, Florida where he grew up ("Actually I don't use the term 'grew up'. I prefer to say 'I was raised'.") loving the ocean...surfing in particular. He took up the sport just before attending Robert E. Lee High School and it became a passion. "I even had a 1964 Plymouth Barracuda hatchback (this was in the late '60's/early '70's). I could lug my seven-foot surfboard and didn't need a rack on the roof." His love of surfing followed him into adulthood and he surfed in Puerto Rico, the Cayman Islands, Bermuda and Hawaii. His favorite place? "A bad day in Hawaii is better than a good day in the Atlantic."

But let us not get ahead of ourselves.

In December of 1973 Dan met his future wife Mary Rosa at a party. They married the following September. He attended Georgia State University and earned a degree in industrial management in 1976.

After college he went to work for Electro Magnetic Sciences, which was later bought out by EMS Technologies (this will fit into the story later). "I was the head engineer which means I had to make sure all the heads were working."

At EMS Dan supervised construction of GPS satellites. This was in the VERY early days of personal computers, when all he could work with was 64K ram machines. The solution? He modified computers in his garage in order to be able to work with Lotus spreadsheets.

Dan and Mary had two children, a Chris and Carrie ("Cailinda") They lived in Doraville and later they moved to Lilburn. During this time they built an 800 sq. ft. cabin getaway on Lake Lanier. When the kids were in their early teens the Dillons bought a 26 foot deck boat. "We built a dock on stilts and we were one of the houses on the lake that always had water, no matter how low the lake got."

Life was good. After the kids went to college they decided to build their retirement home on their lakefront property. "It didn't work...the kids found us!" In 2000, after they had sold their Lilburn home and were about to move to the lake Mary Rosa

was diagnosed with breast cancer. "We thought we had it under control a few years later we found out that it had metastasized all over her body. We went to MD Anderson (the comprehensive cancer treatment center at the University of Texas in Houston) and they tried some experimental treatments. For a while we again thought it was under control.

"The oncologists stressed that they could only be one third of the treatment. The other two thirds were spirituality and diet." He vowed that they would do the Peachtree Road Race in 2014 and cross the line together. Feeling sicker by the day, on July 7th, 2013, Maria looked at Dan and said, "I guess we'll never do it." She passed away later that day.

(Continued on page 4)



Dan and Cailinda...with Mary,
at the 2014 Peachtree Road Race



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T.J. CONVERY

Squadron News

(Meet Dan Dillon, continued)

But she was wrong when she said those last words because, in 2014, Dan ran the race on the 4th of July and carried her ashes with him.

They crossed the finish line together after all.

Dan has always been proud of Chris and Cailinda (ok, her name is actually Carrie but while visiting Mary's family in Puerto Rico people kept saying, "Que linda - how pretty - upon seeing her and her nickname became Cailinda). "I was born a poor Irishman and wanted none of that for my kids. I saved everything I could and they got great educations."

So now Dan lives "vicariously through my grandchildren. Kids are like snowflakes. They're all beautiful and they're all different. Some of the grandkids are sensitive to other's feelings, some are musical, some are athletic, and each one of them has a story I could bore you with!" One day Dan told Chris that "I wanted to take my grandson for 3-4 hours a week, just to take him to some lessons or practices, something he was interested in." Chris's reply? "Great. Really. That's one more person in his life he won't want to disappoint." Dan does the same with the other (7) grandkids.

Last year Dan found out that his insurance company offered a discount on his boat premiums if he took an approved boating education course. Later he was at Bald Ridge Marina and drove by the tent manned by Woody Williams and Bonnie Fried. He circled around and talked to them about the Squadron and the classes. "I had basically wrapped myself in a cocoon and decided I had to get out."

He went to a meeting, liked what he saw, and joined up. He took his ABC class. And Bonnie who was "very, very helpful" took him to a raft-up. At the raft-up he

saw Mike Guler wearing n EMS (Electro Magnetic Services) tee shirt. "We had a long talk and we discovered how much we had in common. I decided I really liked the Squadron."

Gosh it's fun writing this column.

The July Meeting...If You Missed It, You Really Missed It

Ladies, gentlemen, fellow members, if I may say so, if you missed our last meeting you really missed a good one. Oh sure, the social hour, the camaraderie...that lived up to it's usual greatness. But the presentation was extrêmement intéressant (extremely interesting in French, I looked it up). Ryan Troncalli, who is involved in the



project to "save the SS United States" (see pages 8-9) spoke about the history of that magnificent vessel and the plans and project to restore it to

its former stature and elegance.

And if that weren't enough, when he finished G. Michael Smith told us about his family's vacation to Southampton, England aboard her in 1962. "I was 12 and we ran into a hurricane - I later learned that it was Hurricane Daisy - and they actually battened down the hatches. We were living in South Florida and my dad was afraid it was going to hit Miami, but we got hit instead." With winds approaching 120 mph, "the very young passengers - my youngest brother was 2 ½ years old - didn't realize they were supposed to be seasick so they always got their meals." He remembers that, from LeHavre to Southampton they were passing other ocean liners - very quickly.

After that, Nan Ellen Fuller, who is the national liaison between the Coast Guard Auxiliary and the United States Power Squadrons spoke about the GAR program to promote a shared vision of risk. GAR, green, amber, and red, signifies the level of risk for different components on a cruise.

All in all it was a fine meeting.

Extrêmement intéressant!!!



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Squadron News



Dear Editor,

What can we do to encourage every Squadron member with a boat to schedule an inspection by an ASPS Vessel Safety Examiner. I mean, isn't that what we are all about?

Sincerely,

Clueless on Lake Lanier

If you could work this into a sensible article to present to all members I know it will greatly increase our Vessel Safety Exam numbers.

Tom Gastio

*(Editor's Note: Thanks for your prompt response, Tom. It might interest you to know that, as someone who holds pretty much **NO** sway with regard to Squadron policy, I have long felt that VSCs for members should be mandatory. But, well...*

So to paraphrase the late Bobby Kennedy, "Some people say, 'Why should I get my vessel safety examination?' I say, 'Why not?'"

ASPS Members Team Up With the Coast Guard Auxiliary



ASPS member Nan Ellen Fuller, Coast Guard Auxiliary National Liaison to the United States Power Squadrons® presents Certificates of Attendance for Maritime Domain Awareness (MDA) and Operation On-board Observer (OOO) Workshops to Margaret Sherrod and Mary Larsen at the June 2015 Atlanta Sail & Power Squadron (ASPS) Meeting.

These programs seek to encourage - and allow - USPS members to accompany Coast Guard Auxiliary members on on-the-water missions as observers.

They also seek to foster better relations between the two organizations by providing a better understanding of what the Auxiliary does - and does not do.

Many thanks to Nan Ellen for the photo and information about these programs.

Dear Clueless,

Not a bad question. So good, in fact, that I referred it to our VSC Chair, Tom Gastio, who wrote back:

Tim,

In reference to the conversations we have had about Squadron vessel safety examinations: we are a part of the United States Power Squadrons and, as such, we teach and encourage boating safety and education to our members and prospective members. That's who we are and a big part of what we do.

In order to practice safety awareness many of us have our boats inspected, but a majority of members **do not**. I think we as members have a responsibility to ensure that our vessels are inspected annually. This would not only help to reassure us that we have all necessary safety equipment on board and that we comply with all laws and regulations, but would outwardly demonstrate our commitment to boating safety to the general public. It seems to me that if you are a member of this organization you would want to show others that you practice what we preach: boating safety. The best place to start is with your own boat. It seems that many who have their boat on Lake Lanier or on a trailer near the lake do not have an annual examination.

If we could get our members to call one of our examiners to have their boats examined we could increase our Squadron's examination numbers tenfold, and maybe reduce a lot of other problems as well, if you get my drift.

I would encourage all members with a boat in the Atlanta area to call me, or any of our examiners, and set a time to have their boat examined. No excuses. We have 12 examiners in addition to me who would only be too happy to accommodate a time schedule to examine the member's boat. Every member's boat should be inspected!!!!

Squadron News

Doin' the Tennessee (River) Waltz

by Roy Stegall, SN

Ah, the weather forecasts were murky for the weekend. Rain was forecast for each day. Some elected not to go. Some went, but decided not to stay. However, a few hardy souls had the eternal optimism of dedicated sail-

ors. "Hey, I think I see a break in the clouds... let's wait and see!"

Their optimism was rewarded!

There was a brief on-the-

water excursion on Thursday evening, to "check out the river" before going out to dinner. Darrell Mitchell's Sea Ray "FireDog" took a tour upstream to mile 482. (Everything on the Tennessee is by mile marker. The buoys are not numbered). Afterwards we traveled by car north on Hixson Pike to Ari's Harbor Lights restaurant; we had the benefit of local knowledge from



friends in the Chattanooga Squadron, who joined us.

Dinner on the water! The promised rain arrived, coming in bands of heavy rain, separated periods of calm with good visibility.

Friday still had a nasty forecast, especially for the morning. After breakfast, a consensus emerged to do our boating with a professional Captain.

The group went downtown to the Tennessee Aquarium, and booked a tour on the "River Gorge Explorer". This is a high speed jet drive boat, and the Captain enjoyed going fast.... and STOPPING fast! Fun!

There was a funny and knowledgeable tour guide providing commentary as we headed south. Mile 450 by "Dead man's eddy" was the turn-around point. Fortunately no one fell overboard!



Afterwards, lunch at the "Blue Plate", overlooking the downtown river park.

Ha! Photo bombed by the Fire Chief!

We reconvened for dinner, at the nearby Dockside Café in Harrison Bay. Friday night all-you-can-eat fish fry! Keep the platters coming! Catfish, hush puppies and beer... Yum!

Saturday, "The Fourth", was the critical day! It wasn't raining, but dark and gloomy in the morning. We used this as a "free time" period. Mary and I returned to downtown Chattanooga for a walking tour. The area has been developed for tourism, and it's lovely. We strolled the waterfront, and across the pedestrian bridge and shared a donut at a local coffee shop on the northern shore.

Afterwards, back to Island Cove marina for a long, leisurely lunch at "Amigo's", their on-site Mexican Restaurant. Hey... let's share a pitcher of _____ (you fill in the blank). This of course leads to afternoon naps for all of us over the age of 40. Smile!

Afterwards, back to Island Cove marina for a long, leisurely lunch at "Amigo's", their on-site Mexican Restaurant. Hey... let's share a pitcher of _____ (you fill in the blank). This of course leads to afternoon naps for all of us over the age of 40. Smile!

LOOK !!! THERE'S A BALL OF FIRE IN THE SKY !!! WHAT IS IT ?? IT'S THE SUN!

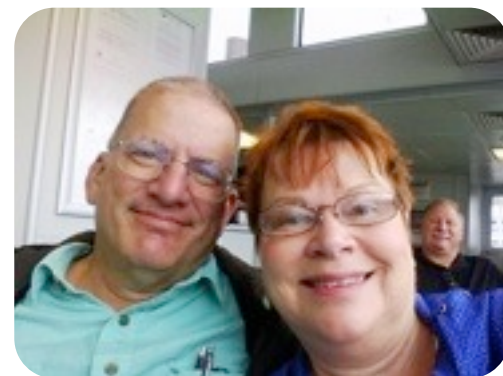
Saturday afternoon the weather broke, and we had our chance to explore on-the-water on our own boats!

Sadly, "Knots" was not cooperating. (This is why boats are referred to by the feminine pronoun! Sometimes they have a mind of their own!).

Everyone piled aboard "FireDog" and we left for a leisurely afternoon tour of Chickamauga Lake. Upstream to Harbor Lights marina, and then downstream to Chickamauga Locks.

Gee... this sure is a BEAUTIFUL DAY! It would be great to lock through and tour Nickajack also. Do we dare? Are we ready! YES! LET'S GO FOR IT!

Chief Darrell Mitchell took us through safely, with assistance from his experienced crew. No worries... except Janet is looking around for the lifeboat station... Smile!



(Continued on page 7)

Squadron News

(Tennessee River Cruise, continued)

All the pretty girls get to ride up front, of course. Here's Gina, Mary and Janet enjoying the high speed ride from the lock to downtown Chattanooga.



Happy Mary going FAST! After years on a sailboat, she feels the need for speed!

We circled in front of downtown Chattanooga and had a close view of the Riverwalk Park and the downtown district, and then headed back to Island Cove to rest up for the evening activities.



Dinner Saturday at twilight was a Cruiser's Potluck, with everyone chipping in and sharing their munchies. YUM!

Then, as evening twilight waned, we went

back out on "Fire-Dog" to anchor for the local fireworks display. This is hosted as a private showing (not government sponsored) by a local businessman, a liquor distributor. He's chosen this way to give back to his community.

AND WHAT A SHOW! The fireworks were intense, with the full show lasting 90 minutes! (Our photos didn't turn out this well... this is a stock photo).

Finally ... Sunday morning. "Knots" is still cantanker-



ous, so a call is made to TowBoat U.S. for a short tow back to the docks. Boats are loaded, with everyone pitching in to help. (It's a point of pride for Atlanta USPS trips, that no one leaves early! Not until after the boats are loaded!).



SUMMARY. Island Cove marina is a lovely location. They have eight hotel rooms, plus several large cabins on the water. The local restaurant, "Amigo's", is open for lunch and dinner. It's a friendly facility that welcomes transients. Highly recommended! And the fireworks are FANTASTIC! Hey, lets do this again!



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Life on the Water

On Board the SS United States

By Ryan Troncalli

(Editor's Note: Ryan called the Waterlog and sent in this article just prior to our July general membership meeting. At that meeting he gave a most interesting presentation on this majestic - and proud - ship. At 990 feet in length and with 600,000 square feet of floor space it was, as he writes



At her berth in Philadelphia

below, built for speed and safety. There were only two items aboard made of wood: the butcher's block and the Steinway piano and could be transformed from a luxury cruise ship to a troop ship in three days. For

those of you who missed Ryan's talk, please make sure to read your DRs, as he has promised a follow-up presentation.)

The SS United States was, and still is, the fastest ocean liner ever to cross the seas, as well as being the largest passenger ship ever built in the United States. From 1952 to 1969 she traveled from New York to Europe at twice the speed that cruise ships travel today. Her maiden trans-Atlantic crossing of 3 1/2 days is still the record to this day.

Since her retirement in 1969 she has been resting quietly, and today she sits on the Delaware River in Philadelphia. As a longtime supporter of the SS United

States Conservancy (the nonprofit organization that owns the SS United States), I had the pleasure of stepping aboard one of America's greatest engineering achievements.

On the outside she looks tired and weathered. Fortunately, her hull is still over 92% as strong as it was on the day she was launched. Because her architect wanted not only the fastest, but also the safest ship afloat, she was overbuilt. Even after minimal maintenance over the last 45 years, if she were up to today's codes she could still be put to sea.

On the inside I was surprised to see how clean and sturdy she still looks. Instead of looking like an abandoned ship, she looked like a ship that was newly constructed and just waiting for the interior work to begin. One of the advantages of restoring her is the fact that all of the furniture, flooring, and fixtures have already been removed, thus allowing a developer to start with a clean slate.



The Crow's Nest



The bridge

During the tour I was fortunate in being able to visit many parts of the ship including the bridge, the crow's nest, 1st class ballroom, 1st class theatre, and the indoor swimming pool. Since the ship is over 600,000 square

(Continued on page 9)



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Life on the Water

The SS United States, continued)

feet, the tour took most of the day.

Currently the SS United States Conservancy is in negotiations with a developer. The plan is to restore her into a hotel with restaurants, lounges, conference rooms, and a museum dedicated to 20th century industrial innovation. The location of the ship after restoration has yet to be determined but it is sure to add to the culture of a major American city.

In the meantime, the Conservancy still needs help. The pier rental, insurance, and maintenance costs are around \$60,000 per month. Because no local, state or federal government financially supports the ship, it depends on private and corporate donations to keep her afloat.

Sometime this summer I plan on making a presentation of the ship's impressive history and anticipated future during one of the ASPS general membership meetings. In the meantime, if you are interested joining the greater Atlanta area chapter of the SS United States Conservancy, or would like more information about touring her yourself, you may contact me (telephone and email are in the roster) or, for those outside the Atlanta area you may contact the Conservancy at

www.ssusc.org

EPA Agrees To Deadline On Ethanol Requirements

(From Soundings Trade Only, June 2015. If you don't receive this publication, you should.)

The Environmental Protection Agency recently settled an oil industry lawsuit and agreed to set the ethanol blending mandates for this year and last year by Nov. 30.



The Promenade Deck

The 2014 mandate under the Renewable Fuel Standard will be two years late and this year's will be one year late. But with an end to the delays finally in sight, the settlement ends a dispute that angered both the oil industry and ethanol producers.

"This schedule is consistent with EPA's commitment to get the RFS program back on track while providing certainty to renewable fuels markets and promoting the long-term growth of renewable fuels," the agency said in a statement.

"Our goal is to provide the market with the certainty it needs to continue to grow renewable fuel volumes," Christopher Grundler, director of the EPA's office of transportation and air quality, told reporters on Friday, according to The Hill.

The Renewable Fuel Standard requires that fuel refiners mix a certain volume of ethanol into gasoline and biodiesel into diesel each year. The EPA is legally obligated to set those volume mandates by Nov. 30 each year for the following year.

"The EPA has failed time and time again to uphold their obligation to lead the way in implementing the RFS by setting annual ethanol mandates," Nicole Vasilaros, director for federal and legal affairs for the National Marine Manufacturers Association, said in the NMMA newsletter Currents.

"The agency is grossly behind its deadlines, further proving that it is Congress who must act to reform the broken RFS," Vasilaros said. "A failure to reform this law will result in additional damage to marine engines, costly repairs and additional risk during an important time of economic recovery and growth for the recreational boating industry."

The agency proposed in 2013 to reduce the ethanol mandate for the first time to 15.21 billion gallons, while keeping the biodiesel mandate the same as the previous year. After multiple delays, EPA officials said most recently that they would make final the 2014 mandate by the end of the spring.

The oil industry groups welcomed the settlement, but told The Hill they would rather see the EPA comply with the law. They said they still hope Congress either repeals or significantly reforms the law to reduce the amount of ethanol that must be used.

ASPS Cares

Saying Goodbye to a Sweet, Sweet Lady



It is with a heavy heart and a great deal of sadness that we report the passing of 10-year member Dixie Smith, wife of our Squadron Chaplain Norm Smith.

At her funeral she was described as "the kind of person you wanted to emulate," but for all of us who knew her this wasn't anything new. When asked about her philosophy on life Dixie once said, "Don't die until you die." And she kept on until it was her time to leave us.

Her minister, whose name I neglected to get, summed it up in this prayer: "We are all rich people because of her. Thank you for the twinkle in her eye and the spirit you gave her." That spirit and that twinkle were mentioned in more than a few tributes in her guest book.

Yes, Dixie, we will surely miss you, and we'll try to take good care of Norm.

2nd Annual Calvary Kids Day-On-The-Lake Is Just Around The Corner

I'm pretty sure Dixie is smiling approvingly from above seeing that such a sad story is being followed by this one.

One of the highlights of last year - for the kids at the Calvary Children's Home and especially for members of our Squadron - was the Calvary Kids Day. Tom and Susan Shirey offered up their magnificent houseboat, Jeff and Tamara Baker, and Jack and Maureen Oliaro brought their boats for tubing, and



P/C (then Cdr) Douglas Townes brought his jet ski (the Family Shirey also had one on hand, along with a kayak), and it was a day to remember. Toward the end of the day Tom Shirey said to your editor,

"You know, we ought to make this an annual thing." Thus the Annual Calvary Day was christened.

This year's activity will take place on September 12th. We are in the early planning stages and we are scouting for volunteers in several areas. Last year P/C Lisa Wilson, nee Herndon, nee Parsons, headed up the volunteers and organization. She found members to coordinate the accumulation and distribution of life vests, solicit and collect monetary donations, donate and buy food...all of the things we required last year.

This time P/Lt/C Sheryl LaBoda has volunteered to head up the committee. If you are interested in helping with this wonderful event, please contact Sheryl.



ASPS Cares

Calvary Birthdays

Just to recap what this is all about, at last year's chili cookoff our speaker was Snyder Turner, director of the Calvary Children's Home. He told us that if you really want to make one of these kids happy, it's not hard: just mail them a birthday card. "On their birthday these kids race to the administration office to see if they got anything in the mail. If they don't get anything, they try not to show their disappointment, but you can see it in their eyes. After all, they're children."

As a Squadron, each month Genie Troncilli creates the cutest, personalized birthday cards. A married couple, friends of your editor who prefer to remain anonymous, see to it that a \$20 bill is enclosed in each card, and they are delivered to Calvary.

This month's birthday kids are:

- ☼ Kenny E. (turned 16 on July 12th)
- ☼ Patrick R. (turned 14 on July 20th)
- ☼ Micah (turned 17 also on July 20th)
- ☼ Julianna (turned 12 on July 28th)

August birthdays are:

- ☼ Brock (turning 18 August 12th)
- ☼ Chrissy (turning 15 August 29th)
- ☼ Jamie (Chrissy's twin, turning 15 August 29th)

For reasons of privacy, last names are not given, and I did not include a last-name-initial if there is nobody else there with that first name.

The address to send a card is:

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

Just because your Waterlog is late doesn't mean it's too late to send them a card. As the Governor might have said, "Go ahead, make their day!"

Another Graduate We Can Be Proud Of



Erica Fried has earned her high school diploma and our high fives!!! Says proud Mom Bonnie, "Her graduation was really cool since she lead the procession and gave the final student speech as the outgoing president of the senior class.

Erica will begin classes at Georgia Southern this fall. In the meantime she is spending her summer working for Sandestin Hotel at the Caffe Sienna.

Way to go, Erica!!!

Gordon Biersch

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Member's Quarters

Time To Reserve Cabins For 2015 Lake Jocassee Weekend!

2015 Lake Jocassee Weekend, Sept 25-27

This year's trip to Lake Jocassee and Lake Keowee, SC at the Devil's Fork campground will be September 25-27, 2015. This is a terrific weekend for jet skis, small trailerable boats and enjoying spectacular scenery in these mountains lakes. We had a great time last year sharing pontoon boats, seeing beautiful waterfalls and enjoying the well appointed cabins and campsites. There are still 2 bedroom cabins available. Don't miss out because these cabins will go fast - we already have four reserved , so get your name in now before they fill up and before prices increase (which has happened before when they get down to the last few)! Check out details at the website:

http://www.southcarolinaparks.com/devilsfork/lo_dging.aspx.

or call 1- 866-345-PARK (7275). Let Lisa Herndon Wilson know if you have signed up so you can be added to the distribution list for trip information.

Scalloping Trip, August 20-23, 2015

Scalloping trip: have you signed up for the scalloping trip yet? (August 20 -- 23) We need to get an accurate head count so if you have signed up, or are certain you want to come, please let me know. Thanks! Mary Larsen

Fall Course Line-Up and Sign-Up!

This Fall, starting Monday evening September 14th, we will be offering three courses for your Education pleasure: Piloting, Weather and Marine communications. We have an All-Star lineup of instructors and look forward to helping you achieve your educational goals!

New Toilet For Sale

Martha Fowler has a few items you just might be interested in purchasing:

A never-been-used Thetford 260B Porta Potti, \$75



Two new polo-type shirts. One is a Dixie District shirt, the other an Outer Banks. Make an offer.

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
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P/C Lisa Herndon Wilson
Randy and Barbara Tahsler
Fred and Sara Morris
Terry and P/C Kevin Schoonover
P/D/C Janice Owen
Scot and Meredith Randall and Family

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

Lighten Your Day

From the "Wisdom Collection" of P/D/C Bob Ginsberg

I don't trip over things, I do random gravity checks.

I don't need anger management. I need people to stop ticking me off.

Old age is coming at a really bad time.

When I was a child I thought *Nap Time* was a punishment. Now, as a grownup, it just feels like a small vacation.

The biggest lie I tell myself is, "I don't need to write that down, I'll remember it."

Lord grant me the strength to accept the things I cannot change, the courage to change things I can and the friends to post my bail when I finally snap.

I don't have gray hair. I have "wisdom highlights".

My people skills are just fine. It's my tolerance to idiots that needs work.

If God wanted me to touch my toes, he would've put them on my knees.

The kids text me "plz" which is shorter than "please". I text back "no" which is shorter than "yes".

I'm going to retire and live off of my savings. Not sure what I'll do that second week.

Even duct tape can't fix stupid. But it can muffle the sound nicely.

Why do I have to press "1" for English when you're just gonna transfer me to someone I can't understand anyway?

Of course I talk to myself. Sometimes I need expert advice.

Oops! Did I roll my eyes out loud?

At my age "getting lucky" means walking into a room and remembering what I actually came in there for.

Wouldn't it be great if we could put ourselves in the dryer for ten minutes, come out wrinkle-free and three sizes smaller?



Listen Up All You Geeks Out There

Some of you probably watch the television sitcom "Big Bang Theory". If you do you may have noticed the char-

acter of Sheldon Cooper wearing a tee shirt with the number 73 on it.

Ever wonder about the significance? Well here it is:

73 is the 21st prime number. Its mirror is 37, the 12th prime number. 21 and 12 are mirrors of each other.

The number 21 has two factors, 7 and 3 (when multiplied together they equal 21). The number 21, written in binary, is 10101. The number 7 in binary is 111 and 3 is 11. Written in binary, the number 73 is 1001001. All of these binary numbers are palindromes, meaning that they are the same written backwards as they are written forward.

There are a lot of other things that make the number 73 significant but since I don't understand them I haven't listed them.

I Already Wrote This !!!

Okay, so this was written 4 or 5 years ago. We have new members to whom this interesting factoid may not have been imparted.

How Far Is The Horizon????

To gauge how far away the horizon is, measure the distance from the top of your head to the water line and multiply it by 1.5.

Then take its square root. VOILA!!!

Here's a shortcut in case you are standing on the shore: divide your height in half. So if you're 5'6" (5.5 feet) tall, the distance to the horizon is only about 2.75 miles!

Ain't educashen grate????

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The Bulletin Board



Isn't this a great photo? A swearing in of new members at the June meeting.



Win a Free Vessel Safety Examination!!!!

Don't delay. See page 5 for details.

Don't be a member of the ASPS Hall of Shame!!!!



Meeting Date Notice

The August general membership meeting will be held **WEDNESDAY, August 19th**.

If you miss it, you aren't reading your Waterlog.

From Our "Wonderful USPS Quotes File"

"Our mission has not changed. Our **strategy** has changed to reach the same mission in a different environment. We will go to the boater where the boater is - we will educate in the class, on the water, in their homes. We will join with our partners to work as colleagues, not competitors. We need to grow to provide that force multiplier. Through it all we will not be afraid to have fun on the water."

- Chief Commander Robert Baldrige

From the Bridge



Cdr Elwood "Woody"
Williams, JN
Commander



Lt/C John Holland,
Executive Officer



Lt/C Eric Ringwall,
Education Officer



Lt/C Mary Larsen,
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

July 27th - Bugs Bunny 's 75th birthday.

August 1st - Raft-Up and New Member Orientation.

August 13th - Ex Comm meeting, Aldo 's, Sandy Springs.

August 15th - ABC class, Lake Lanier Corps of Engineers management office.

August 19th - General membership meeting, 57th Fighter Group restaurant. This is on a Wednesday!

August 20th-23rd - Scalloping trip (see page 12).

August 29th - Raft-up. See DRs for details.

September 2nd-6th - USPS Fall Governing Board, San Diego.

September 12th - Calvary Kids Day-On-The-Lake (see page 10).

Afterthoughts

What the heck is ASPS Cares, anyway?

So there I was, taking my (almost) daily 5-K walk, listening to *John Adams* by David McCollough (for the third time) and I got to the part where a letter to Adams from Thomas Jefferson was described. Written just after the death of his wife Abigail, it deeply touched Adams, who wrote in reply that "as long as you live I seem to have a bank at Monticello on which I can draw for a letter of friendship and entertainment when I please."

This encapsulates the meaning and purpose of ASPS Cares. A small group of us - primarily Lisa Herndon Wilson, Sheryl LaBoda, and myself - try to keep our ears open for members who might be in need of a lift, so to speak. Maybe they have health issues, or possibly have experienced a death in the family. But Lisa and Sheryl are always there to send a card. *Waterlog* tries to put out information about graduations and weddings (although we missed Erica Fried, see page 11).

ASPS Cares coordinated last year's Calvary on the Lake Day and Genie Troncalli - an angel in disguise - creates the cutest and cleverest - and all are personalized - birthday cards each month for the kids there.

Our merry band can always use volunteers, so please feel free to contact any one of us. We also need to know about events and circumstances where we can either console, lift up, or give a high five to our members. Think of us as the mouth, and you are the ears (after all, most people who know me think of me as a mouth anyway!).

To to our membership, in paraphrasing John Adams, as long as we exist as a Squadron, you, our members, have a bank on which you can draw for love, support, and warm fuzzies.



Tim Tyson
2481 King Arthur Circle
Atlanta, GA 30345

