



WATERLOG

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Hail To The (New) Chief

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Commander's Corner

Welcome to 2016 and the upcoming year for ASPS! First and most important, I want to thank our outgoing Commander, Woody Williams, his Bridge and various committees for an exceptional 2015. So many things were accomplished from record breaking educational enrollment, record breaking Vessel Safety Checks, exceptional new member recruiting and many social events on land, inland waters as well as coastal waters. I think we can all agree that they not only met and but exceeded their commitment and it was very much appreciated by all.



Cdr John W. Holland, Jr., S

With the 2016 season upon us, I am honored to have been elected by the membership to lead our organization this year. In addition, the incoming Bridge, being filled with talent and enthusiasm, has appointed outstanding committee chairs to help with the many tasks needed to keep our boat afloat. My goal is to continue the legacy of what the Atlanta Sail and Power Squadron has accomplished relative to Boating Safety, (SAFE), Education, (SMART) and Social Activities, (FUN). It is a Legacy to be proud of but as they say, It Takes a Village, and we must all donate our talents and time to continue to put forth the many programs and events that has made our organization what it is today.

It is going to be an exciting season and our Administrative Officer, Eric Ringwall, is putting together some great ideas relative to General Meeting programs, raftup events, cruising events, etc. We want to keep you informed so please take a few minutes each week to read through the DR publication for Terry and Kevin Schoonover will be providing lots of information relative to upcoming meeting, social events, new member announcements, etc. In addition, as with this edition, Tim Tyson will again entertain us with his outstanding publications of the Waterlog.

The time is now to get your vessels in top shape, fly the ASPS burgee proudly, and get ready for another outstanding SAFE, SMART and FUN year.

Thanks

Commander John Holland



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/F/Lt Tim Tyson, P, and Proof Editor Lt/C Margaret Sherrod, SN

On the Cover

At the national meeting our new Chief Commander, Louie Ojeda, was sworn in. Pictured here with his charming wife Dot. Thanks to P/C Lisa Wilson for this picture and for the other shots of the convention. We will be catching up on a lot of events - including our National Conference in Orlando this past February (see AFTerthoughts, page 16) in the next issue. So for now, congratulations to our new Chief Commander!!!

FORThoughts

Meet...Bonnie Fried

Growing up in Mobile, Alabama, Bonnie Fried remembers going over the causeway or driving by the beach and longing to be on a boat. Hers is a story of knowing what she wanted and overcoming some hurdles with a dedicated work ethic in order to achieve her goals. Oh, let's not forget some colorful leaves on her family tree. "I had one uncle who swam across Mobile Bay on a dare. Another uncle (by the colorful name of "Booger" Powell) flew his (Air Force) plane under a bridge in Pensacola (also on a dare). And her dad was something of a World War II hero, sneaking into a Japanese camp and getting ammunition when his company ran out of theirs.

When Bonnie was four her father left home and the family went to live with her maternal grandparents in Mobile. Her grandparents had once owned a cafe - The Acme Cafe - and lived upstairs. The cafe was successful and they opened up a second one. But Prohibition took its toll and her grandfather managed to lose both of them. "I don't know the whole story but Mother always referred to 'Demon Alcohol'."

I mean to say, this is one colorful family!

Editor of her high school yearbook, Bonnie also started up the school newspaper. "I had to work hard to get a scholarship. We didn't have a lot of money. You could say that we were poor," she reflected. Then, pointing to the little stub of a pencil I was using to take notes she said, "I remember getting my hand slapped for throwing away a pencil even smaller than that one. It was considered wasteful."

Bonnie spent two years attending the University of South Alabama. It was on a trip to the Grand Canyon with classmates that she met her future husband. "Glenn told me that he would swing by Mobile on the way back to Atlanta and he did." He had a house on Lake Lanier in Gainesville across from Gainesville Marina and she would visit him there.

Now before we get too far ahead of ourselves, the first time Bonnie was on a boat she was 20 years old.

"A date took me duck hunting on an airboat. I didn't want to shoot ducks, just photographs." Then she remembered a date who took her money and bought a shrimp boat. *(Note to Tim: inquiring minds want to know more - find out more about that story).*

Back to Glenn. Bonnie decided to transfer to the University of Georgia and was working for a bank in Athens. One day they told her about an opening in Atlanta and asked if she wanted to work here. "I thought it would be exciting so I said yes. Bonnie transferred to Georgia State where she graduated with a degree in business management in 1979. Offered a job with an insurance company (she still works for them), Bonnie rose through the ranks to become a vice-president. On Fridays after she and Glenn were married they would borrow a friend's boat for rides on the lake. Soon they would buy a boat with a cutty cabin. "We'd take our Irish setter and go out on Friday evenings." Bonnie never learned to drive the boat. "Every time we were getting up on plane I couldn't see over the bow. He didn't tell me it would come down, but I sure knew how to clean and wax it!"

Robin was born in 1986 and Erica in 1997. "They were basically raised like "only children", since they were 11 years apart." Talking with Bonnie it became abundantly clear that she is extremely proud of both of her girls. "Robin was - and is - a voracious reader. She was the first valedictorian at Chestatee High School. She gave the opening speech at her graduation and Erica gave the closing speech at her's...as class president."

Bonnie and Glenn divorced in 2000 and Bonnie moved to Cumming...off the water. "I dated a guy from church who had a houseboat and a 100 ton license, and he would let me drive it." After they stopped dating she realized just how badly she wanted to get back on the water.

(continued on page 5)



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T.J. CONVERY

Squadron News

Our Squadron Has A COW (I know, I used that last year)

This year's Change of Watch was another great example of how our Squadron can pull off one helluva fine event. Cdr Williams earned another letter (P, as in P/C), new members Rich and Marny Midkiff were sworn in (as our Squadron renewed our USPS pledge with them), Eric Ringwall earned a well-deserved Commander's Award, and (drum roll, please) Donna Odum (who else!) received the coveted Nelle B. Moon Award.

Last but not least, our new Commander, John Holland, and his 2016-2017 Bridge were sworn in. Members start your engines. We all look forward to a fun and exciting new year!!!



Squadron News

(Meet...Bonnie Fried, continued)

I remembered that this guy had said that there were classes on boating available. I saw the (ASPS) ad in the *Lakeside News* and took the ABC class. Thinking that she was automatically in the Squadron - after all she **HAD** taken ABC - Bonnie went to our meeting. After finding out that passing ABC did not a Squadron member make (*Note to Mrs. "P.K." Kennedy, my high school journalism teacher: did you like that turn of phrase?*), she decided that she wanted in...and so she joined our merry band of sailors. After bringing Erica to a meeting, she too took ABC and joined our number. In 2012 Bonnie attended her first raft-up as a guest of Ed and Genie Troncalli and decided to buy a boat. However, after a couple of years, Bonnie decided to move to the Crabapple/Milton area.



"I'm very particular and fussy about the kind of house I want to live in and the boat didn't fit into those plans." So she sold it. However she still maintains a presence on U Dock at Holiday Marina at least twice a month. I go out on the lake with friends. Bonnie remains

active in our ASPS. She has been an energetic marketer for our Squadron, handling our ads in the *Lakeside News* and delivering flyers and the *Waterlog* to area marinas. At first I thought it would be too much but I guess it's in my blood.

Robin, now living in the Denver area, earned a masters degree in psychology, but her big love is teaching gymnastics at a center in Denver. "She took a lot of kids to nationals last year." She is expecting a child (Bonnie's first grandchild) who will be named Jenna Rae, on September 9th.

Erica, who, as mentioned above, was her high school class president, was also the editor of her school newspaper. "She put it online," said Bonnie, who can't seem to stop bragging about her daughters (which is a great thing, don't get me wrong!). "As a Mother's Day present she is going to try to make me more PC literate." Erica just finished her freshman year at Georgia Southern...with a 4.0 average! "She was the only girl in her dorm to keep her Hope Scholarship. And she is an officer the Zeta Tau Alpha sorority...out of 189 girls. Not bad!"

Erica is equally free in expressing her feelings about her mother. "I'm so excited that my mom found a group of people like her that she can experience this with. And I'm so proud that she has become so involved with the Squadron."

See what I mean?

Raft-Ups...More To Come (see page 9)



- Step 1: Food.
- Step 2: Vessel Safety. (Can be swapped with step 1 on occasion).
- Step 3: Bond with friends.
- Step 4: Bond with more friends.
- Step 5: Let the raft-up season begin!!!



Gordon Biersch

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Science and Nature

Celestial Navigation and the Dung Beetle

Every Waterlog issue has an article, the topic of which your humble editor finds intriguing. P/C Don Williams, loyal reader that he is, sent in an article about the dung beetle and its dependence on the Milky Way. Rather than take the easy way out and simply get permission to reprint, I jut had to do a little research myself. I mean, this story sounded like it was full of, well, dung. Having gotten that out of my system, let's get on with the story.

First off, lets talk about the critter itself. The dung beetle exists by feeding itself dung. Gorging might be a more apt description. 16,000 dung beetles can put away 3.3 pounds of elephant dung in a scant two hours! Talk about *anorexia ponderosa*!!!



Two dung beetles fighting like little brothers at the meal table over dinner

Some dung beetles, the rollers, roll the dung into balls which are then used as a food source. These little fellers can roll ten times their weight. Some beetles, the tunnelers, bury it (saving it for a rainy day?). A third group, the dwellers, live happily in it. The average (I won't use the descriptive word "normal")

tunneler can bury 250 times its weight in one night on this delicacy. 250 times!

They live in varied environments, dwelling in farmlands, grasslands, forests...actually on every continent except Antarctica. Because of the nutritional value of dung they need no water or any other foodstuffs. And, no real surprise here, they find their dung using their sense of smell.

Once the dung is rolled, the beetles must move it quickly to avoid its being stolen by another beetle. And we all know that the quickest way to get from one place to the next is via a straight line.

Here's where it gets really interesting.

The dung beetle is the only animal known to navigate using the Milky Way. You read this correctly. They rely on celestial navigation to safely get their dung together. Five years ago Professor Eric Warrant of the

University of Lund in Sweden and a group of scientists began to study their extraordinary navigational abilities. "They (the dung beetles) have to get away from the pile of dung as fast as they can and as efficiently as they can because the dung pile is a very, very competitive place with lots and lots of beetles all competing for the same dung. And there's very many lazy beetles that are just waiting around to steal the balls of other industrious beetles and often there are big fights in the dung piles," Dr. Warrant said. Also, the beetles need to go in a straight line to avoid circling back and possibly being robbed of their precious cargo.



The Milky Way

NPR host Melissa Block said, "The Milky Way, billions of stars that form a white streak across the sky, serve as a guide for these little harvesters of waste. It was understood earlier that both the sun and the moon serve as guides, but no one knew how dung beetles could follow a straight path when the moon isn't out. So at the edge of the Kalahari, professor Warrant and the team built a small arena. "We tested them with and without a little cardboard hat which we put on top of their head with a piece of tape. And this little cardboard hat effectively blocked out the view of the starry sky. And when we did this, they rolled around and around and around in circles. They couldn't keep a straight path."

"The Swedish scientists also tested dung beetles at a planetarium. They altered the star pattern on the ceiling and watched what the beetles did. Without the Milky Way, the beetles could not walk the straight and narrow," added Block.

As reported by Anna Salleh at ABC news in 2013, "The discovery that dung beetles use the Milky Way to navigate is among the achievements being awarded at this year's Ig Nobel Prizes. The Ig Nobel awards, which famously honours achievements that 'make people laugh, and then make them think', were presented at Harvard University."

We hope this article motivates you to take the Junior Navigation course, the first step in the USPS toward celestial navigation, which will be offered this fall.

And much thanks to P/C Don "Scoop" Williams, always on the lookout for all the news that's fit to print, and less.

Life on the Water

The Seaward Deflection of the Gulf Stream at the Charleston Bump

(Editor's note: This title may sound like a doctoral dissertation but the story is fascinating. Trust me.)

NOAA's CoastWatch Program processes near real-time oceanographic satellite data and makes it available to federal, state, and local marine scientists, coastal resource managers, and members of the general public. The roots of the CoastWatch Program can be traced back to the 1970s, with the advent of satellite information and the discovery of an ocean eddy off the coast of South Carolina.

On July 25, 1969, a free-drifting, manned submersible became trapped in an eddy near the ocean bottom off Charleston, South Carolina. The submersible Ben Franklin, named for the American patriot and scientist, had set adrift from Florida 11 days earlier to study and explore the Gulf Stream current. When the vessel surfaced in the eddy, its support ship towed the submersible back into the Gulf Stream to resume its northward drift. However, the mystery surrounding the eddy, unknown up to that time, was not solved until 1976.

The Charleston Bump is a deep-water, rocky bottom feature on the Blake Plateau southeast of Charleston, South Carolina. At this time, images from a NOAA satellite, combined with other observations, revealed that a large feature on the ocean bottom named the "Charleston Bump" diverted the path of the Gulf Stream, helping to create a large ocean eddy. This use of satellite information technology demonstrated the value of ocean observations from space and served as a forerunner to NOAA's CoastWatch, a program that provides near real-time satellite images of physical and biological ocean phenomena.

Drifting Along the Gulf Stream

Alexander Agassiz, a preeminent oceanographer of the 19th century, attributed the first scientific basis for exploring the Gulf Stream to American statesman Benjamin Franklin. Franklin published this map of the Gulf Stream in 1769, 200 years before a submersible named after him drifted below the surface to study this river in the ocean.

While the Spanish explorer Ponce de León first formally identified the Gulf Stream in 1513, Benjamin Franklin was one of the first to describe and chart this strong, northward flowing current off the east coast of North America in 1769. This information was extremely helpful to sailors who used the current to cross the Atlantic in sailing ships.

Two hundred years later, in July 1969, a manned submersible named the Ben Franklin drifted over 1,400 nautical miles of the Gulf Stream at depths between 180 and 610 meters while conducting oceanographic studies. Starting on July 14 from West Palm Beach, Florida, the submersible began drifting north.

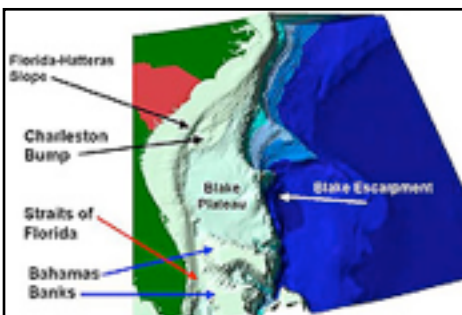
The Ben Franklin submersible was 20 feet tall and nearly 50 feet long. Six men drifted with the vessel on its Gulf Stream Drift Mission for 30 days. This mission included a brief period when the vessel became entrapped and unable to extricate itself from an ocean eddy. Near Charleston, South Carolina, at a depth of over 200 meters, swirling currents in an eddy that spun off from the Gulf Stream trapped the vessel. The small motors used to guide the craft were too weak to allow it to move out of the eddy. Once the submersible surfaced, its support

ship, the M/V Privateer, attached a line to the vessel and towed it to more favorable currents. The submersible then drifted under water all the way to the Grand Banks off of Newfoundland, Canada, where the journey ended on August 14.

At any other time, this would have made a sensational news story. But, the event was overshadowed by the first moon landing on July 20, 1969. The cause of the Ben Franklin's entrapment near Charleston remained a mystery and was soon forgotten.

Using Satellites to Study the Ocean

Ironically, the lunar landing helped to solve the mystery of what happened to the Ben Franklin because the space program accelerated the development of satellites to monitor the weather and eventually the oceans, land, and vegetation on Earth. Meteorologists were the first to push for improvements in satellite observations to monitor weather. To gather this new "remote sensing" data, NOAA and NASA established a satellite service to build and launch satellites equipped with sensors, collect satellite data, transform the data into images, and distribute the images and data to the National Weather Service.



The Charleston Bump is a deep-water, rocky bottom feature on the Blake Plateau southeast of Charleston, South Carolina.

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Squadron News

Two General Meetings On One Page. Such a Deal!!!

This year's general meeting programs have been blockbuster presentations. Our March meeting, held at the Fernbank Science Center was most interesting. We gathered in the planetarium, reclined toward the sky, and watched as the constellations were explained to us by resident astronomer April Whitt. Lt/C Eric Ringwall had researched flags and burgees and found that there was indeed a Port Captain's ensign and he awarded one each to: Jeff and Tammra Baker (Lake Lanier), Norm Oien (Chattanooga), Kathy and Scott Warden (Savannah), and Dave and Nan Ellen Fuller (Lake Allatoona). All in all it was a terrific meeting, interesting, fun, and more fun.



And Like the Phoenix, Rising From The Ashes...

So as if one interesting meeting wasn't enough, we decided to follow it up - a double header, so to speak. As those of you who have been to meetings where Ryan Troncalli has been the presenter of programs, the SS United States is - and has been for some time - a large passion in his life. This historic ship, which still holds transatlantic speed records as well as an array of historical factoids, was almost doomed to the scrap heap when, like the phoenix arising from the ashes, the Crystal Cruise Lines bought her and decided to resurrect this ship's place in cruising history.

Ryan, like any proud father, beamed with delight as he spoke of the future of this vessel.



Squadron News

One Classy Raft-Up

I really don't think any of us should have been surprised. I mean this Squadron continually outdoes itself in everything we do. But this was over the top. For our first "real" raft-up of the year we had the first "Salute to the Commander", as each boat, decorated to the hilt, passed our Commander and his lovely bride in a salute to his new term. That alone would have been a classy way to bring in the raft-up season. But noooo, Dave and Nan Ellen Fuller had another of their brainstorms, and this storm was a real thunder bumper. They enlisted three members of the U.S. Coast Guard Pipe Band - John Quinn, Bob Miller, and M.L. Loudermilk (who also happens to be the Pipe Major of over the entire Pipe Band) to play patriotic melodies from the shore as our boats sailed by. Fantastic it certainly was.



And, as is customary, we had our blessing of the fleet. It was truly one of the most memorable raft-ups in the history of our Squadron. Thanks go to the Fullers, the Pipers, the Gulers (for the photography), the Ringwalls and Scotty Randall, and to all of those who participated.

You're the best!

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Life on the Water

(The Charleston Bump, continued)

However, during the first decade of satellite observations, between 1960 to 1970, the quality of the images was too poor to resolve the patterns at the surface of the oceans that appeared intermittently between the clouds.

In 1972, a NOAA polar-orbiting satellite with a high-resolution infrared scanner provided the first detailed views of the oceans in cloud-free areas. This satellite offered images at a one-kilometer resolution near the coastline of the United States. From the surface temperature patterns detected by the satellite's scanner, the images revealed ocean currents such as the Gulf Stream flowing north from Florida to the North Atlantic off of Newfoundland where the current splits into several other currents. The images also revealed the Loop Current in the Gulf of Mexico.

Satellite images show that the warm waters of the Gulf Stream current (orange) deflect consistently seaward soon after passing over a broad, prominent rise on the ocean bottom and spin off into an eddy (bottom center) that trapped the Ben Franklin submersible.

One intriguing temperature pattern appeared repeatedly in satellite images of the South Carolina coast. The pattern revealed a sharp eastward turn of the warm waters of the Gulf Stream in nearly the same location in each image. To gain a better understanding of this phenomenon, specialists enhanced the satellite images and then overlaid them on a map of bottom-depth contour lines. By overlaying the satellite images on bottom topography, scientists learned that the Gulf Stream's sharp eastward turn coincided with a prominent rise or geologic feature on the ocean bottom known as the "Charleston Bump." The procedures used by scientists are commonplace today, but, at that time, they required considerable effort.

Solving the Mystery of the Charleston Bump Eddy

So how would such a bottom feature contribute to formation of an eddy that would trap the Ben Franklin submersible? In the 19th century, Alexander Dallas Bache, the second superintendent of the U.S. Coast Survey, predicted that the irregular ocean floor off the coast at Charleston could create an eddy in the Gulf

Stream. Later, in 1923, the scientist G.I. Taylor experimented with the flow of water in a rotating container. He demonstrated that a bump on the bottom of a rotating container forces all the water flowing above it to curve around the bump. It is as if there is a solid column obstructing the current and not just a small bump. Since the water column moves in a counter-clockwise direction around the bump, a stationary eddy will appear above the bump.

This satellite image shows daily sea surface temperatures from April 20, 2007. In the image, the Gulf Stream starts in the Gulf of Mexico, comes in through the Yucatan Straits, loops around in the Gulf, then comes past Miami, Florida, towards Cape Hatteras, North Carolina. Off Charleston, the current crosses the Charleston Bump where it is deflected seaward and then back towards land, forming "eddy-like" counter-clockwise circulation which which could have trapped the Ben Franklin submersible.



The Ben Franklin submersible was 20 feet tall and nearly 50 feet long. Six men drifted with the vessel on its Gulf Stream Drift Mission for 30 days. This mission included a brief period when the vessel became entrapped and unable to extricate itself from an ocean eddy.

Satellites with sensors that could distinguish temperature differences in ocean surface waters were able to detect Gulf Stream waters turning in a counter-clockwise direction. By itself, this observation offered little explanation for the reasons for formation of the eddy. But in conjunction with bathymetric (measurement of ocean depths) charts, Taylor's experiment, and Bache's informed judgment, the satellite images offered oceanographers a compelling means to understand how this piece of ocean bottom affects the behavior of the Gulf Stream.

The northward-flowing Gulf Stream is diverted seaward (eastward) by the initial eastward curvature of the ocean bottom at the Charleston Bump. After it passes the Bump, the current turns back towards the shore. This counter-clockwise rotation of the current produces an eddy-like circulation over the Bump, which could have trapped the Ben Franklin submersible. While the Bump is a relatively small change in the depth on the ocean bottom, the Gulf Stream is also diverted at the New England Seamounts, southeastward of Cape Cod. These interactions of ocean currents with bumps and seamounts are known as "Taylor columns" and are due to the Earth's rotation. Taylor columns were first discovered by G.I. Taylor during his laboratory experiments.

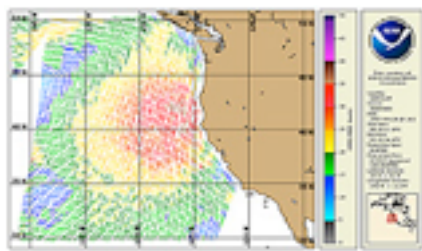
(continued on page 11)

Members' Quarters

(The Charleston Bump, continued)

Richard Legeckis, a new NOAA oceanographer at the time, presented the results of some of the first high-resolution satellite images of the deflection of the Gulf Stream at the Charleston Bump at the annual meeting of the American Geophysical Union in Washington, DC, in 1976. After this meeting, one of the participants, John Bane, shortened the part of the original title of the talk from "...the influence of bottom topography off Charleston, SC..."

by re-titling it "The Charleston Bump." This catchy name, a play on a popular 1920s dance, the Charleston, eventually was used by fisherman and environmentalists along the coast of South Carolina.



This image from CoastWatch shows West Coast winds on September 20, 2007.

Subsequently, many scientific studies at the NOAA Fisheries Facility in Charleston, South Carolina, using satellite images, drifting buoys, and ship observations have revealed that the Charleston Bump increases fish catch downstream, produces intermittent harmful algae blooms along the coast, and moderates the temperatures of coastal waters. Today, complex computer models now assimilate satellite measurements of ocean features to improve weather forecasts and establish fisheries trends.

CoastWatch - An Overhead Ocean Sentinel

Mindful of the satellite observations over a decade earlier that helped solve the mystery of the Ben Franklin submersible entrapment, NOAA created the CoastWatch program in 1987 to make available near real-time satellite images. NOAA did this in response to two events: a bloom of harmful algae (microscopic plants that can be toxic to marine mammals and humans) off the coast of North Carolina and a die-off of more than 700 bottlenose dolphins in the mid-Atlantic. To find the source of the bloom, scientists turned to sea surface temperature data collected by NOAA's polar orbiting satellites and determined that the Gulf Stream had transported toxic algae cells from Florida into the colder coastal waters of North Carolina. This image from CoastWatch shows West Coast winds on September 20, 2007.

CoastWatch products are data and images from NOAA's geostationary and polar-orbiting satellites, NASA's Earth observing satellites, the Defense Meteorological Satellite Program, and the Orbview-2 and QuikSCAT satellites. The most commonly requested

CoastWatch products are sea surface temperature, ocean surface winds, or ocean color. Sea surface temperature images help meteorologists predict weather and fishermen locate prime fishing areas. Images of ocean color and chlorophyll A (a green pigment that plants use to convert solar energy to another form of energy that they can store) levels help scientists to track changes in the ocean that may indicate harmful algal blooms; sailors and commercial shipping pilots use images of ocean surface winds for navigation. Each image and data set is available in near real-time.

Contributed by Richard Legeckis, NOAA's National Environmental Satellite, Data, and Information Service Works Consulted

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(Another editor's note: P/C Douglas Townes suggested that I go to NOAA's website for interesting articles and he was NOT wrong. There is so much to read - and most of it understandable to me!!! - that I can highly recommend it. And thanks, P/C Townes. You rock!).

ASPS Cares

Time To Re-Think Our Goal?

After last year's Calvary Kids Day-On-The-Lake we thought that if we could raise \$500 for our Jane Vallentyne Leaycraft Project it would be terrific. But as we continue to recycle we are already at the almost \$400 mark and climbing!

Here's how the program works: Step 1: before you throw anything away ask yourself, "Can this be recycled for money?" Usually pop tabs are the easiest, but the whole can is great as well.

Step 2: SIFT (**Save It For Tim**). Tim Tyson will gladly take it off your hands and turn it in. Either call him or bring it to a meeting.

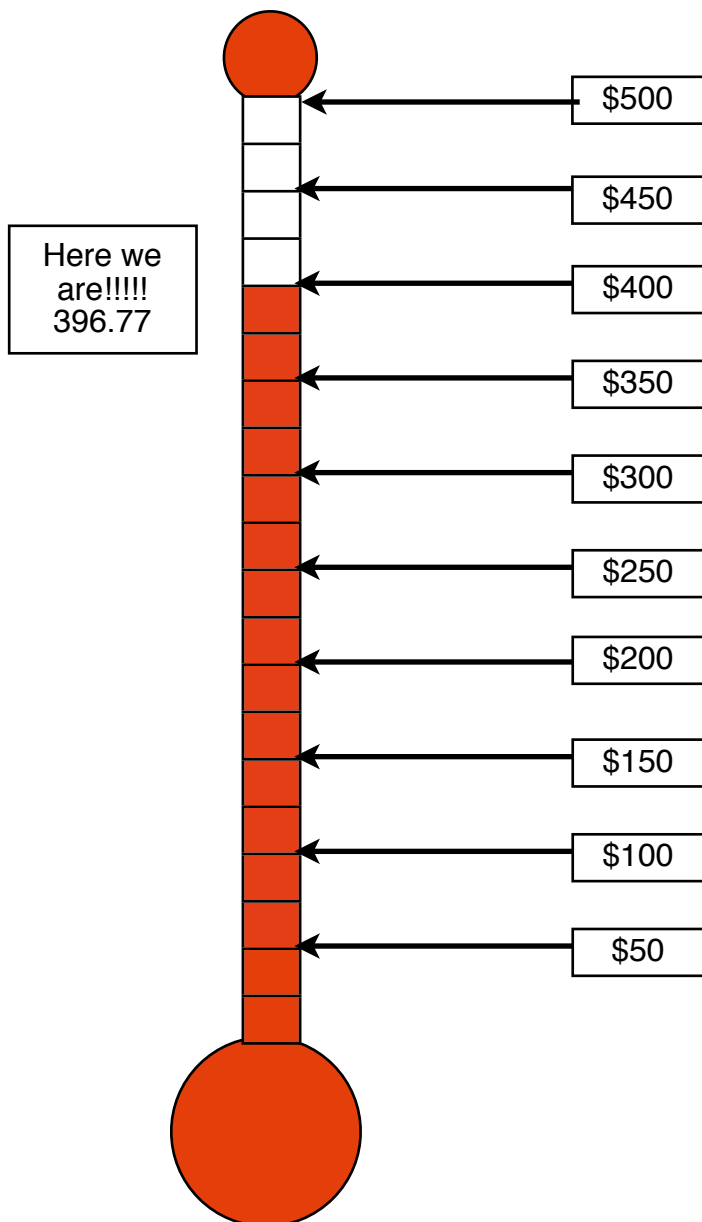
Margaret and Barbara save cans from District meetings. Several members collect pop tabs. Several


others call Tim or bring in cans. Bonnie Fried gave us her old gutters (I knew I shouldn't have gotten into listing names. Thanks to all of you who pitch in and help.) We have one member who is constantly on the lookout for aluminum and other metals at work. To date this member is singularly responsible for over half of the money we have collected! So...do we up our goal to \$750? How about \$1,000? Is that too lofty? My gut says, "No."

Now some of you might be asking yourselves what the Jane Vallentyne Leaycraft Project has to do with the Power Squadron. A lot, and on several levels. USPS by-laws talk about community outreach, and this project benefits the Atlanta Ronald McDonald House Charities (see AFTerthoughts, page 16). Awards are given for Squadron outreach by National.


It also provides our Squadron a way to thank Susan and Tom Shirey, who give us the use of their magnificent houseboat for the Calvary Kids' Day. You see, Susan's mother, Jane Vallentyne Leaycraft, was devoted to the Atlanta Ronald McDonald House.

Stop by some day and I'll show you her garden at the Egleston (Gatewood Road) location.





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Tim and Barbara Tyson
 P/D/C Bob, Nancy, and Robert Leathers
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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.

The Lighter Side

Gotta Love It

My dear friend Jill Kujala sent this in. Apparently she received this sweet note from a friend of hers. We at Waterlog Headquarters hope you appreciate the reverence with which it was written.

Time is like a river. You cannot touch the water twice, because the flow that has passed will never pass again. Enjoy every moment of life. As a piper, I play many gigs. Recently I was asked by funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in the Nova Scotia back country. I was not familiar with the backwoods, I got lost and, being a typical man, I didn't stop for directions.

I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch. I felt badly and apologized to the men for being late.

I went to the side of the grave and looked down. The vault lid was already in place. I didn't know what else to do, so I started to play.

The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man.

And as I played "Amazing Grace" the workers began to weep. They wept, I wept, we all wept together. When I finished, I packed up my bagpipes and started for my car. Though my head was hung low, my heart was full. As I opened the door to my car, I heard one of the workers say, "I never seen anything like that before, and I've been putting in septic tanks for twenty years."

Apparently, I'm still lost.

And From The Always Dependable P/D/C Bob Ginsberg, A Two-Fer

P/D/C Ginsberg's Two Inspirational Messages For The Month

Two guys, one old, one young, are pushing their carts around Wal-Mart when they collide.

The old guy says to the young guy, "I'm so sorry about that. I'm looking for my wife, and I guess I wasn't paying attention to where I was going."

The young guy says, "That's alright, sir. Man, what a coincidence. I'm looking for my wife, too. I can't find her and I'm getting a little desperate."

The old guy says, "Well, maybe I can help you find her. What does she look like?" The young guy says, "Well, she is 27 yrs. old, tall, with red hair, and blue eyes. She's buxom and isn't wearing a bra, has long legs, and is wearing short shorts. What does your wife look like?"

To which the old guy says, "Doesn't matter, let's look for yours."

God's Plan For Us

Most seniors never get enough exercise. In His wisdom God decreed that seniors become forgetful so they would have to search for their glasses, keys and other things thus doing more walking. And God looked down and saw that it was good.

Then God saw there was another need. In His wisdom He made seniors lose coordination so they would drop things requiring them to bend, reach & stretch. And God looked down and saw that it was good.

Then God considered the function of bladders and decided seniors would have additional calls of nature requiring more trips to the bathroom, thus providing more exercise. God looked down and saw that it was good.

So if you find as you age, you are getting up and down more, remember it's God's will. It is all in your best interest even though you mutter under your breath.

Thank you, P/D/C Ginsberg. Thank you very much.



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The Bulletin Board

For Sale



Your editor has come into the possession of about one dozen of these shelving units. They are being offered on a first come-first serve basis to anyone who might have a good use for them. The dimensions are 4 feet wide by 1.5 feet deep, and they can be as tall as 7 feet (you can customize them with a saw).

Pricing is as follows: \$15 each, 2 for \$25, with a \$5 delivery charge. Additional discounts apply if you care to buy more than 2.

All proceeds will go into our Jane Leaycraft Project to benefit the Atlanta Ronald McDonald House Charities.

Please contact Tim Tyson at 770-365-8422.



There are twelve of these (very comfortable) bar stool-type chairs, also available at a bargain basement price. And by bargain basement we mean \$15 each, 2 for \$25, with a \$5 delivery charge (the distance should be reasonable).

Sound familiar? And again, all proceeds will go into our Jane Leaycraft Project to benefit the Atlanta Ronald McDonald House Charities.

Please contact Tim Tyson at 770-365-8422.

Errors and Omissions:

In the last *Waterlog* Cliff Clifton's daughter was referred to in error as Patsy Wise when her name is, in fact, Patsy Wright. We apologize for the error.

From the Bridge



2016 Bridge, left to right:

Mary Larsen, Executive Officer, Margaret Sherrod, Assistant Treasurer, John Holland, Commander, Terry Schoonover, Secretary, Kevin Schoonover, Assistant Secretary, Eric Ringwall, Administrative Officer, Cindy Ringwall, Treasurer, Meredith Randall, Education Officer, Scot Randall, Assistant Administrative Officer. (Not pictured is Keith Blanton, Assistant Education Officer.)

Calendar

May 19th - General Member Meeting, 57th Fighter Group Squadron Restaurant

May 21st - ABC class at Lake Lanier Corps of Engineers office

May 21st - Life Vest Event, Aqualand Marina, 1:00

May 21st-28th - National Safe Boating Week

June 4th - ASPS raft-up and new member orientation, consult DR for location

June 9th - Executive Committee meeting, Aldo's in Sandy Springs

June 16th - General Member meeting, 57th Fighter Group Squadron Restaurant

June 18th-26th - BVI cruise

AFTerthoughts

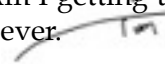
As many of you have noticed, your *Waterlog* hasn't been coming out as often as it used to. And as a couple of you have inquired, am I getting tired of doing it?

I've had rather unique and wonderful thing happen in my life, and I guess I should tell you before any rumors start. Plus I'm pretty jazzed and want to share it with you. Plus I can't think of anything else to write about.

A funny thing happened to me last year when I went to the Ronald McDonald House to deliver our Squadron's donation. I fell in love with everything about it. As I said to the folks there (much to their amusement) "head over heels puppy dog in love." I told Barbara that my sights were set on getting a job there, and went about spending as much time as possible doing anything and everything I could to try and prove myself to them. And in February they up and hired me.

The only reason that I am writing this is because, with my new schedule, I need to get used to putting out your *Waterlog* in a more timely manner and continue to work as many hours as I can at a place I can't wait to get to every morning. Time Management 101. We'll be doing some catching up (i.e. National and District meetings/confabs) in the next (hopefully soon) issue.

In "*The Sound of Music*" Julie Andrews worried that if she fell in love with Captain von Trapp it meant that she loved him over the God she also loved. But the Mother Superior told her that she could certainly love them equally. I feel like that. Like a mother having two kids and not loving one over the other. I love the Ronald McDonald House, but I also love the *Waterlog*. And I absolutely love the Squadron.

So bear with me for the next few months as I struggle with my time management. Oh, as for "Am I getting tired of doing it?" Heck no. Just keep sending me ideas and articles, because I need them now more than ever. 

Tim Tyson
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Atlanta, GA 30345

