

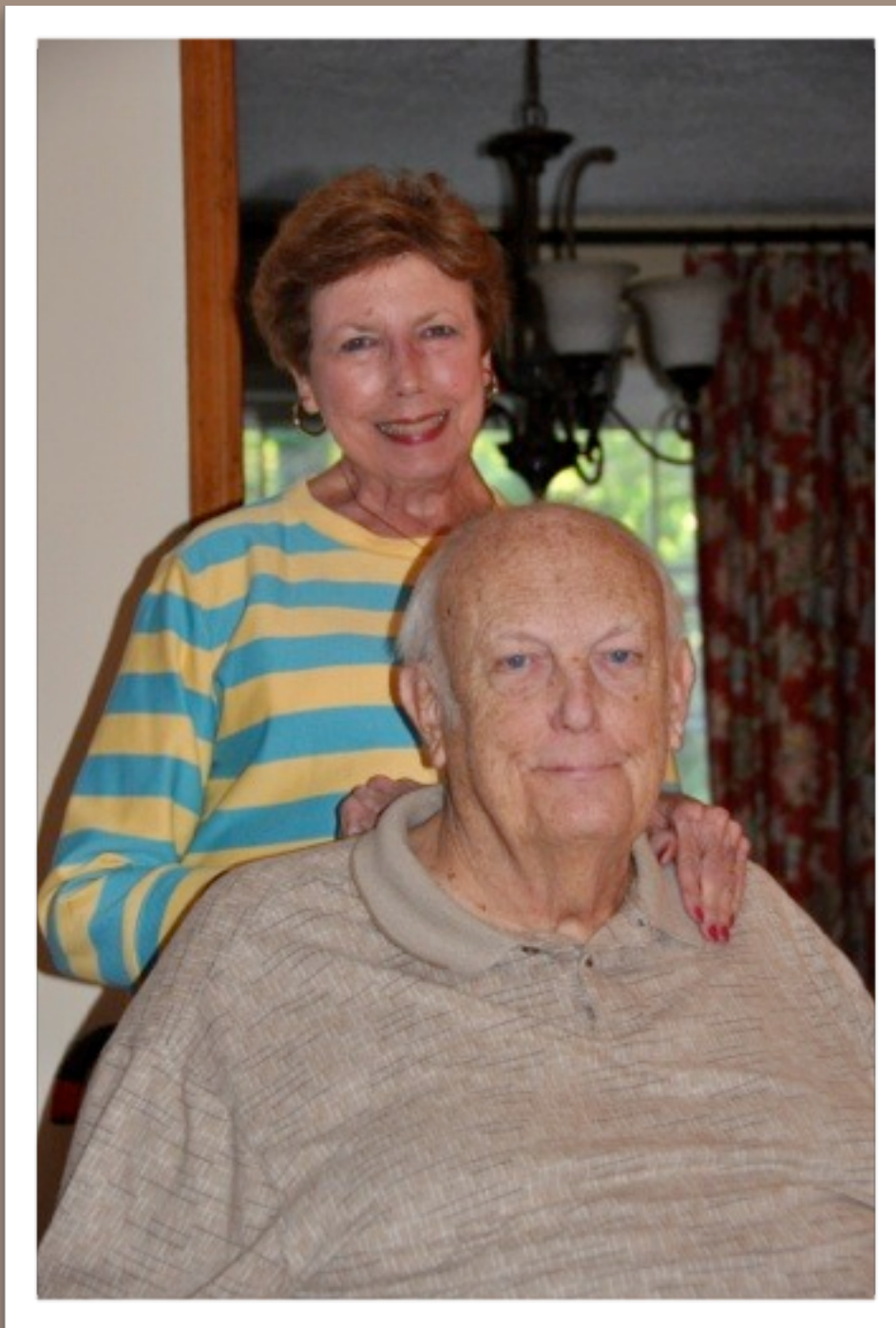


WATERLOG



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

SAFE! SMART! FUN!



We'll miss them.

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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

In a span of less than six months our Squadron lost two of our most beloved members, Dixie and Norm Smith. We feel that it is only fitting to dedicate this issue of *Waterlog* to their memory.

Commander's Corner

Just a week before the Change of Watch your Commander, who will be uninstalled and replaced by a fresh, vigorous, new one, has many thoughts on his mind. Reflecting on these past fifty one weeks, I have so very much for which to be thankful. First of all, I want to thank my wonderful wife, without whose unqualified support I could never have served as Commander. Then there are all the Past Commanders who reassured me time and again that they had my back and whose invaluable counsel kept me from going off the rails and into the woods. The entire Bridge and Executive Committee have been wonderful teammates, all working hard to achieve our squadron goals. But, in the final analysis, there are all the members of ASPS who put their confidence in me, had patience with me, and who seemed to have an enjoyable and rewarding year. Your friendship has truly enriched my life and I am forever grateful. ASPS is a wonderful group of people and I feel very fortunate indeed to be a member.



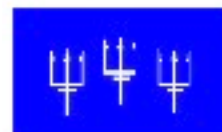
Cdr Elwood "Woody"
Williams, JN

Thinking about our squadron's sixty second year, there really have been quite a few successes in relation to the three legs of the triangle that express USPS reasons for our existence. ASPS has no trouble at all in the Fellowship department. Come rain or shine (mostly shine) our raft-ups are terrific fun for everyone. And the Chili Cookoff and Seafarers' Ball are events to eagerly anticipate. Squadron cruises are simply super. Best of all, we are always there for each other to share the good times and support one another in the not so good times. Reaching out to our community has expanded further. We set the District 17 record for Vessel Safety Checks this past year and helped over 250 boaters keep their vessels safer. And if there was ever a more heartwarming event than the Calvary Children's Home Cruise, I'm hard pressed to remember it. In Education, our group of instructors taught more than 60 aspiring safe boaters in ABC classes and many of our own members have achieved milestones in their own boating education. Moreover, we have more on-the-water instruction than ever. As if that were not enough, our Education Department was the most significant contributor to our budgetary surplus in 2015. There seems to be an observation that is quite evident when one looks at our many activities. The single thread that weaves throughout the fabric of ASPS is that our success is based on group participation. No one is compelled to participate, but many simply seem to want to and like to. Pardon my mangling of a familiar thought about boating: "there is nothing quite so enjoyable as messing about in a boat" and may I add "and sharing the enjoyment with others."

As our squadron goes through its annual ritual of renewal, I hope that our sixty second year will be remembered fondly, for I know we all have a wonderful sixty third year to anticipate and new leadership in which we can all put unqualified confidence.

Sincere best wishes to one and all,

Woody



FOREThoughts

Remembering...Norm and Dixie Smith

With all of the happiness, all of the fun we had in 2015, we also had our share of sadness. On July 5th 10-year member Dixie Smith unexpectedly crossed the bar. Regular members of our monthly meetings will treasure the memory of tiny Dixie wheeling large Norm in in his wheelchair. "Can we help you, Dixie?" "Oh no, I have a system. We're O.K.," she would say, flashing us her endearing smile.

And then, on Christmas Eve, Norm Smith, our beloved Chaplain, left us. His blessings and invocations, always off the cuff and always from the heart, will be with us forever.

We have a lot of new members and your editor thought they might want to know who Dixie and Norm were. We have reprised their profile from the November, 2016 Waterlog, not out of laziness but, rather, out of a sense of affection - let's just call it what it is...love - for two very sweet people who will be missed by a lot of people.

Talking to Norm and Dixie Smith is like taking a walk down Yesterday Lane. One is constantly reminded of "the good old days." You'll see what I mean.

Norm was born in Dodge City, Kansas. His family moved to Lubbock, Texas when he was one, and then to Kansas City, Missouri, where he was raised.

Dixie was born in Lexington, Missouri on the Confederate side (the town was divided during the Civil War). She grew up in the Kansas City area and met Norm at the soda fountain where she worked. "He was my best customer," remembers Dixie. "I thought about it just the other day. I remembered how pretty she

was and I asked myself, 'how in the world could this be happening to me?' " See, didn't I tell you this was a throwback? They were not childhood sweethearts - until they met when he was 17 and she was 16. Dixie worked for a drug store ("like a CVS only a lot larger") that had a soda fountain. Norm had dropped out of high school "because I thought I was smarter than they were." In a little bit you'll find out that he was spot-on right.

Anyway, they dated for about two years before they...eloped!

Norm's father was a boot maker, a job which later evolved into shoe repair. Norm's first job was in this field in Waterloo, Iowa. They lived there a couple of years before they got "a wonderful opportunity" to work in the shoe repair department at Davison's Department Store in Atlanta. "A while later a shoe repair company put me up in a shop of my own," Norm told me.

When their son Rick was born, they moved back to the midwest to be with their families. Norm stayed with that vocation but began to feel that it didn't offer him a huge future. "That triggered me into wanting to go to college," he said. "I saw that I had lived in a limited environment up until then."

He had been upgrading jobs getting into a supervisory position with Goodwill. On a camping trip to Montreal's Expo '67 on the St. Lawrence River he realized that warehousing and logistics were what interested him. Enrolling at the University of Missouri he was awarded his B.S. in 3 years. "I was 27 and needed to hurry up." While he was in school Dixie, who had been a stay-at-home mom (that treasured - and high pressured - of all jobs) got a job to help out. "We never took a penny of student loans. I don't know how kids this day do it," they both agreed.

(continued on page 4)



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T.J. CONVERY

Squadron News

("Remembering Norm and Dixie", continued)

Since Dixie had taken all of the business courses her high school and junior college offered, she went to work for the Prudential Insurance Company of America and, later became a legal secretary for a state senator in Jefferson City.

After receiving his degree, Norm worked with distribution with Munford's Majik Market. And they moved all over the country. "It's going to be a long story if you ask us every place we've lived," said Dixie. A lover of the long story, I had to ask. Excluding the aforementioned locales, "Chicago, Houston, Charlotte, back to Atlanta..." And she may have left a couple of places out.

To pay down some corporate debt Munford began selling off - you guessed it - their warehouses. That's when Norm got into the real estate business. "I had been buying houses, fixing them up, and renting them out, so I had some experience." He sold real estate for Harry Norman Realtors for a few years before starting his own company, Norm Smith Realty.

So where does the boating come into the story? Norm's father loved to fish and, growing up, Norm would join him. It was "sort of like a Zodiac" and, dear readers, you MUST ask him how it was inflated. But as a couple, Norm and Dixie had zero boating experiences. That is until Norm bought a sailboat kit from Sears, Roebuck and Company. "Norm is wonderful but he's not very handy," gushed Dixie. Well, gushed might not be the right word. Anyway, they sailed it once.

After they moved to Charlotte they took sailing lessons on a Rhodes 19, and they soon bought an Ensenada 20. When they moved to Houston they took it with them, sailing in Galveston Bay. After moving back to Atlanta they bought an O'Day 25 which they sailed on Lake Lanier. As son Rick was growing they realized that he was probably more interested in skiing, so they bought a ski boat. They now have a pontoon boat. "With our extended family (a six-year old grand niece loves it) it's perfect for entertaining. We can carry 16 people."

While in Chicago and also Atlanta they took courses with the Coast Guard Auxiliary. In Atlanta one of the Auxiliary members belonged to our Squadron ("Ruth and Bob Bruhns were in this crowd") and invited them to a meeting. Norm remembers standing in the buffet line at the Atlanta Women's Club, where the meetings were held. "The man next to me was talking about the newest thing in the automotive world. Cars with heated seats! 'Just run a wire through the material, flip a switch and the seats warmed up!' " That was Sam Troncalli.

They both joined, and took classes at the Heiskell School.

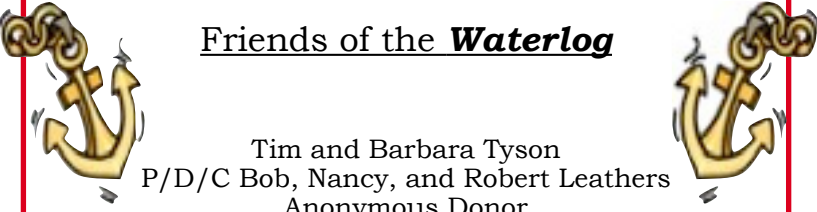
One day someone (Bob Bruhns?) asked Norm to be the Squadron Chaplain. He went to Wilmington, NC, to meet the National Chaplain. "It was a real nice visit. He gave me some valuable insight."

On concluding our visit I asked if they wanted to say anything else. "This is not in order of importance," said Norm but ASPS satisfied my need for boating education at the same time introducing me to wonderful people." As for Dixie, "For a social group they are very caring. I don't want to say that it's a church but it has the attributes that I would look for in one."

Amen.

(Editor's note: In rereading this article it reminds me that we really do need to know each other. I mean KNOW each other. Yes, we share a love of boating that binds us together, but all of us are so much more than boaters. And that, my friends, is the purpose of this monthly column.)

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

Squadron News

The Annual Meeting...What A Fine New Slate Of Officers We Elected

Another fabulous meeting, another fabulous turn out, and another fabulous slate of officers. We entered the 57th Fighter Group Restaurant badly in need of a treasurer and Cindy Ringwall stepped up to the plate. Thank you soooo much, Cindy. You Ringwalls always seem to be there when we need you.

Awards were presented, accolades were given and, all in all, it was just a very nice evening. And, as Cdr Williams rang us out for the last time, a wistful look came over his face that seemed to say, "I'm not ready to leave. Just one more year..."



Clockwise from top left: a great crowd; the wistful look mentioned above; never wear that hat around a man with a camera if you don't want it to bite you in the...; the Woody we all know and love with the Margo we all know and love; awards - well deserved awards - for our educators.



And Another Spectacular Boat Show

Once again that Atlanta Boat Show came to town and, once again, so did the USPS "Traveling Virtual Trainer". As it was last year, the virtual trainer garnered a lot of attention from people who were able to interact with it and learn about our Squadron at the same time. And the younger ones had a blast behind the wheel.

Many many thanks to TJ Convery for putting it together, Nan Ellen Fuller for the photographs, and all of the volunteers who manned the booths for those four wonderful (and tiring) days.



Squadron News

Our Family Keeps Growing!!!



(Note: I always get excited when I get an e-mail from Donna Odum. It's new-member time in ASPS-ville!)

JACK KINGSTON and his wife Patricia have two married children, Jennifer (a Licensed Marriage and Family Therapist in Kentucky) and Benjamin (a Staff Sergeant in the Air Force based in Charleston, SC) and one grandchild, Jameson. Jack grew up in New Jersey and Pat in Ohio. Jack works with Renaissance Electronic Services, a division of Delta Dental of Michigan. He has been working with the business side of dentistry for 35 years. Pat is retired. Their boating history has taken two paths – fresh and salt water. Jack's freshwater adventure began with his brother and father on Lake Hopatcong, NJ in a rowboat where the safety equipment was a one gallon olive oil can filled with concrete for use as an anchor. He then sailed on "Sunfish" and "Sailfish" at summer camp in Pennsylvania. The highlight of many years was going to the boat show at the New York Coliseum where his father bought a 14 foot Kenner Ski Barge. They trailered it as far as the Thousand Islands on the St. Lawrence River but most of time they boated at Greenwood Lake which is between the NY and NJ border. Currently, Jack and Pat have a 21' Tracker pontoon on Lake Windward in Alpharetta where they love to take it out to enjoy the sunrise or sunset. As for saltwater, Jack boated out of Port Jefferson and City Island, NY in the early 60s. In 1967 and following for many years, he fished once a year in Miami on his uncle's 42'. In 1974, his uncle upgraded to a Hatteras 45 and Jack accompanied his family for many years to The Berry Islands and Exumas. He hopes to return when he retires. Jack's present saltwater boating includes an annual fishing trip with his brother on his Action Craft Coastline FlatsPro 20 generally to the Fort Myers and Pine Island Sound areas as well as the Mosquito Lagoon.

SCOTT SIERCKS and his wife Joanna just moved to Buford, GA from Washington State in Aug 2015. Previously, they were stationed at Joint Base Lewis McChord. Joanna just recently separated from the Air Force where she was a logistics officer. Scott

separated from the Army in 2007 where he was an Infantryman Non Commissioned Officer. Scott joined the workforce as a heavy equipment operator and worked in that field from then until the end of 2013. He then decided that he wanted to use his education benefits and the next chapter in his life would be to get a degree in finance. Currently, he is a student at the University of North Georgia. Joanna decided that she wanted to be in the medical field so that's why she left the Air Force and applied to both Kennesaw State University and Georgia State University to the accelerated bachelor of nursing program, and she got accepted to both. She decided that KSU would be a better fit for her and that's where she is currently. This will be her second bachelor's degree. Her first one is from the University of Georgia. During their time in Washington they boated around the Puget Sound, Lake Washington, Lake Tapps and American Lake. Joanna grew up at Lake Lanier and Scott grew up in Missouri on Truman Lake. Boating is in their blood and they are both passionate about it. They own a 1989 Chaparral 235 XLC and look forward to meeting other boaters who share the same passion.

RICH AND MARNY MIDKIFF live in Alpharetta and have two children, a son who just graduated from The Citadel and a daughter who is a junior at UGA. Marny grew up in Darien, Connecticut and moved to Atlanta in 1978 to attend Dunwoody High School. After graduating from Stephens College in Journalism, she spent the next 20 years as, first a TV news reporter and then, a weather anchor for The Weather Channel. In 2005, Marny started a new career in real estate and just enjoyed her 10-year anniversary with Harry Norman Associates. Rich was born in Alaska into an Air Force family and grew up all over the United States. After graduating from Auburn in 1980, he moved to Atlanta and has been in the ERP software and technology industry ever since. The two met thanks to our own Cary Holland. Marny and Cary Holland are cousins and actually introduced the two of them on a blind date back in November 1989. They were engaged 10 days later. They have both always had a love of the water, particularly the ocean. While never owning a boat themselves, they grew up around boats, have always enjoyed time on boats including chartering boats - from a 63' Hatteras M/Y "Southern Comfort" out of Charleston, SC, to a 48' Legend sailing cat from the Moorings out of Road Town, BVI, to a 52' motor cat from Virgin Traders also out of the BVI. Their goal is to become serious students of boating and learn as much about boating safety, maintenance, navigation, acquisition knowledge, skills, etc., as possible. Some day they hope to be boat owners of some type of live-aboard on the Georgia or North Florida coast.

(continued on page 7)

Squadron News

(Welcome Aboard, continued from page 6)

THE FELICIANO FAMILY – TONY, ANITA, MARCOS, ALEC AND ELENA - Tony grew up in Puerto Rico and has been boating since he was born. He grew up with his mother, father and sister in Puerto Rico and had several boats. He crewed his mom's present boat, 1968 Chris Craft Commander from age 8 and continues to crew and captain his mom's boat which is currently docked at the University Yacht Club (UYC) across from their family's 1989 38ft Sea Ray. Anita has been boating with Tony since 1987 when they met on Lake Lanier. They have both participated in the sailing events with the UYC over the past 15 years to the present. Tony and Anita have crewed and volunteered as the race committee boat. They have also raced their 24 foot Columbia Contender in the Commodores Cup. Tony has been the fleet captain for UYC three times where he was in charge of many raft ups and special boating events over the years. In 2012, Tony participated in the Del Sol sail boat regatta from Pensacola to Isla Mujeres, Mexico. He was part of the crew on the 4 day sail back to Pensacola. Since 2010, they have also sailed parts of the Caribbean to include Exumas Bahamas and Icacos, Parguetta, Mona Channel, Culebra, and Vieques, Puerto Rico and of the Intercoastal of Florida and Alabama, Dolphin Island and St. George. In 2012, Tony took the Safety at Sea Blue Water class prior to his Mexico trip. Alec and Elena are members of the US Sailing Club and are also sail instructors at UYC for the children's camp. Anita, Alec and Elena have passed our ABC class.

SHEILA GILLROY AP, AND BILL GILLROY, S, began their boating experiences separately just after college. In the early 70s and 80s, Sheila was a member of USPS and enjoyed active participation in a NY City community sailing organization called TASCA where she was a volunteer instructor and dock master. In 1977 and 1979, she completed USPS Seamanship and Advanced Piloting. She owned and raced a laser. Bill enjoyed boating on Lake Erie in the early 70s, restoring and using a 1946 Richardson on the lake. As a married couple, Sheila and Bill completed USPS Piloting in 1996 in Ashtabula, OH. In 2005, both success-

fully completed Sea Tech Marine USCG 57 hour OUPV program for Inland and Near Coaster Waters with Masters Upgrade. Sheila hold USCG 25T Masters License. In 2004, Bill completed small craft surveyor course at the Society of Accredited Marine Surveyors in Stuart, FL and earned SAMS SA (surveyor associate) credential. Bill surveyed small craft on Lake Erie as owner of South Shore Marine Survey. Since 1993, Bill and Sheila have enjoyed their fully restored 1965 25ft Lyman Soft Top Sleeper and spent many enjoyable hours cruising as far north as Barry's Bay, Ontario, on Lake Eerie Finger Lakes and Florida's St. Johns River as well as Florida's Inter-coastal. They are members of the Lyman Boat Owners Assoc. of Ohio and the Antique and Classic Boat Society, Blue Ridge Chapter. They reside in Cumming. Sheila is Southeastern Region Safety Manager for a leading national building supply company in Doraville. Bill is Regional Purchasing Agent for Colonial Pipeline Company in Alpharetta. They were introduced to ASPS by Woody and Jade Williams. Thanks Woody and Jade!

Don't Say We Didn't Tell You !!!

We have some **VERY** interesting programs planned for 2016. Eric Ringwall has been thinking outside the box (once again) and the **MARCH** meeting will be held at the Fernbank Science Center off Ponce DeLeon.

DO NOT CONFUSE THIS WITH THE FERNBANK MUSEUM!!!!

The Fernbank Science Center is located at;

156 Heaton Park Drive, NE
Atlanta, GA 30307

The featured speaker - an astronomer, appropriately - will discuss ancient astronomy and, who knows, we may delve into celestial navigation.

We will be ordering pizza for dinner.

More details will follow, but this look to be a great night!!!



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Squadron News

Some Interesting History Of The USPS Ensign

Lt/C Eric Ringwall went to the USPS Operations Manual, did some cutting and pasting, and came up with this article. He thought, with boating season upon us, it might be of interest to our members, and so do I.

The United States Power Squadrons' Ensign was the work of two of our organization's founding members, Charles Chapman and Roger Upton of the Boston Yacht Club.

Roger Upton wrote a letter about the establishment of the Power Squadrons, which was published in the US Naval Institute Proceedings for 1917, Vol. 43, Part 1, on pages 701-705 (1917). Upton's article has been digitized and is freely available using a search engine. The thirteen stars and thirteen stripes in the USPS Ensign are taken directly from the United States Yacht Ensign, and thus they have the same meaning as in the Yacht and National Ensigns (that is, thirteen stars for the original states and thirteen stripes for the colonies). As Upton's article makes clear, the original idea was to have Power Squadrons' vessels operate as a form of naval reserve or auxiliary to the Navy and the Power Squadrons' vessels would be denoted by a special ensign. The idea was to have an ensign, that is, a flag of national character flown from the stern of the vessel. Accordingly, the established icons of the American nation, white stars in a canton, thirteen stripes, and red/white/blue coloring, would naturally be used. In short, the organization was creating an adaptation of the national flag.

On page 701 of the 1917 article, Roger Upton said, "The idea advanced by the Navy Department was to have something on the lines of the Blue Ensign of England, which is used to denote naval reserve. Wherefore the design approximated our yacht ensign with the colors reversed and the stripes vertical instead of horizontal." Upton noted that the design of the USPS flag made it impossible to confuse with the flags of other nations.

Upton's article did not mention the design of the Customs Ensign (with its sixteen vertical red and white stripes) but this appears a logical source for the notion of using vertical stripes. Upton was clearly in possession of "Flags of the World" charts, et cetera, which included that flag, and as a yachtsman in the Boston area he could not have failed to have seen that

flag. It also must be remembered that from the 1790's until 1892, the Customs Ensign was used by the revenue cutters as the ensign itself and not as a house flag or adjunct to the national ensign. The Customs Ensign has sixteen stripes because this was the number of states in the Union at the time of its adoption in 1799. Upton did not address the issue, but it would have been odd for the Power Squadrons to use the sixteen stripes. By 1912-13, the Nation had 48 states, and the number sixteen and the 1799 commemoration has no meaning to the Squadrons or to the larger Nation in general. Upton and the USPS' founders also attempted to amend the yacht licensing law that had been on the books since 1848 which required all "licensed yachts" to fly the Yacht Ensign. The intent was to add a provision saying that yachts in the Power Squadrons would be allowed to fly the Power Squadrons' ensign in lieu of the Yacht Ensign.

However, this attempt was unsuccessful, and the yacht licensing law remained unchanged. Thus, the USPS flag was clearly conceived of as an Ensign, that is, a flag of national character, but over the years has been used as an organizational flag and not in lieu of the National or Yacht Ensigns. This explains why the flag's design has more national connotations than organizational ones.

Finally, given that the design of the USPS flag is derived from the US Yacht Ensign, one may ask the derivation of the design of that flag. Once again, the answer is the United States National Ensign. Immediately following the passage of the 1848 licensure act, the US Secretary of the Navy, by virtue of the authority delegated to him in the Act, requested the New York Yacht Club to submit a design. The design of the present yacht ensign was submitted, and on February 21, 1849, approved by the Navy Department. The design of the Yacht Ensign was stated to be "the American Ensign" with a circle of thirteen stars surrounding a fouled anchor, in lieu of a star for each state.

In March 1915, the present USPS flag was adopted. General Orders No 11, issued by Flag Lieutenant Stebbins from Boston on 18 May 1915 is of interest as it authorized the flying of USPS flag with or without USPS pennant, which up to this time had been the distinguishing flag of the squadrons. During World War I, the Governing Board ordered that a pennant of somewhat different design from that of the original flown by squadron boats and the American flag be flown at the taffrail or gaff. Similarly, during World War II, Old Glory was flown in her proper place and USPS flag at the starboard spreader.



Squadron News

Deal Struck to Save Historic Ocean Liner SS United States

Team Waterlog is always happy to report good news. Ryan Troncalli, SN, who, as many of you know, has played an active role in efforts to save the SS United States from becoming scrap metal, sent the following news from the Associated Press and reported by the New York Times:

PHILADELPHIA — The SS United States, a historic and record-breaking ocean liner that once hosted royalty and presidents, has escaped the scrap heap and will undergo a rebirth, supporters announced Thursday.

The ship's conservancy group issued a statement saying it has an option agreement with a redevelopment partner. No further details will be released until a news conference Feb. 4 at the Manhattan Cruise Terminal in New York, according to conservancy spokesman Tom Basile.

"At the announcement, an exciting future for the ship will be revealed that envisions the SS United States again as an iconic symbol of America the world over," the statement said, noting an artistic rendering of the redeveloped ship will be unveiled.

The luxury vessel had its maiden voyage in 1952 and still holds the record for the fastest trans-Atlantic passenger ship crossing. Taken out of service in 1969, the SS United States was stripped of its interior years ago. The rusting hulk, which is larger than the Titanic, has been moored in Philadelphia for nearly two decades.

In 2014, the conservancy said it was chasing redevelopment options that could bring the ship back to its home port of New York as a stationary, mixed-use attraction likely featuring retail, restaurants, offices and/or hotel space.

But as negotiations continued for competing sites in Brooklyn and Manhattan, the ship was racking up unsustainable costs Philadelphia, where the conservancy spends \$60,000 monthly to maintain the vessel on the Delaware River, where it sits amid working piers and looms over a strip of big box stores.

Preservationists feared running out of money before a ship-saving deal was reached and had retained a scrap-metal broker. Last fall, they received a lifeline — \$600,000 in donations — to keep it afloat while discussions continued.

A spokesperson for the New York City Economic Development Corp., which runs the Manhattan Cruise Terminal, did not immediately return an email.

US Coast Guard Issues GPS Jamming Alert

P/C Douglas Townes emailed this alert which he read on the website gpsworld.com. The following is the full content of the alert.

Do you know what equipment relies upon the U.S. Global Positioning System (GPS) signal? How would you respond if you lost the signal? This past summer, multiple outbound vessels from a non-U.S. port suddenly lost GPS signal reception. The net effect was various alarms and a loss of GPS input to the ship's surface search radar, gyro units and Electronic Chart Display & Information System (ECDIS), resulting in no GPS data for position fixing, radar over ground speed inputs, gyro speed input and loss of collision avoidance capabilities on the radar display. Fortunately, the vessels were able to safely continue their voyage using radar in heads up display, magnetic compass and terrestrial navigation. Approximately 6nm later, the vessels' GPS units resumed operation. Although the vessels had back-up systems to allow a safe transit, the consequences could have been severe. These types of events highlight the potential detrimental impact to navigation caused by GPS interference or jamming and the importance in understanding how your vessel's or facility's equipment could be impacted by a loss of GPS signal.

(continued on page 10)

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Squadron News

(GPS Jamming Alert, continued)

Whether walking through the city, driving across town or navigating the world, Global Navigation Satellite Systems (GNSS) have become an integral part of everyday life. However, at times, the positioning signals may be impacted by interference from both natural and human-made sources. The most common types of interference are reception issues, usually due to bad installations, poor antenna positioning or faulty equipment. [Jamming devices](#), while illegal in the U.S. and a threat to safety, have been used for nefarious or deceptive purposes. Interference can also be unintentionally caused when operating GNSS in close proximity to other radiating devices, such as amplified TV antennas (see our Safety Alert 11-02). Therefore, it is important to remember to use all available means for navigation and



maintain proficiency so you can still navigate should your primary GPS fail.

Indicators of positioning systems interference include an intermittent signal, no signal, or an incorrect signal. Suspected or suspicious disruptions should be reported immediately. Critical information to take note of during a disruption event includes location, time, and period of outage.

Commercial operators are reminded, should your navigation or other equipment onboard (e.g. AIS) be impaired as a result of a disruption or interference, this should be reported to the nearest U.S. Coast Guard Captain of the Port, District Commander or Vessel Traffic Center as soon as possible; and, await further directions (per 33 CFR 164.53).

All operators should be aware, vigilant, and immediately report GPS disruptions to the U.S. Coast Guard Navigation Center (NAVCEN). The report will be disseminated to the U.S. Air Force GPS Operations Center and the Federal Aviation Administration in an attempt to identify the problem and correlate with any other GPS incidents in the same general geographic location. Depending on the severity of the report, NAVCEN may refer it to law enforcement and/or other federal agencies for further investigation.

Reporting a disruption — or other navigation hazards or aids to navigation outages — is simple, and can be done electronically:

(<http://www.navcen.uscg.gov>, the preferred method)

or via phone call to the NAVCEN (703- 313-5900), 24 hours a day.

District 17 News Update

By D/Lt/C Barbara Tyson

District 17 recently held a weekend retreat at a house rented in Dawsonville, GA. Eight members of the District Bridge attended. We had an 8-hour work session on Saturday. Among the subjects discussed were the following:

- ☼ The reimbursement policy for D17 squadrons hosting a District Conference
- ☼ The 2016 Spring District Conference - The Conference will be held the weekend of April 29 - May 1, 2016 at Henry Horton State Park in Tennessee. The Music City Power Squadron (Nashville) will be the Host Squadron. One of the seminars offered will be Operations Training.
- ☼ Squadron issues within the District - Membership, membership, membership!! We discussed why some squadrons in our district are close to dissolving and what can we the District Bridge do to help.
- ☼ Education - We have all NASBLA required state specific items included in our squadron ABC courses.
- ☼ Ideas for District events - Atlanta Braves game, Grand Ol' Opry and/or the General Jackson Riverboat in Nashville, a jet boat tour of The Gorge in Chattanooga, a Watts Barr type event close to Knoxville, TN. More about events later.

We also had some “down time” and got to know each other a little better. Food is always a key part of any USPS social event, and it was the same for our retreat. Here is just one picture of Bridge and Bridge spousal units relaxing after a long day at the work table:



D-XO Margaret Sherrod, D-AO Hector Colon and D/1/Lt Don Kadlac join Carol Colon for a lunch break

On The Water

Britannic: Titanic's Ill-Fated Sister Ship

By D/Flag/Lt Tim Tyson

We all know the story of the RMS Titanic*, sunk after striking an iceberg on her maiden voyage in 1912. But how many of us know about RMS Britannic, her sister ship? Let us explore, shall we?

Laid down in 1911 and launched in 1914, the White Star Line built RMS Britannic utilizing lessons learned from the sinking of the Titanic: davits incorporating cranes for lowering were introduced, which could reach the other side of the ship in case of emergency; twice the number of lifeboats were added, including ones that were stored within reach of the davits; a double hull was built along the sides of the boiler and engine rooms, raising 6 of 15 bulkheads up almost to the main deck. This inner skin was meant to absorb damage and prevent water from flooding in. So how - and why - did she sink? And in the breathtakingly short time span of fifty-five minutes?

With the advent of World War I passenger travel aboard ocean liners had dried up. With the assault by the Germans on Gallipoli, injuries to British military members required that RMS Britannic be hastily converted to a hospital ship. She was re-born as *HMHS (His Majesty's Hospital Ship) Britannic*. Under the command of Captain Charles Bartlett, and after 6 trips from the Middle Eastern theatre of war back to England, she delivered over 13,000 wounded soldiers and sailors to safer shores.

On November 21st, 1916 at a little after 8:00 in the morning, traveling at full speed between Greece and Kea Island, Britannic was rocked by a terrific explosion. Felt most violently in the dining room, doctors and nurses left immediately for their posts. However the force of the explosion was felt less in the aft section, leading some to think that there may have been a collision with a smaller vessel.

*RMS actually had a dual meaning: "Royal Merchant Ship" and "Royal Mail Steamer". In the case of **Titanic** it stood for "Royal Mail Steamer", as it carried mail under the direction of His Majesty's postal authorities.

The explosion was on the starboard side damaging the watertight bulkheads and quickly filling the watertight compartments with water. On the bridge, realizing that the situation was dire, Captain Bartlett ordered the watertight doors closed, sent out a distress signal, and ordered the lifeboats to be readied.

Britannic could remain afloat - but motionless - with the first six compartments flooded and she was reaching that limit, with flooding in the bulkhead between the 4th and 5th boiler rooms. However portholes in the hospital wards had been opened by the nurses for ventilation. With the ship listing, the portholes allowed the water to continue in at an alarming rate. After ten minutes Britannic was in the same situation Titanic had been in after the one hour.

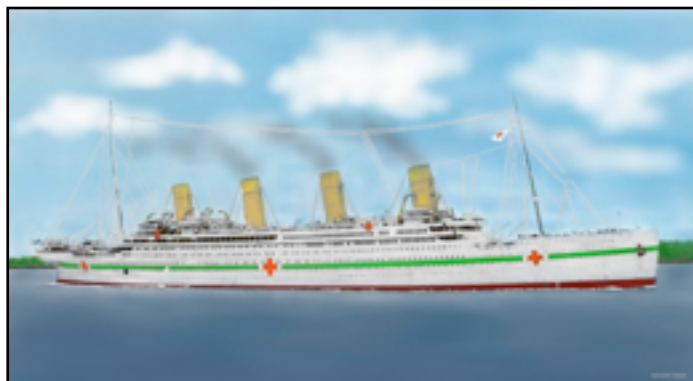
The explosion had knocked out the rudder but Captain Bartlett ordered the port side engines driven at a higher rate than the starboard side in an attempt to beach her on Kea.

As the lifeboats were being prepared some crewmembers began to panic and board them. An officer, recognizing that they would probably serve no other purpose than to inflame panic, decided to leave them on the lifeboats. As lifeboats were being lowered the officer noticed that the engines' propellers were still churning, and lowering ceased for the time being as they tried to make it to Kea. Unknown to the officer in charge two lifeboats were lowered by using the automatic releasing gear. These boats struck the water hard and drifted into the propellers, killing thirty men aboard. Realizing the hopelessness of the situation, Captain Bartlett ordered the engines stopped, just before another lifeboat was about to strike them.

At 8:35 the order to abandon ship was given. By 8:45 the list of the ship was so great that the davits were inoperable. At 9:00, with all of the lifeboats that could be launched in the water and all of the passengers either on them or in the sea, Captain Bartlett was washed overboard after sounding the whistle for all crewmembers and officers to leave the ship. He managed to swim to a collapsible lifeboat and continued to coordinate the rescue.

With the list increasing and six bulkheads flooded, HMHS Britannic sank to the bottom, in 400 feet of water.

(continued on page 12)



On The Water

(Britannic, continued)

Questions remain. How did she sink. Why did she sink. Was it a torpedo? Was it a mine? Was the double hull penetrated? When divers went down they found the bow almost severed from the rest of the ship. Why?

*Editor's note: Of the 1063 people aboard, the 30 aboard the lifeboat that smashed into the propellers were the only ones to die. 1032 survived, including Violet Jessop who, ironically, also survived the **Titanic** as well as the collision between the third sister ship **Olympic** when it collided with **HMS Hawke**. who described the final moments: "She dipped her head a little, then a little lower and still lower. All the deck machinery fell into the sea like a child's toys. Then she took a fearful plunge, her stern rearing hundreds of feet into the air until with a final roar, she disappeared into the depths, the noise of her going resounding through the water with undreamt-of violence...."*

The idea for this story came from a show on the History Channel, "Titanic's Tragic Sister". I am attempting to obtain a DVD from them to play at one of our upcoming membership meetings. Resources also include MaritimeQuest, ocean-liners.com, and Wikipedia.

How Many Containers Are Floating Somewhere In the Ocean?



Obviously it's impossible to know, but we can count about how many are lost each year. According to the World Shipping Council, from 2008-2013,

about 546 containers were lost each year, not counting the ones lost through "catastrophic events." In 2013, the MOL Comfort sank in the Indian Ocean, losing all 4293 containers into the ocean. Thus the WSC is estimating that for 2011-2013, some 2683 containers were lost each year—an estimated total of over 8000 for the three year period.

The shipping industry is actively supporting several efforts to enhance container safety and reduce the number lost at sea, including proper weight verification in vessel loading and revised ISO standards for lashing and locking. Suggestions have been raised about including plugs that will erode/dissolve so that lost containers will sink after significant exposure, but those are not particularly of interest to the shipping industry or insurance companies.

When you consider that each year the shipping industry handles 120 million containers packed with an estimated \$4 trillion worth of cargo, the numbers don't look as bad. And of course some of those containers that are lost sink or wash ashore, but that probably still leaves a few thousand of them floating on the surface or just barely submerged, waiting for some unfortunate sailor to encounter them. Many blue water sailors avoid the shipping lanes for this very reason.

Source: <http://www.worldshipping.org>

Editor's Note: Thanks go out to P/D/C Jeff Wise for sending in this article and to the World Shipping Council for giving permission to reprint it. For boating enthusiasts this is a very interesting site to visit.

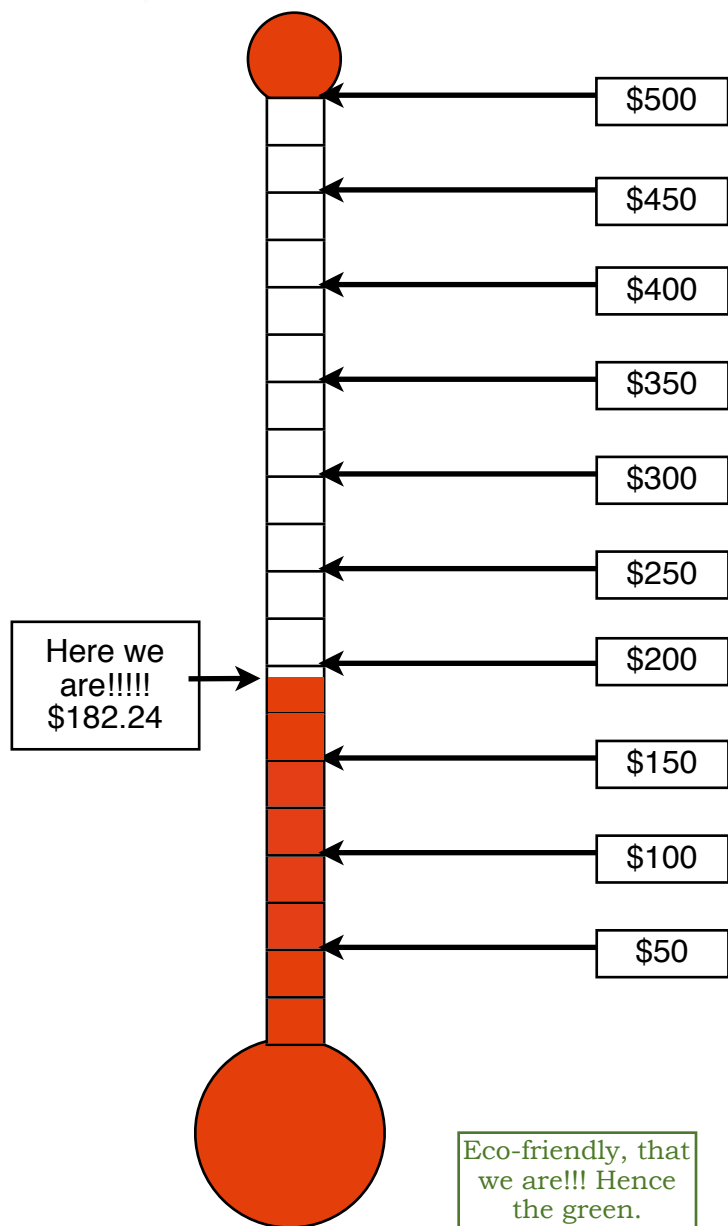
Gordon Biersch

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ASPS Cares



Let's Heat Up This Thermometer

Our recycling project is up and running, but I really do think that we're still in first gear (a little mechanical lingo from a mechanically challenged editor).

Think of it this way: every time you open a can of soda or beer, pop off the top and save it. Better yet, save the whole can.

And while you're at it, call Tim Tyson if you want to know what else can be recycled.

All proceeds from our recycling project will go to the Atlanta Ronald McDonald House Charities in the name of Jane Vallentyne Leaycraft, Susan Shirey's mother and a huge supporter of ARMHC.

Saying Goodbye To An Old Friend

It seems like it was only yesterday. A *Waterlog* sent to Leyman "Cliff" Clifton was returned in my mail. That had happened once before, a few years prior, and when I finally tracked Cliff down I found out that he had moved and he *CERTAINLY DID* want to keep receiving our newsletter. So I tracked him down again. First step: call Bob Leathers. He seems to have a nose for this kind of thing. When I found out where Cliff was this time I called and had a nice chat with his daughter, Patsy Wise. I told her that Bob and I would like to visit him if it wouldn't pose an inconvenience. "Lord no. Daddy would LOVE it!", she exclaimed.



So off to Smyrna we drove, Bob telling stories about Cliff and the times they had together. "I wonder how old he is now," Bob said as we walked into the apartment building. That question was answered in the next few minutes when Patsy greeted us and told us about her dad's 100th birthday. You see, Cliff was born the same month the United States Power Squadrons was born (at the New York Yacht Club) and two months **before** the governing board officially approved the bylaws.

That afternoon with Cliff was so enjoyable - he greeted us wearing his Power Squadron shirt - that we returned to interview him for "Meet...Cliff Clifton" in the June, 2014 issue.

Bob and I often said that we needed to go back and visit him and we finally set that plan in motion. I called Patsy and we decided that Wednesday, January 20th would be a good time.

My telephone rang on Sunday the 17th. It was Patsy, informing me that Cliff took a sudden turn, sat back, and said goodbye to this world. He would have turned 102 on February 21st.

I asked her if she had had a chance to tell Cliff that Bob and I were coming and she said yes, and that he was looking forward to it. When she went to the funeral home, "I can't say for sure but I think I detected a hint of a smile on his face."

I heard a little chatter in the background and Patsy came back on the phone and said to me, "My sister said that he always told us his happiest days were with the Power Squadron."

I wish we had visited him earlier.

The Bulletin Board



How's This For Inspiration:

Remember the difference between a boss and a leader...A boss says, "Go." A leader says, "Let's go."

=

And Speaking of Leadership

On a personal note I want to use this space to give a huge shout out to Cdr John Elwood "Woody" Williams.

"Woodrow", as I have nicknamed him, taught me a lot about myself this year.

He also taught me a lot about leadership. He conducted his meetings with a blessed combination of organization, purpose, and good humor. He could tell people (read Tim) to hush without hurting their feelings. He could make us smile even as we spoke of those who had crossed the bar.

And - best of all - he even counted the words to his "Commander's Corners" so that they would fit into the column perfectly.

This probably should have been in AFTer-thoughts but I wanted to make sure you all read it (ahem, ahem).

And I did want to say two words to you, Woodrow, in a very open and public forum:

Thank you.

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

February 6th: - ABC Class, Lake Lanier

February 7th: Change of Watch, Dunwoody Country Club

February 11th: Executive Committee Meeting, Aldo 's in Sandy Springs

February 14th: Valentine 's Day (husbands and boy friends, you have been told)

February 17th-20th : USPS Annual Meeting, Orlando

Save the Dates:

April 29th - May 1st: D-17 Spring Conference, Henry Horton State Park, Tennessee.

Afterthoughts

As I enter my fifteenth year in the Atlanta Sail and Power Squadron - and my seventh as Waterlog editor - I find myself awaiting the new year in breathless anticipation.

Oh how I have been waiting to use that expression!

Every year seems to be getting better and better. Sometimes we enjoy new and exciting activities. Recently we have been welcoming a flood of new members. And always we gather with old friends. But this year there seems to be an electricity in the air. Bridge members wanting to try out new ideas. International boating activity (rafting up in the BVI's? Oh ya, baby!) on the agenda. Members sending in articles that may have all or nothing to do with boating but which they thought other members might enjoy.

Now please (PLEASE) don't mistake this for my giving short shrift to any past boards or bridges. Remember the first sentence in the third paragraph? *Every year seems to be getting better and better.* If it can be said (and it can because I am saying it) "great" can become ever greater. We passed "good" long before I became a member.

As I write this it is 6:15 on a Saturday morning and I'm tired of listening to the weather reports on television. No matter how hard I try I just can't seem to verbalize in writing the point of this column. Can we just suffice to say that, while some families may be dysfunctional, this ASPS family is functioning in a way that others can only dream of. The humming of our cylinders makes a Lamborghini sound like a used Yugo (a VERY used Yugo).

So folks here is my challenge: keep up the "mighty MO". No suggestion is bad and no idea is impossible. Oh, and about sending in articles...YES!!!! The number 2016 has a certain ring to it, eh?

Tim Tyson
2481 King Arthur Circle
Atlanta, GA 30345

