



WATERLOG



SAFE! SMART! FUN!

In This Issue

Attention Readership!	2
Commander's Corner	3
Governor Proclaims Safe Boating Week	4
92 Miles, 7 Days, 1 Great Time	5
Calvary Kids Day Is Right Around The Corner	6
Don't Talk Trash	6
Bidding Farewell To Two Wonderful Members	7
Exactly Who Are Our Friends of the <i>Waterlog</i>	7
The Man Who Made D-Day Possible	8
The Man Who Made D-Day Possible (continued)	9
Law Passes With Unintended Consequences	10
Law Passes With Unintended Consequences (cont.)	11
Law Passes With Unintended Consequences (cont.)	12
Leathers Family Makes A Name For Themselves	12
It Pays To Take Our Classes	13
Cinco De Mayo, Squadron Style	13
Calendar	14
Bulletin Board	15
AFTerthoughts	16

Attention Readership!

In the almost 10 years that I have been your Waterlog Editor no other Commander's Corner has struck me as being this important. It is for that reason that you will find the entirety of page 3 dedicated to the Commander's Corner.

I implore all of you to read it and send in any comments to Cdr Barbara Tyson.

Please feel free to contact her - or any members of our Bridge - should you have any questions.

The future of this fine organization may well be changing and we need to mold it carefully and correctly.

Thanks,

Tim

Waterlog

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 Co-Editors Rachel Shirey and Tim Tyson

On the Cover

Last Labor Day, Tim Furey (Cdr Tyson's cousin), his wife Polly, cousin Dr. Chris Furey, his wife Meg and their two wonderful sons George and Eamon, and Barb and I went on a sightseeing boat on Lake Erie to watch the spectacular Navy Blue Angels fly over Cleveland, Ohio. Many thanks to Tim and Polly for scoring those tickets. It was a sight to behold!



Cdr's Corner



The National Planning Committee Strategic Transition Plan:

We Have **ONE** Opportunity to Say What We Think

Just like our kids and grandkids ABCA has a home work assignment this summer. - Chief Commander Gary Cheney has asked us to read and comment on "The National Planning Committee Strategic Transition Plan Outline". As C/C Cheney puts it, the Transition Plan is designed to "reflect age, gender, cultural and demographic changes in the watercraft community". It is a plan to transition us from our current Business Plan to a new "modernized" Business Plan that supports our survival well into the future. ***I strongly urge you to read it and send me your thoughts/questions by August 15 so I can forward our comments to National.*** Here are some highlights of the Plan you really do need to know. I have added a few thoughts of my own. The National Planning Committee (I will refer to it as "NPC") proposes the following:



Cdr Barbara Tyson, P

- 1) The elimination of ranks and grades - The NPC feels that the use of ranks and grades with members' names is confusing to new members and the public. People understand President, Vice-President, etc., better than military sounding ranks nowadays. Grades, however, may be another matter. I have heard from several in our Squadron/Club that if a member busts their rear end to take and pass one of the advanced grade educational courses there ought to be some kind of permanent recognition and the letter denoting the grade that appears behind a member's name is certainly appropriate.
- 2) The elimination of uniforms - This item is an anachronism the NPC thinks should go. Members should look like boaters (shorts & Sperrys®), wearing comfortable attire.
- 3) A national live help line or chat line for questions - I wholly endorse this one if they can make it work. The NPC wants your questions to be answered within 24 hours rather than 24 months! Anyone can call in and ask a question. You don't have to go through channels anymore and hope that you get an answer.
- 4) Reduce the number of Bridge positions - This is the only one I'm not sure I like. I have the best Bridge

anyone could ask for and I can't imagine living life without all of them. The NPC has designed this item for small clubs that don't have sufficient numbers to fill all Bridge positions.

5) The NPC feels that Bridge positions and Chairmanships should be fun and activity oriented. I think everyone would agree with this statement. We will need further clarification on how to implement this idea.

6) Elimination of monthly General Membership Meetings - The NPC says the only formal meeting required will be an Annual Meeting once a year. Other meetings should be fun and informative with the emphasis on FUN. This item already drew a lot of discussion at the July ExComm. While we agree our GMM's could be more interesting we are not sure we want to give up the structure that monthly meetings provide.

7) Elimination of most formal reporting - The NPC wants more fun time and less "business time" at General Membership Meetings. This item is one way we can improve our GMM's. Bridge Officer reporting at GMM's could be shortened to only the most important items, allowing for more "fun time".

8) Possibly one single dues structure - This is an effort by the NPC to make things simpler for new members and is another item I endorse. When talking to people outside of our Club, the question of cost almost always comes up. Being able to give a quick definitive answer would help a lot.

I hope these highlights will spur you to read the entire outline and write down your comments pro and con. We have one opportunity to express our thoughts before the Transition Plan will be voted on at Governing Board in September. Don't forget to tell me what you think by August 15 at...

co@usps-atlanta.org.

Barbara





Squadron News

Governor Kemp Proclaims May 18th-25th Georgia Safe Boating Week

On May 18th, with Cdr Barbara Tyson, Executive Officer Dave Fuller, Administrative Officer Rhodes Lee, Nan Ellen Fuller and other assorted members of the Coast Guard Auxiliary, and representatives from the Georgia Department of Natural Resources present, Governor Brian Kemp signed a proclamation designating May 18th-25th as Georgia Safe Boating Week.

As the proclamation states, each year over 700 people die needlessly (my word) in boating related accidents. Even though that number is declining it is still too high.

This might be a good time to put in a plug for our vessel safety examiner team and our America's Boating Course classes. Each time a boat explodes or catches fire (as two recently did on Lake Allatoona), or boats collide resulting in deaths or injuries (as happened on Lake Lanier this past May), we have to wonder, if we had inspected their boats or if they had taken an ABC class, would we have read about this? A good guess would be "no".



Above: Members of the Georgia DNR, Coast Guard Auxiliary, and America's Boating Club Atlanta with Governor Brian Kemp.

Below: Governor Kemp signs the Safe Boating Week proclamation.





Squadron News



92 Miles, 7 Days, 1 Great Time

This story was brought to our attention by Administrative Officer Dave Fuller at our last meeting. Dave and Nan Ellen were participants in "Paddle Georgia Lite", the first two days of this seven day adventure. America's Boating Club Atlanta (our Squadron) helped sponsor one of the eight children from Camp Horizon. Many thanks to Rena Peck Stricker of the Georgia River Network granting permission to reprint information and use photographs from their website, garivers.org.

As our headline reads, "92 Miles, 7 Days, 1 Great Time." That is how Paddle Georgia is billed on the Georgia River Network website. But as you will soon read, it is more than that to some very deserving children, So much more.

"Paddle Georgia is an annual 7 day paddle trip on a different river each

June for paddlers of all skill levels and ages. The trip features nightly camping, catered meals and a chance to explore, relax and learn about rivers. 2 day options available. Here's where the "so much more" comes into play.

You see, each year the Georgia River Network takes 8 children from Camp Horizon on this trip. Camp Horizon describes their mission this way:

"Camp Horizon is a registered 501c3 public charity organization offering year-round programs to Metro Atlanta's youth in foster care.

"We work to restore dignity and hope to children, teens, and young adults who have been abused and neglected -- empowering them to make good decisions and lead healthy, productive lives."

As Rena Peck Stricker describes it, "These kids have gone through mental and physical traumas - abuse, neglect, traumas that can stay with them. This experience helps build self-esteem and confidence. They've been through so much and to see this is just wonderful."

The paddle Georgia trip this year began on the Withla-



You knew there had to be at least one massive water gun battle!

coochee River near Valdosta, connecting with the Suwannee River, and ending after 92 miles in Live Oak, Florida. "This trip was very well organized. They were very safety conscious, a group a lot like us," said Dave.

The trip distances averaged 12 miles each day. At night they have dinner, entertainment, games, and educational programs.

As Rena told us, "Each child has a mentor. The kids are such a joy. The people on this trip absolutely enjoy the scenery but the kids, seeing them building their confidence and self-esteem, this is what they truly enjoy watching."

The Camp Horizon children on the trip were 13-18 years old and came from metro Atlanta counties although, as Rena explained, Camp Horizon has much younger kids. And from the Georgia River Network website:

This is Camp Horizon's 4th consecutive year of joining in on this incredible journey. Camp Horizon serves Atlanta's children and youth who have been abused and neglected for over 35 years. This trip has two sets of siblings who have been adopted and two kids who are still in state care. I have known several of these youths since they were 8 years old at our summer camp. It's been so special for me to take them on this trip.

At our June meeting Dave Fuller expressed his intense interest and enthusiasm this way: "We helped sponsor one kid this year and I would like to see this become an annual thing. If it's not in our budget maybe we can just have a collection like we do for Calvary and the Ronald McDonald House."

Amen.



Rena Peck Stricker: Standing up for rivers and connecting neglected children to a nature adventure. "As an ecologist, I am excited to help grow our next generation of river advocates and wildlife conservationists through Paddle Georgia experiences on Georgia's water trails for disadvantaged youth."



Squadron News



And Yes, Calvary Kids Day Is Right Around The Corner

It is very hard to believe but the 5th annual Calvary Kids On the Lake Day is fast approaching. August 24th, to be exact. For those of you new to our club, this is the day we set aside to treat the kids from the Calvary Children's Home in Powder Springs to a day of pure enjoyment.

Tom and Susan Shirey make available their beautiful (understatement of the year!) 95 foot houseboat *Carpe Diem* for the kids - usually about 25-30 - for a day to remember. Boarding takes place at the University Yacht Club. We provide food, water, snacks, soft drinks, jet ski rides, sailboat rides, tubing...the list goes on. The kids slide down the Shirey's slide into the water, swim, sun themselves on the deck chairs, it's like a one day cruise on the QE2!!!

Have a boat and would like to take the kids tubing? Call Tim Tyson. Want to take them sailing or jet skiing? Call Tim. Would you like to help aboard the houseboat? Want to help in a way I haven't mentioned? Well, you know what to do...call Tim!



In the event you would like to participate but don't want to spend the day, not to worry. We can always use help with signing the kids in, making sure their life jackets are tagged, the things we do before embarking.

And if you want to help but cannot be at the dock, well, we can ALWAYS use donations. Cash is still the mother's milk of all successful events. Was that tasteless?

In any event, this is a day that not only will the kids never forget, neither will you.

Don't Just Talk Trash, Walk With It...Proudly!!!

This relates very closely to the Calvary Kids Day. At the first one Randy Tahsler, Tom Shirey, and I (your humble editor) were talking about the recycling project the Squadron had recently started which would benefit Atlanta Ronald McDonald House Charities. Tom mentioned that his wife Susan's late mother, Jane Vallentyne Leaycraft, had been very active in supporting the charity, through her involvement with the Dunwoody Woman's Club. "They even named a garden after her," he said.

Well that piqued my interest so much that I checked it out. So after going to the Ronald McDonald House on Gatewood Road (near the Henrietta Egleston Children's Hospital) an idea found its way into my (mostly infertile) brain: as a showing of our appreciation to the Shirey's for offering *Carpe Diem* for this event, let's do a full blown, all-engines-go recycling project giving the money to the Ronald McDonald House in Susan's mom's name. Thus the Jane Vallentyne Leaycraft Project was born.

To date we have donated about \$3000 to this worthy cause but we can do a whole lot better. Here are some simple questions to ask yourselves:

1. Where would you rather your metal cans go, to a landfill or to a recycling plant? Sure, metal soup and vegetable cans don't pay as much as aluminum, but ask that question to yourself again. The answer should be clear.
2. How much of a pain is it to collect metal? Where will I put it? Well, Barb and I have 2 extra garbage cans - 1 for aluminum and one for metal. They really don't take up a lot of space.
3. What will I do with them once I fill them up? Just ask Tim. He can either tell you where you can take them (and you can just keep the money in a "cigar box" and turn it over when the opportunity presents itself, or give your recyclables to Tim. I go to Marietta Recycling at least once a month.
4. Am I doing all I can to keep this earth free of metal trash while, at the same time, contributing to this most worthy of projects?

Only you can answer that.



CONSOLIDATED CONTRACTING SERVICES, INC.
FOR ALL YOUR TREE CARE NEEDS
LICENSED AND INSURED

770-617-7565

CCSINCTJ@COMCAST.NET

Ask for "The Cabin Boy Discount"



T.J. CONVERY



Squadron News



Bidding Farewell To Two Wonderful Members

Since our last Waterlog, we have learned of the passing of two members. Walt Whitacre, our District 17 Commander crossed the bar on May 2nd. D/Cdr Whitacre was a member of the Huntsville Squadron. For those of you who did not have the opportunity to meet him we have reprinted the following from his obituary in the Huntsville Times:

Walter E. Whitacre, 87, left us Thursday morning for "the end of the trail". He was a lifelong volunteer - 55 years as a Scoutmaster of troop 364, where he helped over 150 scouts earn the rank of Eagle Scout; 32 years in the Coast Guard Auxiliary as Coxwain and past District Captain; and 51 years in the U.S. Power Squadron, ending as a District Commander. Through it all, he was an engineer for NASA for nearly 40 years, earned his Doctorates, and was an adjunct assistant professor and Director of Academics with Embry Riddle Aeronautical University. He is survived by his wife of 68 years, Donna Lee Whitacre; three sons, Donn A. Whitacre, Kirk A. Whitacre, and Chris M. Whitacre; grandchildren, Daniel, Stacey, Jamie and Cici; and great-grandchildren, Eden and Chloe. He also has one remaining brother, Horace Edward Whitacre of North Carolina.

Life Member Tommy Ellis, known to many of our more senior members, crossed the bar as well. P/R/C Ellis was a 38 year member with 30 merit marks. As an ASPS member (Squadron Commander in 1991, District 17 Commander in 1997) Tommy was instrumental in starting up "Water Wheels", a group that would trailer their boats and go on boating excursions with any members who wanted to join them - a precursor to our ICW trips. P/Stf/C Bob Ginsberg remembers how "Tommy did some really big things. He negotiated the building up of billboards advertising boating safety. I'm talking big billboards that sat on top of buildings. Huge signs."

"Tommy was the one who got me involved on the National level," remembers P/Stf/C Jeff Wise. "I remember being at one of the national meetings. At these conventions each district has a hospitality room and I would walk around visiting as many as I could. I was in the Dallas/Ft. Worth District's room and this guy walked up to me and said, 'Hi, Jeff'. We were about ten minutes into our conversation and I had absolutely no idea who I was talking to. He finally said, 'You have no idea who I am, do you?'. And that was how he introduced himself. He knew this all along and he played that game very well. He was a super nice guy."

P/Stf/C Bob Ginsberg has so many fond memories that, "It's too hard to say any one thing. We were both on the National Finance Committee for a number of years. If he was your friend he'd go to hell and back for you. And if you were fortunate enough to have him as a friend, you really had something."

For Our New Members - Exactly Who Are Friends of the *Waterlog*?

As we send this issue of our *Waterlog* to Drummond Printing, it might just be a good time to go back and describe the loyal band of readers we call "Friends of the *Waterlog*". I mean, look at all our new members who might not know.

A number of years ago B.M.E. (Before My Employment) we were rolling out about ten issues each year. This resulted in printing costs which we tried to defray through the selling of advertisements and the creation of "Friends of the *Waterlog*".

The ads worked pretty well, though some have dropped off, but the Friends of the *Waterlog* remains active (although I will be updating me records in the next few weeks). Here's how it works: members send in a check - the amount doesn't matter - to me payable to Atlanta Sail and Power Squadron with "Friends of the *Waterlog* written on the "for" line. Your name(s) will be included in the box below for 10 issues.

Since our plan is to put out one issue every two months We just thought this might be a great time to hype FOW's.



Friends of the *Waterlog*



Tim and Barbara Tyson
 P/D/C Bob, Nancy, and Robert Leathers
 Anonymous Donor
 Elwood "Woody" and Jade Williams
 P/D/C Norm Oien
 P/C Dave Herndon, N, F.o.W. Emeritus
 P/C Don and Judy Williams
 Sam Troncalli, AP, F.o.W. Emeritus
 P/Lt/C Sheryl and P/C Glenn LaBoda
 The Troncalli Family
 Consolidated Contracting Services (T.J. Convery)
 Martha Fowler
 P/Stf/C Bob Ginsberg
 P/C Lisa Wilson
 Randy and Barbara Tahsler
 Terry and P/C Kevin Schoonover
 P/D/C Janice Owen
 Scot and Meredith Randall and Family
 Fred and Sarah Morris
 Tom and Diane Sholes

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 Hell I Can’t:” Andrew Jackson Higgins, The Man Who Made D-Day Possible

During the week of the 75th anniversary of the D-Day invasion at Normandy, a very interesting story was told on the Fox News station. It captured the attention of your editor, who did a bit of research. And the more the research, the more interesting the story became. It centered around a man - truly an American success story - who, as a boy, was kicked out of school for fighting (though he did manage to complete three years at Creighton High prep school before dropping out and joining the National Guard). A man who, though he became a wildly successful industrialist, was snubbed by New Orleans society because he was “a crude, hard-drinking outsider lacking Old South manners and French Quarter charm.” But also a man described by General Dwight Eisenhower as “the man who won the war for us.” And a man Adolph Hitler referred to as “The new Noah.” The man? Andrew Jackson Higgins.

In 1910, at the age of twenty-four, Higgins found employment managing a lumber exporting company in New Orleans. He went on to found the A.J. Higgins Lumber and Export Company, buying and selling wood internationally. In the beginning he could only afford to obtain wood from the swamps, so he designed and built what he called the “Eureka” boat, which had a protected propeller that would enable it to pull up on river banks without getting damaged or stuck.

By 1937 Higgins was building his own fleet of brigantines and schooners on which he transported his wood in a small (50 employees) boatyard he owned. He then realized that there was more money to be made making the boats from the lumber and selling them at retail than there was in selling the lumber.

He made boats for Louisiana trappers and oil companies. Many were used in the bayous, in shallow waters, and over sand bars. His boat designs all had shallow drafts.

Throughout the 1930’s, the U.S. Navy had been trying without much success to design a personnel landing craft. Higgins tried to sell them on his design but the brass didn’t much care for his ways. According to Jerry Strahan, author of the book *Andrew Jackson Higgins and the Boats That Won World War II*, “He was an Irishman who said he didn’t wait for opportunity to knock. He’d kick the door down and drag the old harlot in. He told them that his boat was better. He told them in explicit words why their boats were inadequate. He didn’t mind telling the admirals face to face what he thought of it.”

So when the Navy showed a lack of interest, Higgins took his own money, bought the last three shiploads of

Philippine mahogany before the islands fell to the Japanese (Mahogany was very strong. Metal would prove to be too complicated and expensive. The only metal used was for the ramp.) and built them himself. And while the Navy didn’t care for the design of the Higgins Boat, the Army and Marines did, and since it would be their men who would be going ashore from the boats, they forced the Navy to test them, and they liked what they saw. The skag was built like a housing, protecting the propeller and creating a channel when the craft was driven ashore, making retraction easier. The ramp made it possible for 36 troops to run onto the shore (or 16 men and a jeep, or bulldozers...there were many options, depending on whether it was an LCP- landing craft personnel, LCVP - landing craft vehicles/personnel, or LCM - landing craft mechanized. Higgins had over 60 designs).

Before long “he was designing prototype landing craft in a warehouse behind his St. Charles Avenue showroom and owned a massive boat-manufacturing plant in New Orleans.” With the war on, Higgins knew that he needed every available body to work in his boatyards - he now had eight. Needing some 20,000 workers, he hired women, senior citizens, African-Americans, the handicapped... anyone and everyone who was able. He paid the same wages for the same jobs, no matter who had that job.

A profane workaholic (16 hour work-days), Higgins brooked no nonsense, none at all. One story, described by Fox News’ Greg Norman, went like this: “Stuck in a bind in May 1941, Higgins Industries – makers of some of the most iconic American ships used during World War II – was under pressure to deliver 10 tank-landing vessels to the Navy in just two weeks. But there was one problem: the only place he could find bronze tubing needed for a propeller shaft was at an oil field depot in Texas, and its owner refused to sell it. ‘He sent a truck, some his men and some wire cutters to Texas, and in the dark of night they cut the fence and stole the shafting, and brought it back to New Orleans,’ Jerry Strahan told Fox News.

‘Mr. Higgins sent him a check the next day,’ Strahan said, noting that the gutsy move allowed the ships to be built on time. ‘That was typical Higgins.’ “

But getting back to the war, until D-Day the Germans expected any invasion of France to take place at a deep water port, ports such as Calais, Le Havre, and Cherbourg, what was to become known as the “Atlantic Wall.” That is why they were so heavily fortified. But the Higgins boats, with their flat bottoms and shallow draft (3 feet fully loaded) could scoot over hidden mines and land on the beaches.

(Continued on the following page)



Squadron News



The Man Who Made D-Day Possible, continued)

General George Patton, smarting after his inadvertent “snub” of the Russians while speaking in front of a group of British ladies, was sent to command the “Ghost Army”, the nonexistent 1st United States Army Group (FUSAG) in Operation Quicksilver.

Inflatable Sherman tanks, jeeps, and trucks by the hundreds were placed in the southern English countryside so that any spies would be led to believe that the allied forces were assembling. The object was to lure the Germans into believing that the invasion would be made at the narrowest part of the English Channel, at Calais.

Operation Overlord - D-Day - was set to begin on June 5, 1944, however bad weather set that date back 24 hours. On June 6th, 156,000 American, British, and Canadian troops landed on 5 beaches along a fifty mile stretch off of Normandy in 5,000 ships and landing craft. 11,000 aircraft were mobilized to provide air cover.



Higgins Industries built 20,094 boats for the Allied cause during the second World War. If that statistic isn't enough to shake your mind try this one on: “By September 1943, 12,964 of the American Navy’s 14,072 vessels had been designed by Higgins Industries. Put another way, 92 percent of the U.S. Navy was a Higgins navy.”

Higgins boats were used in every major operation in both the European and Pacific theaters of war. Higgins Industries also manufactured PT-boats.

In 1938 Higgins Industries had only one boatyard and fewer than 75 employees. Five years later they had over 25,000 employees working at their seven boatyards (while the eighth was being built Higgins boats were being built in the street behind one of their warehouses).

Higgins Industries was the first company in New Orleans to have a racially integrated workforce. “His workers respected him...because they knew he understood their problems and he was always open to suggestions from them,” Strahan said. “He had the ability to talk to everyone on the plant level, but he was also articulate enough to walk in and sit down with Franklin Roosevelt.”

And, as noted earlier, the pay was equal for equal jobs. And finally, what does the “D” in D-Day stand for? Actually the “D” stands for “Day”, a designation traditionally used to designate a military operation. Thus June 5th would be D-1 and June 9th would be D+3. D-Day was just that...

THE day.

According to Fox News, “Following World War II, Higgins didn't downsize his workforce fast enough and a hurricane that damaged one of his under-insured plants contributed to the demise of the company.

“Higgins died at 66 on August 1, 1952 and was buried in New Orleans. A national memorial was erected in his hometown, which features a replica LCVP laid on top of sand and statues of soldiers running out of it – similar to the scenes during D-Day. An identical monument in his honor has also been placed at Utah Beach in France.”

Editor's Note: This may well be the most interesting - at least to me - subject I have written on in my 9 1/2 years as your editor. If you are interested in any further reading, well, it is there to be read. Thanks to American Heritage, the History Channel, Fox News, and America in WW II Magazine.



Class overview	
Builders:	Higgins Industries and others
Operators:	<ul style="list-style-type: none"> United States Navy Maritime Squadron of the Armed Forces of Malta French Navy
Built:	1942–45
Completed:	More than 23,358
General characteristics	
Type:	Landing craft
Displacement:	18,000 lb (8,200 kg) light
Length:	36 ft 3 in (11.05 m)
Beam:	10 ft 10 in (3.30 m)
Draft:	3 ft (0.91 m) aft 2 ft 2 in (0.66 m) forward
Propulsion:	Gray Marine 6-71 Diesel Engine, 225 hp (166 kW) or Hall-Scott gasoline engine, 250 hp (186 kW)
Speed:	12 knots (14 mph; 22 km/h)
Capacity:	6,000 lb (2,700 kg) vehicle or 8,100 lb (3,700 kg) general cargo
Troops:	36 troops
Crew:	4: Coxswain, engineer, bowman, sternman
Armament:	2 x .30 cal. (7.62 mm) Browning machine guns



Squadron News



Georgia Legislature Passes a Law... With Unintended Consequences

At our June meeting, Executive Officer Dave Fuller discussed Georgia House Bill 201, a bill passed by overwhelming majority (162-1 in the House and approved 45-0 in the Senate before being sent to the Governor). The bill has since been the source of a great deal of controversy. Many in the boating community believe that the public was sold a bill of goods, a "Don't dump sewage, keep our waters clean, and get rid of derelict boats" bill, with some serious unintended consequences.

In researching this subject, your editor ran across an article by Mr. Ed Tillett, Editor-In-Chief of Waterway Guide. We telephoned Ed - a nicer gentleman never existed - and he graciously granted us permission to reprint. He also suggested that we reprint the article he wrote one week earlier. The only caveat was that we print the articles in their entirety.



Anchoring in Georgia's Waters May Become Complicated

Date Posted: 2019-06-11

Source: Ed Tillett, Editor-In-Chief

The Georgia General Assembly has passed a measure that could have considerable impact on boaters who choose to anchor in any of the state's tidal waters, which includes 140 miles of the Atlantic Intracoastal Waterway (AICW) between Florida and South Carolina.

House Bill 201 (HB201) was signed into law on May 7, 2019 and authorizes the state's Department of Natural Resources (DNR) to begin developing regulations and enforcement provisions specific to when and where vessels may anchor and to create a permitting process. Further language in the new law addresses revisions specific to where liveaboard vessels may be located and how owners must manage waste in their onboard holding tanks.

Kim Russo, Executive Director of America's Great Loop Cruisers' Association (AGLCA), has been following the legislation for the past few months and says, "As written, these regulations will have far-reaching effects on recreational vessels that use the AICW in Georgia during their trips north and south. We are crafting proposed changes to submit during the upcoming public comment period that better reflect the requirements of boaters."

The measure was introduced in February 2019 and sailed through both houses of the Georgia legislature. (See the bill's history here.) In addition to near unanimous

backing by the General Assembly, it was also supported by the Georgia Wildlife Federation and Georgia Conservancy. Many boating organizations whose members comprise active and transient cruisers are opposed to much of the language in Georgia's new law and have expressed dissatisfaction at not being included in the planning of the legislation.

Leadership of the AGLCA, Seven Seas Cruising Association, Marine Trawlers Owners Association and ad hoc groups and committees are rallying to influence the follow-on actions by the DNR, which is

responsible for defining and promulgating any new regulations. Social media sites and member forums have been abuzz for the past two weeks with concerns that Georgia's legislature and associated agencies misunderstand the state's resources and has mismanaged the process. The firestorm of protests and social media postings indi-

cate a great deal of concern and bitterness by thousands of boaters who regularly spend weeks and months aboard their vessels moving through the state.

Much like Florida and other states where anchoring in public waters is prevalent, Georgia is grappling with an increasing number of derelict, abandoned and unattended vessels that pose multiple problems for communities, in addition to more full-time liveaboard persons. See Background and Synopsis included in the Proposed Regulation Changes.

At the core of this issue is the ongoing concern by boaters who transit America's waterways that their options for dropping an anchor out of the channel for a night, or several nights, is being increasingly incumbered and subject to more government oversight and enforcement. Most are asking if the anchoring regulations in Florida and Georgia portend similar actions by other states and municipalities in the future.

Coastal communities, neighborhoods, waterfront residents, marinas and private property owners are putting the pressure on their government representatives to stem the tide of unprincipled boat owners who abandon their vessels, leave them unattended at anchor without reasonable supervision or thumb their noses at regulations while anchored for months on end in the same place. As a result, conscientious boaters see their choices limited, as in the case of Florida's increased enforcement and oversight of anchored vessels, which may sometimes be warranted and sometimes not, depending on the interpretation of local law enforcement.

(Continued on the following page)



Squadron News



(Georgia HB 201, continued)

Among the many questions on boaters' minds is what will Georgia decide? What happens in the next state to address the issues? How many different regulations do I have to know when passing through different jurisdictions? What are the consequences of noncompliance?

The following article came out one week later.

Georgia Anchoring Regs Lambasted Date Posted: 2019-06-19 Source: Ed Tillett, Editor-in-Chief

(Brunswick) – Boaters, industry representatives and marine business owners voiced their recommendations and concerns about new regulations for anchoring in Georgia's estuarine and tidal waters at a public hearing on Monday, June 17, 2019. House Bill 201 was recently signed into law and contains several provisions that could prove to be the strictest and most far-reaching impediments in any U.S. state for those planning to anchor their vessels overnight in coastal waters.

As proposed, the new regulations would require a paid permit for anchoring in Georgia's tidal waters whether one night or longer, and that vessel owners maintain records of where and when they conduct pump outs of their waste holding tanks. The measure also directs the Department of Natural Resources (DNR) to establish anchorage areas.

Of those who registered to speak, the predominant opinions were that new regulations and laws are not needed because most boat owners are responsible and conscientious, and additional oversight and fees are unwarranted and difficult to observe while traveling. There was almost unanimous concern that DNR is now authorized to delineate specific anchorage areas rather than adhere to existing policy that allows vessels to anchor anywhere provided they are outside navigable channels.

Doug Haymans, Director of the Coastal Resources Division of DNR, opened the meeting with an overview of the legislation and intent of the proposed regulations. Protecting existing sensitive shellfish areas and future aquaculture areas, alleviating derelict and abandoned vessels, and curbing nuisance vessels from operating outside of current law were given as the primary reasons for the new regulations. He also explained that the new laws will carry criminal penalties with their enforcement falling under Title 52, Chapter 7 of Georgia Code.

Active boaters, including Georgia residents and extended cruisers passing through the state, representatives

from BoatUS, the National Marine Manufacturers Association (NMMA), America's Great Loop Cruisers' Association (AGLCA), Seven Seas Cruising Association (SSCA), Marine Trawler Owners' Association (MTOA), Georgia Marine Business Association (GAMBA), Waterway Guide Media and DeFever Cruisers Group presented recommendations and remarks questioning the reasons for the new regulations and how they will be enforced. There were approximately 70 attendees at the meeting.

A theme throughout the hearing was that Georgia has presented no evidence that boats, whether in marinas or at anchor, are polluting the state's waterways. Additional questions to DNR representatives regarding the number of derelict and abandoned boats were met with estimates of "135 to 145" problem-vessels statewide. There also appears to be no record of the number of nuisance calls or complaints about live-aboard persons violating laws or regulations. Many in the public hearing asked why solutions are being offered for problems that don't appear to exist?

NMMA's Lee Gatts, manager of southeast policy and engagement, presented detailed comments to the proposed regulations and said that NMMA "strongly opposes" many of the provisions. These excerpts are from a prepared statement:

- The draft regulations and HB 201 require the state to prohibit anchorage everywhere except in designated anchorages. We believe the proposed regulations should be amended to require just the opposite. Anchorage should be allowed in estuarine waters by default, with restrictions put in place only to prevent hazards to navigation, and near boat ramps, in-water structures and areas deemed to have a specific need for protection, including shellfish beds.
- We strongly object to even the concept of treating anchorage in Georgia's public waters like a hotel. We know of no state that charges boaters by the day to anchor in its waters. We do not believe this permit scheme

(Continued on the following page)

Randall Tahsler and Company
representing the health insurance industry

Randall Tahsler
Agent and Broker

Medicare Supplement Plans

Medicare Advantage Plans

Part D Prescription Drug Plans

Individual and Family Major Medical Plans

Long Term Care Plans

www.randalltahslerandcompany.net

Office: 770 977 2303

Fax: 770 977 2302

Cell: 470 554 8500

randalltahsler@att.net



Squadron News



(Georgia HB 201, continued)

will be enforceable given the severe shortage of on-water patrols and other resources. We expect it will be extremely costly and difficult for the state to provide sufficient education to transient boaters to create even minimal compliance with these fees.

- HB 201 goes to great length to create criminal penalties for a boater to not purchase and properly display an anchorage permit and/or to fail to retain records proving the use of a pumpout facility. Therefore, a person who anchors for a week in a lesser-used portion of a Georgia estuary faces a criminal penalty for failure to purchase a \$20 sticker.

- Georgia's marinas should not be required to maintain a record of pump outs, for what appears to be a way to cross-check the validity of a boater's records. This excessive mandate places an unfair and costly burden on the businesses, and provides no benefit to the State, the environment or boaters.

Waterway Guide Media's publisher, Jeff Jones, says, "We believe in safe boating, travel and adventure on America's waterways. We stand with AGLCA, SSCA, MTOA and GAMBA in their position that if Georgia must enact laws that it believes will reduce derelict and nuisance vessels, and that charging boat owners to anchor is a solution, we support no fees for anchoring in Georgia for a 60-day period for vessels that are attended. If setbacks are needed, we support 150 feet from marine infrastructure. Extended cruising and long-range boating activities should not be overly impacted by this approach."

Representative Don Hogan (R), District 179 of St. Simon's Island was the sponsor and author of House Bill 201. Rep. Hogan spoke at the end of the hearing and thanked attendees for their comments and insight. He suggested that with the information presented during the public hearing, further consideration of the new regulations may be warranted. When questioned by some attendees whether he would consider repealing or revising the legislation, he said that he will evaluate the ongoing comments but could not commit to such an effort at this time.

DNR representatives and others on hand from Georgia's legislature appeared to have been influenced by the keen insight and distinctive requirements of transient boaters and their lifestyles. There was strong sentiment expressed for another round of hearings to assist legislators in fully understanding the issues associated with the provisions of HB 201. Although no confirmation date was given, another hearing may be scheduled for October 2019.

Written comments are important to the official record and will be accepted through July 15, 2019. You are not required to be a Georgia resident. Send comments to: Kelly Hill, Coastal Resources Division, One Conservation Way, Brunswick, GA 31520. kelly.hill@dnr.ga.gov

Editor's Note: Once again, big thanks go to Ed Tillett. You owe it to yourselves to check out his publication at: www.waterwayguide.com.

You will not be disappointed.

The Leathers Family - Making a Name For Themselves On Lake Sinclair

On the way back from the University Yacht Club after the Electric Shock Drowning seminar, P/D/C Bob Leathers told me a delicious story. Bob has a lake house on Lake Sinclair and one day last year he was sent an e-mail from the late P/C Mary Larsen. She had received a request for a vessel boating exam from a gentleman whose boat was on Lake Sinclair. Would he be able to help with the exam? "Sure thing".

Then, upon reading further, he recognized the gentleman's name. It was Alex, Bob's seven year old grandson, who read about our free vessel safety exams in a local publication and thought his grandpa's boat should be checked out!

But wait, there's more!!!

So then last month his cell phone rang. It was his daughter Laura who had taken some kids out on the boat. "Dad, I'm being pulled over by the DNR."

Oh H-E-double hockey sticks, what now?

Well the DNR wanted to tell her that they were impressed with the fact that everyone aboard was wearing a life jacket INCLUDING THE TEENS WHO WERE OLD ENOUGH THAT THEY DIDN'T HAVE TO!!! They said they didn't see that very often.

So for that they were all awarded safe boating tee shirts. Well done, Leathers family, well done.





Squadron News

Attention New Members: It Pays To Take Classes

For those of you who may not be aware, District 17 offers education reimbursement - up to \$50.00 of the cost of the course - for advanced, elective, or on the water classes. This reimbursement is offered only to members who **take and pass** a class within the first year of their membership.

For those of you who are new to our Squadron/Club (notice I'm transitioning to our name change in a careful, plodding way), this is a terrific way to test the educational waters. Our classes are everything you wish all of your classes were when you in school.



At the June Executive Committee meeting checks were received by our Squadron and presented to Norm Plotkin, Rhodes and Virginia Lee, and Mary Odum (check accepted by Proud Mother-in-Law Donna Odum). Judy Markopolis, Shiela Hall, and Rob Brown will also receive checks sent to them via our Squadron/Club.

Those of you who are new to the Squadron might want to seriously consider taking advantage of this opportunity. Not only are our classes interesting and beneficial, they're FUN! So go for it. Just go for it!

Cinco De Mayo Squadron Style

Remember our last *Waterlog* issue, when we put a snapshot of our National Civic Award on the cover? Well, in my humble opinion, we did not **WIN** the award, we **EARNED** it. Cinco de Mayo is just one example. Most of us think of it as a day to go to our favorite Tex-Mex restaurant and scarf down some chips and salsa, order a Special Dinner #4, and wash it all down with a pitcher of margaritas. Well for



some of us it was a day of giving. Dave and Nan Ellen Fuller, John and Cary Holland, Margaret Sherrod, Barbara Tyson, Bonnie Fried, and Judy Marcopolis gathered at the Peachtree-Dunwoody Ronald McDonald Hacienda (a little Spanish lingo for the occasion) to prepare a brunch for the families staying there.

Families who stay at the Atlanta Ronald McDonald Houses have a child who needs medical attention, and they live fifty or more miles away. Cooking brunch is a special treat for them and our Club did not disappoint. When opportunities like this present themselves you owe it to yourselves to be included. It is a fulfilling way to start the day.

As for the Tex-Mex restaurants...frozen or on the rocks?




SUBARU of Kennesaw
 905 Ernest Barrett Pkwy NW, Kennesaw, GA 30144 •
 770-419-9800



troncalli CHRYSLER Jeep SUBARU Think. Feel. Drive.
 818 Atlanta Highway, Cumming, GA • 678-244-4100 • www.troncalli.com
 "Where Customers Send Their Friends"®



From the Bridge



21019 Bridge: (left to right) Squadron Education Officer Margaret Sherrod, Admin Officer Rhodes Lee, Treasurer John Reichmann, Secretary Donna Odum, Executive Officer Dave Fuller, Commander Barbara Tyson.

Calendar

August 3rd: America's Boating Class (ABC), Corps of Engineers Office, Buford Dam Road.

August 8th: Executive Committee Meeting, Aldo's in Sandy Springs.

August 15th: General Membership Meeting, Dave and Buster's in Alpharetta.

August 25th: Calvary Kids Day on the Lake (see page 6).

August 31st: ABC, Corps of Engineers Office, Buford Dam Road.

September 2nd, Labor Day.

September 5th, Executive Committee Meeting, Aldo's in Sandy Springs.

September 8th-15th: Governing Board, Louisville, Kentucky.

September 14th: Lake Lanier Association Shore Sweep (see your D.R.).

September 16th, 17th, and 18th: Fall classes begin (AP, Marine Communication, and Boat Handling (formerly Seamanship), respectively.

September 21st (Saturday): General Membership Meeting, University Yacht Club.



Bulletin Board



Sixty might be the new forty but 9:00 is the new midnight.



Sent in to make us chuckle from Dr. Carl Carter



AFTerthoughts



Robert Leathers. No, not the Bob Leathers we know from the Squadron. Robert - Bob and Nancy's son. Robert left this world on Monday, July 15th, and with his passing I lost one of the best teachers I have ever had. Right up there with Miss Craig, Mr. Exum, and Dr. Myers. You see, Robert was born with Downs Syndrome, and like others with that affliction he always exhibited happiness and joy, sweetness, excitement at so many of the things we take for granted. Robert loved going to the movies. He loved roller coasters. He met Dolly Parton, Dan Aykroyd, and Kenny Rogers. Sir Elton John invited him to his backstage suite and gave him autographed memorabilia - even dedicated *Rocket Man* to him at the concert. Robert always greeted me with a hug and a gleam in his eye. He was, well, he was genuine, the real deal.

And so, as I prepare to bid him one final goodbye, my thoughts have turned to how I can make this relevant to our readership, and that's really not hard. In fact it's pretty easy. I think I might just call them Robert's Rules (which are far more user friendly than those used to conduct meetings by).

Start by asking yourself, just what are your strengths? What are you good at? For example, do you have a good sense of humor? Then try to make at least 5 people laugh each day. Are you handy? A lot of people aren't and could use a hand. Are you caring and empathetic? Then do something to show another person how much they mean to you. Within 90 minutes of his last breath Nancy called our house to tell us the sad news. What that means to us is beyond description. Apply your strengths, every day and everywhere.

Now I will confess, I do not always follow Robert's Rules. I try but I am human. I have failed and I will fail again. But look at how many times Thomas Edison failed before he got the light bulb to work. All we can do is try. Every day is a new day, and every day starts with a new beginning. So today I will try - try to make people laugh, try to show them I care, and try...well, we all know I'm not very handy, so we might let that one slide. Yep, today I will try to brighten up the day for myself by trying to brighten up the day for others.

But for now, I have a funeral to attend.

Tim Tyson
2481 King Arthur Circle
Atlanta, GA 30345

