



# WATERLOG

*Come for the Boating Education...Stay for the Friends<sup>SM</sup>*

**SAFE! SMART! FUN!**



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**Commander's Corner**

As the dog-days of August quickly come to an end and with the promise of cooler temperatures tantalizing us all, it's time to remember fondly all the good times our Squadron has had this summer and to look forward to a couple of important events coming up in September. Squadron activities don't fade away after Labor Day. Not by a long shot.



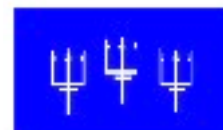
Cdr Elwood "Woody" Williams, JN

On Saturday September 12th our Squadron is once again hosting A Day on the Lake for the kids at Calvary Children's Home. Last year's cruise was such a fun filled and heart warming day for both the Calvary kids as well as all the Squadron participants that the suggestion was made to do it again. Get engaged in one of our Squadron's most meaningful events. What could be better than spending a Saturday afternoon helping to put a smile on a young person's face and introducing them to the joys of being on the water. Sheryl Laboda is organizing this years event and we need all hands on deck to help with food, drinks, safety equipment and that universally useful gift which is always the right color and size – money. Get involved and give generously of your presence and presents. The rewards are as invaluable as an appreciative kid's happiness.

On Monday 14 September our Fall Classes begin. Piloting, Weather and Marine Communications are scheduled and they are all valuable and interesting courses taught by our resident experts Ryan Troncalli, Kevin Schoonover, and Mike Guler respectively. Just to illustrate how important our classes are, a recent Seamanship student wrote to our SEO that the knowledge acquired in the class had likely saved their life. While boating in Florida the student encountered a sudden turn in the weather along with deteriorating water conditions. Boat handling skills learned in Seamanship enabled a safe return home. Knowledge gained in both the Weather class and Marine Communications would have been quite handy, too, for the intrepid Seamanship graduate. One never knows when the right tidbit of knowledge will save the day. Sign up for a class today. It may save your life sometime.

Be safe. Be smart. Best regards to all and see you soon – more full moon raft-ups are in store.

Woody



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**

A view from just off Hyannis Port on Cape Cod. The Kennedy compound is in the background.

# FOREThoughts

## Meet...Dennis Abell

Whilst perusing the July *Waterlog* your editor came upon a startling discovery: of all the Bridge members pictured on page 15, there was only one we haven't met in this column. That would be our Assistant Secretary, Dennis Abell. So without further adieu, let us meet him.

Dennis was born in Louisville, Kentucky, and it was there he grew up and went to school. As a 12 year old, Dennis could not stay off the water. Such was his passion that his parents scrimped and sacrificed, saving enough money to purchase a fourteen foot wooden boat, "Hey You". It darn near cleaned out their savings," he remembers. "We would go to Rough River, camping and water skiing. That was how we would spend our weekends. When we pulled the boat out we all pitched in to clean it and it would always be spotless. Looking back on my childhood they are by far

and away my fondest memories."

Attending the University of Louisville, Dennis earned a masters degree specializing in mechanical engineering. Upon graduation he embarked on

what was to become a 34 year career with the phone company. He was hired by South Central Bell in the Building Engineering Department. He started out as a planner, "a concept guy", determining how big a building should be and where it should be built.

It was at South Central Bell that he would meet his future wife Shirley. She was in the Human Resources Department where all personnel forms were turned in. "I would bugger up my forms and she would call me in to correct them." They wound up dating for a couple of years. "She would ride in the Pegasus Parade (part of Kentucky Derby Week), on the South Central Bell float.

I would be on the sidewalk and would jump up and down waving my arms when she went by. She loved seeing me and I loved seeing her. She was the prettiest girl in the parade."

Dennis and Shirley were married in 1975 and in 1976 moved to Ft. Lauderdale where they both worked for (then) Southern Bell. "They bridged our service so we didn't lose any seniority or benefits," he explained. "I tell you, I partied my @#!&\$\$ off. Guess you can't use that quote." (Wanna bet?). "I bought a 30 foot motorsailer - "Going Bananas" - and my buddies would come down from Kentucky and we'd have a time!"



*The Brothers Abell, aboard "Hey You", the boat that started it all.*

In the 1980's Southern Bell merged with South Central Bell and became BellSouth. Dennis had mentioned to a vice-president that, "I wanted to do building additions. It went through a lot of chains but I became a project manager and moved to the Atlanta area." Dennis bought a 26 foot Ericson and sailed lake Lanier on her for about eight years.

He retired from the phone company in 2006. "My retirement present to myself was a 35.5 Hunter Legend. I bought it in Annapolis and sailed it south. My insurance company didn't cover Florida so I stopped at St. Marys. How did Shirley enjoy the trip? "Shirley stayed in Atlanta and kept track of where I was. The boating thing is all me. We had sailed to the Bahamas several times and I guess I scared her once too often."

Seven years ago Dennis and Shirley moved from East Cobb to Gainesville. He totally "redid" the house, opening up rooms and enlarging the kitchen. "I began to wonder what I would do in retirement." By that time he had another Hunter Legend, "Sun Dance", which he keeps at Sunrise Cove Marina. At Sunrise he struck

*(continued on page 4)*



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T.J. CONVERY

# Squadron News

(Meet...Dennis Abell, continued)

up a conversation with Margaret Sherrod. It seems that, on a bareboat charter in the Bahamas, he began to appreciate the value of boating education. Having joined the Louisville Power Squadron in the '70's and transferring to the Ft. Lauderdale Squadron, had already taken some USPS courses. But there was a "dry

spell" when he didn't have a boat, and he dropped out for a time. But now he had another boat and was getting restless. They talked and Margaret gave him Patti Price's name. After talking with Patti, Dennis joined our Squadron.



Now here comes the good part.

As Dennis tells it, "Our first social event with the Squadron was at a chili cookoff at the Dennison's house. As we pulled in, another car parked beside us. All of a sudden I heard Shirley say, 'Dave!' " It was Dave Herndon, who she had worked with at South Central Bell in Louisville (30?) years ago. "At that time I knew I had found a home," he chuckled.

Before leaving his house I asked Dennis if there was anything we might have left out. "No, but I really want you to place an emphasis on my boating as a youth. I want to send this *Waterlog* to my parents and I want them to know how much I still, to this day, appreciate the sacrifices they made for my boating interest."

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## Advertising Space Available

We have space available for a few more advertisers. In the past several of our members have mentioned businesses, marinas, boat dealers, and others who were interested but, unless we compromised our policy of having only one ad on a page and no ads for the same line of work, the space just wasn't there.

But we now have space. If you would like to advertise, or if you know someone who would, please put them in touch with your (grateful) editor, Tim Tyson.



Make the most of your time on the water. Energize those brain cells. Learn, learn, and learn more.

You'll be glad you did.

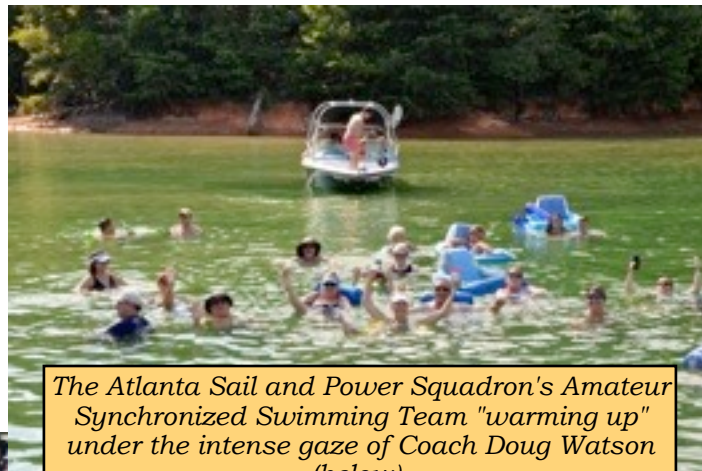
# Squadron News

## August Meeting and Raft-Up...What A Terrific Month!!!

What's the point in having summer if you can't have fun (a time-worn deep philosophical question). On August 1<sup>st</sup> we had another terrific raft-up, with boats, dinghies, a jet ski and a Zodiac. Everyone got wet - though the waters of Lake Sidney Lanier felt a bit more like a hot tub than the cool waters of man made nature we have come to love - but it was fun nevertheless. The pictures tell the story.



*D/Lt/C Margaret "Margo" Sherrod (above) winches Mike Guler up to his aerie (center top).*



*The Atlanta Sail and Power Squadron's Amateur Synchronized Swimming Team "warming up" under the intense gaze of Coach Doug Watson (below).*



Not to be outdone, our general membership meeting, held at the 57<sup>th</sup> Fighter Group Restaurant, was another example of just how much fun you can have while learning important lessons at the same time. Registered nurse Donna Mathis discussed heat-related illnesses (cramps, heat exhaustion, heat stroke), what to do if you see or feel their onset, and what you can do to prevent them. She then described skin cancer prevention and myth vs. fact when it comes to tanning and sunscreens.

After that, the Shireys, Bakers, and Oliaros received a big round of applause for their contributions to the upcoming Calvary Kids Day, September 12<sup>th</sup>.



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# Squadron News

## A Shout-Out To Our Newest Members

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

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

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

**PHILIP AND SUSAN STILL** own a house at Lake Keowee in South Carolina where they enjoy their 24' Regal. They are both interested in doing The Great Loop. They graduated from Georgia Southern in the mid-1970s and have been married for 35 years. They have three daughters and state that "family is very important to us". They own Olympic Pool Plastering in Norcross, GA and plan to retire in a year. They reside in Dunwoody, GA. Philip is "interested in taking classes and becoming a better boater". He has already taken Seamanship as well as an online boating safety course. Philip has been around small bowriders most of his life. He learned to fish and ski on Clark Hill Lake near Augusta, GA.

**LEE DOOMSTORM** is excited about learning to sail again. He once owned a 24 foot sloop in Florida that he sailed to the Keys and Bahamas. He has not sailed on a small boat in over 14 years. He says he is starting over on his dream again - to have the knowledge, skills, and experience to take a true blue water sailboat anywhere. Lee was in the United States Navy stationed in Yokohama Japan, on the US Oldendorf (DD972) (attached). "The Oldy" took me to Quinn Dow China, The Philippines, Australia, Korea and Thailand. He teaches World Studies in middle school and says when he retires "I will rarely be found on land." He graduated from Florida State University and has his Masters from Florida Atlantic University. He has lived in England, Germany and Japan. His hobbies are traveling, sailing, hiking and camping.

**WARD AND LINDA LANG** reside at Peachtree Corners. They recently purchased a 23' Sea Hunt Center Console "Loophole" which was successfully inspected by the Coast Guard Auxiliary. Ward retired in 2010 after 37 years with BellSouth/ATT. His career was mostly in Information Technology operations. His degrees are from UGA (1973 - BA History), Georgia State (1978 - Accounting) and George Washington (1996 - Project Management). His interests include salt water fishing, fly fishing for trout and enjoying

grandchildren. He splits his time between Lake Lanier and Saint Simons Island. Ward has completed an online Georgia Education Course in May 2014. Ward took ABC last February. Ward got information regarding membership and education from our booth at the Atlanta Boat Show!

**MIKE SCHEAFFER** has reinstated his membership. He was a member in 2007 and 2009 with the Atlanta Squadron. He is also a member of the US Coast Guard Auxiliary at Lake Hartwell and currently the Staff Officer for Vessel Examiner. He has completed the Power Squadron Boating Course, the CGAux Boating Course, and the Boat Ed Course for SC and GA. He has been an instructor during his corporate years as well as an instructor for the US Coast Guard Auxiliary. Mike stated why he would like to rejoin ASPS as "I like doing VSC's and teaching safe boating. Plus, you have some great courses that I would like to take." Glad to have you back!!!

**REG, BETH AND DREW DAVIS** have a houseboat at the University Yacht Club (UYC) as well as a large inflatable. Reg and Beth have two sons and a granddaughter. They reside in Johns Creek, GA. Their son, Drew, who also is joining is a graduate of the University of Georgia. Beth does a lot of charity events. Reg is Regional President at BB&T Insurances as well as an Executive Committee Member. Reg and Beth both graduated from the University of Georgia in 1982. Reg has a BBA in Risk Management and Insurance. Reg and Beth have owned various houseboats, runabouts and cruisers on Lake Lanier. He was Commodore of the Atlanta Athletic Club Yacht Club from 2003 to 2004. Reg owned the Houseboat Store and Chris Craft Store from 2005 to 2010. He is a member of UYC where he currently serves as Governor. In the past, Reg has served on the Board of Directors at the Atlanta Athletic Club, President Independent Agents of GA 2003, Chairman IIAG Young Agents 1996 and Young Agent of the Year 1997. He is a member of Mt. Pisgah United Methodist Church and the National Commission to Enhance Agency Value. He is alumni of Phi Gamma Delta and Gamma Iota Sigma.

**MARSHALL GRAHAM** grew up in Reidsville, North Carolina - youngest of four siblings (Only girl). She is from a "Tennis" family...paternal grandfather, Roy William Montrose Graham, Sr. (U.S. Navy Tennis Team Captain, Fleet Singles & Doubles Champion and retired Rear Admiral, RADM). Marshall competed in North Carolina, Southern Tennis Association and US Tennis Association Junior Tennis from age 8-18 (with #1 Ranking in each age division in NC, top #5 in STA and top #20 in USTA). She played the US Women's Professional Tennis Tour and later earned a Full Tennis Scholarship with the University of Georgia. A knee



*(Continued on page 7)*

# Squadron News

*(New Members, continued)*

injury ended competitive tennis career then transferred to the University of North Carolina - Chapel Hill, where she earned an Associate Bachelor's in Journalism/Broadcasting with a Speech Communications Minor. She moved to Atlanta in 1989 to begin her career in Marketing/Advertising and Sales for USTA and other local non-profit organizations - Georgia Equality and Human Rights Campaign. In 1991, Marshall earned her Georgia Real Estate License.

**BOB POOLE** was born in downtown Atlanta, and other than going to college in Alabama (Auburn and Samford) has lived in the Atlanta area all his life. He lives in Mableton, Georgia with his wife and 23 year old son. He works as a homebuilder for David Weekley Homes, a privately held construction company based in Houston, Texas. He acquired a 1970 Boston Whaler Eastport (16 & 1/2 feet) with a 1970 Evinrude 85hp motor in December of 2014. It is his first boat, and he has been working hard getting the boat into shape and "legal" with the necessary components, such as PFDs and fire extinguisher, etc. His boat is trailered and kept in the garage at his home when not in use. So far that use has been limited, with two "shakedown" trips to Lake Allatoona and Lake Westpoint. His brother, who gave him the boat, named it BOBber, a name that he will probably change after a couple of years. Earlier this year, he took the ABC course at Lake Lanier and passed with 100.

**TOM DAGER** lives in Hoschton, GA. He operated small Hobie Cat catamaran's on several occasions (vacations), crewed for a single season on a Soveral 33' and has owned/operated a Carver 35' motorboat since Jan 2014. His boating education includes Boat U.S. Foundation's Online Boating Safety Course, ASA 101 and Basic Keelboat Sailing. He currently works as Director , Information Security, Business Continuity, and Network Services at Americold Logistics and was Director, Information Security at Dell SecureWorks. In law enforcement, he rose to the rank of Sargent. In the military, he was Combat Engineer, 82nd Airborne Divi-



sion. He attended Clayton College and State University, Bachelor of Information Technology - Magna cum Laude and Bainbridge College, Associate of Applied Science, Criminal Justice. His interests/hobbies include SCUBA Diving - PADI Open Water Certified, Flying - Private Pilot, Motorcycling - Attended Ed Bary racing school, held provisional WERA racing license and Running/Obstacle Course Racing.

**MATT HORVATH** passed ABC a couple of years ago. His boating experience is on Lake Lanier and Alligator Point, Florida. Has operated dinghies, small fishing boats, houseboat, 21-foot speedboat, 14-foot Hunter sailboat, 23-foot Hunter sailboat, 23-foot Precision sailboat (current boat at Holiday Marina). He is interested in taking our education courses. He graduated from Woodward Academy, Georgia State, UGA and College of William & Mary. Matt is a litigation attorney. His interests include aquarium, working on cars and ham radio. He resides with his wife Jennifer in Brookhaven. Jennifer is a media relations officer at the CDC. She is a triathlete and has done Ironman. Her interests include swimming, biking and running. We would love for her to join us too!!!

**TOM GRAHAM** was born and raised in Davenport, Iowa - boating on the Mississippi River in a home-made cruiser. He competed in long distance swimming and served as head life-guard. He majored in history and secondary education at University of Iowa. He served in US Navy for 4 years and remained a reservist until retirement in 1992. He taught in public schools for over a decade before returning to college to pursue a doctoral degree focusing on Sino-American relations during the Cold War. He has taught at Georgia Perimeter College - Dunwoody Campus since completing his doctorate and is a full professor. He has organized three college wide symposia and created a learning community project with the film professor using the media of film to teach history. Tom first began sailing while stationed in Newport, RI in the Navy. He became qualified to use all

*(Continued on page 8)*



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# Squadron News

*(New Members, continued)*

Navy sailboats and became an instructor for both ground school and on-the-water training. He began sailboat racing in the Navy and has sailed wherever he could - Newport, GTMO, Subic Bay, Pearl Harbor, Santa Cruz and San Diego. When he moved to Georgia he linked up with the racing community on Lake Lanier and has been racing ever since. Tom bought his J/24 sailboat ("Hawkeye") in 1997 and has raced her on Lanier. He has cruised in the BVIs and in Maine and has done some off-shore racing. Tom is a member of Barefoot Sailing Club where he has served as racing captain, training captain and Commodore. He is a member of US Sailing and became a club and regional race officer and served as a US Sailing judge. He is a member of Lake Lanier Sailing Club where he docks his boat.

**G MICHAEL SMITH** has reinstated his membership. He is primarily engaged in business and corporate legal matters, and personal injury work, primarily plaintiff-side. He has also provided defense work for Industrial Fire and Casualty Insurance Company (now Oak Insurance Co.), and has

represented Lloyds of London in wrongful death actions. He is versed in both plaintiff and defense personal injury matters. In his business and corporate work, he acts a general counsel for a small publicly traded chemical/pharmaceutical company. G Michael works with several companies which own intellectual properties and assists in contracting the patent licensing of the IP. He has represented numerous franchisees, such as Burger King, Wendy's, Checkers, Days Inns, Econo-Lube & Tune, Church's Chicken, FasTracKids, and E.Nopi Learning Centers. He represents manufacturers, manufacturer's representatives, various retailer auto-

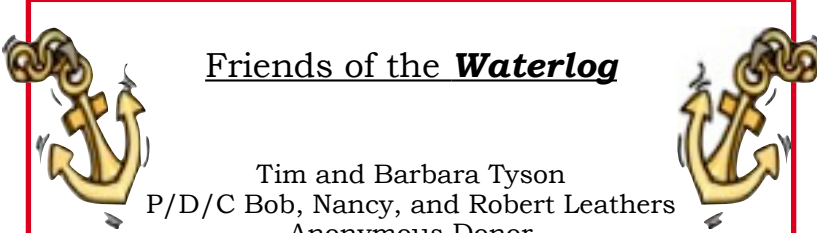


motive shops and dealers and has worked on various business acquisitions and mergers, developments, and real estate matters. He has hands-on experience in business transactions and traveled to Cayman Islands, B.W.I., Barbados, Turks and Caicos Islands, Jamaica, Pakistan, Korea, England, Belgium, France, Australia, Taiwan; negotiating transactions in these countries for his clients. In the health care area, he was corporate counsel and assistant administrator to the Med-Plus medical clinic group in Atlanta. G Michael has represented doctors, psychologists and physician assistants before the Georgia Medical Board. He has represented Home Health Care Provider in obtaining licensing permits outside the Atlanta area. Mr. Smith has participated in Medicaid hearings

and appeals for medical professionals. Mr. Smith has been a member of the AAA commercial panel of arbitrators since 1978 in the area of business dispute. Additionally he handles both private and court annexed arbitration, and is a member of the AAA Lemon Law panel. He received initial mediation training with Hon. Jack P. Etheridge in 1990. Over the past two decades, he has completed over 250 hours of additional training, including probate estate matters. To date, he has mediated approximately 1,800 cases. He is also been certified as a case evaluator since 1998 and has handled many case evaluations since that time. His education includes St. Peter's College, NJ (BS) - 1971, University College Dublin, Ireland (Honors Program) - 1969 and John Marshall Law School (JD) - 1975

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# Squadron News

## Steinhatchee Report

By Lt/C Eric Ringwall

Photographs provided by P/C Lisa Wilson and Lt/C John Holland

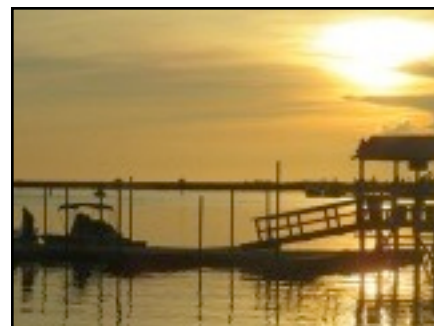
It was a morning much like many August mornings in the Big Bend region of Florida, one where you felt a set of gills might be more effective than lungs in breathing the hot, overly moist air. The intrepid group of ASPS "scallopers" emerged from their rooms at the Steinhatchee River Inn to a sunny day already impossibly hot for 8:30am and held forth great expectations despite a rather meager performance in the prior year.

The day before the group had travelled the 6 hours from the Atlanta area, gathering in the afternoon for fellowship and drinks, a dip in the pool, and a great dinner at Roy's restaurant located right at the mouth of the Steinhatchee River and positioned perfectly to take advantage of a beautiful sunset. Three of our group were also celebrating birthdays on our trip - Cindy Ringwall (8/21), Cary Holland (8/22) and Paula Norton (8/25) - and they were serenaded with great gusto (if not great tone) by our group accompanied by others from Roy's restaurant as well. With spirits running high, boat captains Lisa Herndon and Eric Ringwall wagered a bottle of wine on the scallop count at the end of the following day.

With boats chartered and the impossibly high temperature continuing to rise, our flotilla of two boats and three jet skis with sixteen people and one canine, left the docks at 9:45am and ran north along the shallow Florida coast. Over a mile offshore, we had to avoid areas just three feet deep and run regularly in water just five feet in depth. Sea grass challenged the jet ski intakes in the shallows as we ran some fifteen miles up the coast to an area we had selected by thoroughly reviewing scalloping reports, local rumor mills and a healthy dose of voodoo magic - and this time we hit the scallop jackpot!

Only minutes after setting our anchors, the group was in the water and collecting scallops by the handful, sometimes four, five and six at a time! The shadow of last year's performance was well behind us in the first 30 minutes of frenzied effort, we couldn't believe our good fortune. By 2:30pm we had hit our limit of scallops on both boats - a full 20 gallons worth - and weighed anchor to head back to the Steinhatchee River Marina. Our epic day of scalloping was then followed by an epic dinner pool-side at the Inn. With a broad selection of appetizers provided by several people, scallops cooked by Jack Oliaro and a low country boil of shrimp, andouille sausage, corn and red skin potatoes cooked by John Holland, there was more than enough food for our group. Dinner was followed by a special birthday cake honoring the three beautiful birthday girls. Finally, cake was followed by Pecan Pie - moonshine that is! What a sweet end to a sweet and successful day of scalloping!

We can't thank the organizers John and Cary Holland and Douglas and Elaine Townes enough for inspiring and organizing the event and reserving rooms and boats for the group before anyone was committed. You guys are awesome and represent the finest that ASPS has to offer!



# Life on the Water

## The Good Samaritan at Sea

*Text by Gregory A. Dahl  
Photographs by Steve D'Antonio*



*Seamanship comes in many forms, yet every mariner needs to hone these skills regardless of whether they are used for inshore pleasure cruising, or offshore commercial work.*

Boaters tend to be helpful folks. Maybe it's that old "tradition of the sea" thing; when somebody is in trouble on the water, nearby boaters want to help. Maybe we realize that today it's his cooling water pump that's plugged with a plastic bag, but tomorrow it could be our pump. From time to time, we all need a little help from our friends.

Unfortunately, it sometimes happens that a helping hand at sea, whether a tow to the dock for someone who has run out of fuel or a more extensive lifesaving or salvage operation, may quickly go bad. When it all turns pear-shaped on the water, it's a safe bet that litigation will follow.

Consider the case of the fishing vessel *Barbara & Gail*. The *Barbara & Gail* lost her rudder one morning about 52 miles southeast of the Great Round Shoal entrance to Nantucket Sound. The weather was good and the vessel was in no immediate danger. At 07:50 a.m., *Barbara & Gail's* master called the Coast Guard, reported the loss of the vessel's rudder, and requested a tow to New Bedford, the vessel's homeport.

The USCG Rescue Coordination Center in Boston dispatched a 95 foot patrol boat from Woods Hole at 08:20. The patrol boat located the *Barbara & Gail* later in the afternoon at about 15:45.

By 16:00 the crew of the patrol boat had rigged a towline and had taken the fishing vessel under tow.

At 18:00, in increasing wind and building seas, the towline parted near the Coast Guard patrol boat. It took about three hours, until about 21:00, to reestablish the tow.

At about 23:00, the Lieutenant (junior grade) in command of the patrol boat determined that the Great Round Shoal buoy was on a bearing of 292 degrees. He allowed for current and drift, and ordered the patrol boat to proceed with the tow on a course of 300 de-

grees, expecting to bring the Great Round Shoal buoy abeam to port at about 0100. The weather had increased to storm conditions.

At 0100 the crew of the patrol boat observed a light some 40 degrees off the port bow. The radar operator held a target on his scope, which appeared to be a buoy, at the same bearing as the light. The Lieutenant observed the light and believed he was seeing the Great Round Shoal flashing buoy. He ordered a course change to head directly for the buoy.

Twenty minutes later, the patrol boat encountered white water indicating a shoal. The patrol boat tried to evade the shoal but with the waves and wind from astern, the 95 foot boat was carried over the shoal, dragging the *Barbara & Gail* after her. The patrol boat, with a shallow draft passed over the shoal without significant damage. Because of her greater draft, the *Barbara & Gail* struck the shoal and remained stuck fast in the rocks.

The *Barbara & Gail* had lost her boats in the storm and some of the crew started to abandon the fishing vessel. Shortly after striking the shoal, with five crewmen remaining aboard, the *Barbara & Gail* slid off of the shoal, overturned, and sank. The five crewmen who remained aboard were lost in the storm.

In fact, when the *Barbara & Gail* went aground no one knew where they were. The radar target was from the unlighted Rose and Crown Shoal buoy, not the lighted buoy at Great Round Shoal. The light observed off the port bow was not the Great Round Shoal buoy, but the



*Professionals are trained to provide assistance in a manner that minimizes risk, and in the vast majority of cases they do so without incident. For the crew of the 'Barbara & Gail', sadly, this was not the case.*

Sankaty Head Light, some 11 miles away. The Coast Guard patrol boat had towed the *Barbara & Gail* onto Rose and Crown Shoal, 6 or 7 miles from the position they thought they were in.

The owners of the *Barbara & Gail* sued the United States claiming that negligence by the Coast Guard caused the loss of the *Barbara & Gail*. The Federal District Court, after finding many deficiencies in the navigation equipment of the patrol boat and failures by her

*(continued on page 11)*

# Life on the Water

*(The Good Samaritan at Sea, continued)*

captain to navigate the boat properly - he did not know his vessel's position when he hit the shoal - agreed. The court assigned total financial responsibility for the loss of the *Barbara & Gail* to the Coast Guard.

On appeal, the Coast Guard argued first, that it has no statutory duty to provide towing or other rescue services to mariners in distress. The Court of Appeals agreed that the Coast Guard, formed by the Congress, is authorized to establish life-saving stations along the coast, but that the Coast Guard has no statutory duty to actually come to the aid of mariners in distress.



*Commercial fishermen are all too frequently forced to operate their vessels in tumultuous conditions, placing them in harm's way far more frequently than those boating for pleasure.*

However, the court found as a matter of admiralty law that if the Coast Guard (or any other mariner) undertakes to rescue a vessel in distress, the Coast Guard or such other mariner, will be liable for harm caused by unreasonable or negligent conduct.

In the case of the *Barbara & Gail* the court had no difficulty in finding the

captain of the patrol boat negligent, and that his flawed navigation was the cause of the loss of *Barbara & Gail*.

The Coast Guard next argued on appeal that the "Good Samaritan Rule", the legal principle that a "Good Samaritan" who volunteers to aid another cannot be liable for harm caused in the rescue attempt - should apply to the Coast Guard to prevent liability. The court held that, "Whatever may be the limits of this principle with respect to volunteered salvage, we believe that if the Coast Guard accepts a mission it should conduct its share of the proceedings with acceptable seamanship." The government's appeal failed and its liability was affirmed.

One who undertakes, gratuitously or for consideration, to render services to another which he should recognize as necessary for the protection of the other's person or things, is subject to liability to the other for physical harm resulting from his failure to exercise reasonable care to perform his undertaking, if (a) his failure to exercise such care increases the risk of harm, or (b) the harm is suffered because of the other's reliance upon the undertaking.

The wise mariner should be aware that when he or she decides to render assistance to another vessel in distress, if something goes wrong, the rescuing mariner's conduct will not be exempt from liability claims.

Your actions may be examined years later in an admiralty court. The court will apply a "reasonable care" standard and, if your conduct is found wanting or if you are unlucky, the "Good Samaritan" immunity principle may not protect you from financial liability. If the Coast Guard gets sued following a rescue that goes bad, and lawsuits against the Coast Guard are common, what chance do you have of avoiding the courtroom?

The Lieutenant (j.g.) in command of the patrol boat, only two years out of the Coast Guard Academy when the accident occurred, "was relieved of command of the CG-95321 on January 9, 1962, 21 days after the disaster. He was then sent to school in Groton, Connecticut to 'study up on loran' and then ordered to serve one year at a loran station on St. Paul's Island in Alaska."



*Good Samaritans are not absolved of responsibility for their actions, ashore or afloat. In the eyes of the law, there is a reasonable expectation of proficiency on the part of those rendering assistance, regardless of whether or not they are professionals.*

*Greg Dahl has extensive domestic and international marine legal experience including resolving marine insurance claims on behalf of vessel owners, marine equipment manufacturers, shipyards, and marine construction companies with dozens of domestic and international marine insurance and business insurance underwriters. He has successfully negotiated marine claims pending in US Courts and in the London marine insurance market with Underwriters at Lloyd's.*

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*(Editor's note: Many thanks to Greg Dahl and to Steve and Katie D'Antonio for their permission to reprint. As I told Katie, our Commander is hopelessly addicted (and I know why!) to Steve's Ezine, which can be found on the website*

[stevedmarineconsulting.com](http://stevedmarineconsulting.com)

# Life on the Water

## A Far Superior Alternative To Ethanol

By Chris Landry, Executive Editor,  
*Soundings Trade Only*

A five-year project that tested more than 15 marine engines of various technologies — in the lab and on the water — shows that biobutanol can be a viable alternative to ethanol-blended gasoline, the marine industry says.

“We can now state as [engine] manufacturers that we have tested this fuel very comprehensively, and it is absolutely much better than ethanol and compatible with marine products,” says Jeff Wasil, Evinrude’s engineering manager for emissions testing, certification and regulatory development. “Our hope is that this will make it easier for the adoption of biobutanol in the marketplace. At this point, we have opened the door for manufacturers [of biofuels] to supply the fuel.”

The use of government-mandated ethanol-blend gasoline, which can damage marine and other types of engines, has stood out as one of the industry’s most important regulatory challenges for the past decade. The congressionally mandated Renewable Fuel Standard requires that 36 billion gallons of renewable fuel be blended into the U.S. gasoline supply by 2022. Ethanol has been the primary substance used to build toward and meet that mandate.

However, ethanol-blended gasoline can cause myriad performance, maintenance and durability problems, such as engine and fuel-system corrosion and degradation, and rough running.

With these known problems associated with ethanol fuels and the ongoing push toward higher quantities of ethanol, such as E15, the marine industry came together in 2010 to evaluate an advanced biofuel with properties better suited for the marine environment than ethanol.

After several thousand hours of testing by five engine manufacturers and the Coast Guard, the industry appears to have found one in biobutanol. It’s substantially less susceptible to phase separation in the presence of water than ethanol, which means biobutanol behaves similarly to conventional non-ethanol gasoline when water is introduced to a boat’s fuel tank, Wasil says.

Biobutanol has an energy content closer to gasoline, which means consumers face less of a compromise on fuel economy at higher blend ratios. At 16.1 percent in gasoline (Bu16), biobutanol has the exact energy content of 10 percent ethanol fuel (E10). Biobutanol contains nearly 90 percent of the energy content of gasoline, compared with 67 percent for ethanol.

“We want the message about biobutanol to get out there with no confusion,” says Mark Riechers, director of regulatory development for Mercury Marine. “This is a far better alternative to ethanol blends, especially in the marine market. ... Maybe we can derail the ethanol train at some point. This stuff works.”

In addition, when it’s added to gasoline, biobutanol lowers the vapor pressure of the finished gasoline blend, translating to lower evaporative emissions.

Most important, however, is biobutanol’s much lower risk for phase separation, testers say. Phase separation occurs when ethanol-blended fuel surpasses a certain water saturation point and the ethanol and water separate from the gasoline, forming a layer at the bottom of the tank where the fuel exits and heads to the engine. The gasoline remains on top of the ethanol-water layer.

The project brought together marine engine manufacturers, the National Marine Manufacturers Association, the American Boat & Yacht Council and the Coast Guard. The NMMA and Argonne National Laboratory carried out the project with funding from the U.S. Energy Department’s Office of Energy Efficiency and Renewable Energy, says John McKnight, NMMA vice president of government affairs.

“Everybody came together and made this happen,” McKnight says. “We finally got to the point where we had enough data to feel extremely comfortable to say that this is a preferable alternative to E15.”

Volvo Penta, Yamaha, Evinrude, Tohatsu, Indmar, Honda, Mercury and OMC/Johnson engines were tested. Electronic-fuel-injection and carbureted 4-stroke outboards, sterndrive engines (with both closed loop control and open loop control or catalyst vs. non-catalyst), and carbureted and direct-fuel-injection 2-strokes, were tested.

“I am a believer in not complaining about a problem but doing something about them,” Yamaha president Ben Speciale says. “I don’t dislike renewable fuels; I dislike problems, and E15 — if it is coming — is a



*A push for higher blends of ethanol in gasoline, E15 in particular, prompted the industry to search for an alternative.*

(continued on page 13)

# Life on the Water

*(Biobutanol, continued)*

problem. This testing we've done is part of our effort to do something about the problem. In biobutanol we have [an additive] chemical that you can use that doesn't cause the problems that ethanol does, so why not use it?"

The next step is to promote the production of biobutanol so it becomes available to the marine market. Strides have been made there, as well, Wasil says. The marine industry knows of two biofuel companies — Gevo and Butamax (a BP/DuPont joint venture) — that have developed technologies to produce biobutanol. In fact, Gevo supplied all of the biobutanol fuel for the industry's testing, says Patrick Gruber, Gevo's chief executive.

"Right now we are just beginning to ramp up sales," Gruber says. "We have to build more capacity. We want to hear feedback from consumers once they use this fuel. What I expect is that people will like it a lot because it solves problems — the problems of sputtering, fouling, water separation and corrosion, to name a few. We started making biobutanol about 18 months ago in large quantities. We are still working out the full-scale production technology."

Gevo is planning to launch a pilot program with a boatyard or marina to sell biobutanol-blend gasoline at its fuel dock, Gruber says, adding that the cost of biobutanol-blend gas would be competitive with ethanol-blend gas.

Gevo has already secured the necessary testing and regulatory approvals to begin selling gasoline that is 16.1 percent biobutanol in off-road locations, so "there's no reason the fuel cannot be made available right away in the marine environment," Gruber says.

The company also has approval to sell gas with 12.5 percent biobutanol for on-road applications, and getting approval for a 16.1 percent blend at gas stations shouldn't be a problem, either, Gruber says.

The marine industry is an attractive market for a small company such as Gevo, Gruber says. "If you are a start-up company and trying to compete against the 14-billion-gallon ethanol market, you have to find ways to get your foot in the door, and the marine market is a great way for us to start integrating biobutanol into the market."

The marine industry is also attractive to biobutanol makers because its engines are subject to extreme conditions, which makes the positive test results even more impressive, says McKnight, who helped test a pair of Evinrude 135-hp E-TEC 2-strokes on a pontoon boat for 116 hours. One engine ran on gasoline with 16.1 percent biobutanol and the other on E10. Those engines have more than 200 hours of test time on them now, adds Wasil.

The Coast Guard also played a major role, testing a pair of 2011 300-hp Mercury Verado 4-strokes on a

38-foot SPC (special purpose craft). The engines had about 380 hours of run time on them before the Coast Guard began the biobutanol test.

"We went out there in June 2013 and replaced all of the fuel system components on the engines and gave them a health check — measured compression, cylinder leak down, valve lash, etc. — before the biobutanol testing began," says Dave Hilbert of Mercury, who worked with the Coast Guard on the test. "We also did a quick drivability assessment at that time, finding no issues. Once we were done with our assessment, the engines were put in service, using the biobutanol-blend fuel."

The Coast Guard tested for 13 months, logging 460 hours and burning 2,937 gallons of Bu16. During the testing the SPC-TB performed typical duties, such as coxswain training, and made designated test runs to generate acceptable baseline data using regular E10 gasoline and Bu16.

Bu16 testing focused on operation, performance and maintenance, and crew health and safety, with the goal of experiencing no effects that would be considered worse than the status quo.

Without resting on its laurels, the industry deserves a pat on the back, says Mercury's Riechers. "We all shared information with each other," he says. "The marine engine industry actually works well together on programs like this."

This article originally appeared in the August 2015 issue.

*Editor's Note: P/C Don Williams mailed a copy of this article to your editor. At our last meeting, we were talking about this subject and several other members who had read the article asked me to reprint it. I called Managing Editor Rich Armstrong and, as usual, he graciously gave us permission to use it.*

*I have said before and will say it again, if you don't receive **Soundings** or **Soundings Trade Only**, you should.*



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# The Bulletin Board



## Save the Date

District 17 Fall Conference

October 30 - November 1

Doubletree Hotel Columbus, GA

See DRs for future details



## Sign Up for Fall Classes

Classes begin September 14<sup>th</sup>

Piloting, Weather, and Marine  
Communications

Contact Lt/C Eric Ringwall or  
sign up online



## Help Wanted...Calvary Kid's Day

September 12th

Please contact Sheryl LaBoda or Tim Tyson  
to help out in any way you can (see this  
month's Commander's Corner, page 2).

## Monthly Health Tip...Listen Up, People

Once you lick the frosting off a cupcake it becomes a muffin.

Muffins are healthy.

You're welcome.



# From the Bridge



Cdr Elwood "Woody" Williams,  
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

August 29<sup>th</sup> - Raft-Up at cove adjacent to Old Federal Campground between Chattahoochee River markers 20 and 22 (watch for hazard markers!)

September 10<sup>th</sup> - Executive Committee meeting, Aldo 's

September 12<sup>th</sup> - Calvary Kids Day - see Commander 's Corner and Bulletin Board.

September 14<sup>th</sup> - Classes Begin.

September 17<sup>th</sup> - General Meeting, 57<sup>th</sup> Fighter Group Restaurant.

September 24<sup>th</sup>-27<sup>th</sup> - Lake Jocassee trip.

# AFTerthoughts

Let's set the scene: Here I am, winding up the 53<sup>rd</sup> issue of a *Waterlog* I have edited. Everything is finished except...the AFTerthoughts column! What to write. Alas and anon, I have writer's block. And then it came to me...football season is beginning! Now attentive readers might ask, "So what?" Well here's what.

For the longest time I have maintained that I get far too much credit for our *Waterlog*. (Oh sure, we were nominated for a Pulitzer Prize, but that was then. This is now. But I digress). Let us take a look at just this issue alone.

**P/C Don Williams** mailed an article to me from *Soundings Trade Only* about "A Superior Alternative to Ethanol". We received permission to reprint it and so we did. **Cdr Woody Williams** gave me an article on being a "Good Samaritan" from Steve D'Antonio's website/Ezine. Again, we got permission to reprint. After the Steinhatchee scalloping trip **Lt/C John Holland** and **P/C Lisa Williams** sent me photographs of the trip. When I asked **Lt/C Eric Ringwall** if he could just jot down a few notes about the trip he went one step further and sent me an article. **1<sup>st</sup>/Lt Dennis Abell** was only too happy to spend the morning with me and even thanked me for doing the article about "shy little me." **P/Lt/C Sheryl LaBoda** alertly snapped the photo of Eric reading a *Waterlog* at the last raft-up and forwarded it to me. **Donna Odum** sent me the article she wrote on our New Members and even apologized for being so late. So late? Heck, it provided 3 pages!!! All I have left to do when I finish writing this is to turn it over to **D/Lt/C Margaret "Margo" Sherrod** for proofreading. And let me say this: *Waterlog* would not even come close to looking as good as it does without **Richard Dukes and Sunbelt Printing**. I cannot begin to sing their praises high enough.

Getting back to football season, my point is this. I get all the credit for what has become a team effort. I may be the quarterback but we have all-stars on both offense and defense. I highlighted this issue's team just to point out those involved in making this such a fun and rewarding volunteer position.

So, should you want to send me tidbits, photographs, ideas, and (especially now) advertisers, please do. They might not appear right away but they always come in handy at some point. So to paraphrase Knute Rockne, let's do it for the Timmer!!!!

---

Tim Tyson  
2481 King Arthur Circle  
Atlanta, GA 30345

