



# WATERLOG



**SAFE! SMART! FUN!**



**THE MORE THINGS CHANGE THE  
MORE THEY STAY THE SAME.  
WELCOME TO A NEW WORLD!!!**

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## Commander's Corner

When Tim first asked me what I wanted to put in my article, I had to think just a bit because the last few months have been anything but business as usual. Normally, I would talk about the wonderful time everyone had on raft ups, the camaraderie and fellowship we shared at ExComm and General Member meetings, and a little about what is coming up next. Then suddenly it hit me – I can still talk about how we managed to do just about all those things during the pandemic.



CDR Dave Fuller

Let's start with our ExComm meetings. We discovered that by holding these meetings by video conference, we were still able to conduct the business of our club. We started with a PowerPoint slide of the flag and everyone stood and gave the pledge of allegiance. Then the officer reports, old business, new business, and comments from guests and past leaders. Pretty much the same as an in-person meeting, but far more convenient.

We had a similar experience with the General Member meetings after a short hiccup in the beginning as we worked out the bugs for how to do it. Our presenters were still able to share their fantastic presentations with us. Again, convenience was universally praised in feedback I received.

Our speakers told us about their trips down the St. John's River (preview for our fall trip), a trip to Antarctica, the Rideau Canal in Canada, and coming up – a trip to Mars on the newest spacecraft with the newest technology on our planet and on Mars. Where else can you get such a fantastic series of presentations?

Although we had hoped to be ready to be on the water earlier and are just about ready for our first anchor up/raft up, we had a boat parade on Flag Day. It began near the Buford Dam and ended at University Yacht Club with a wonderful lunch prepared by University Yacht Club. We are so fortunate to have this connection and partnership that benefits both organizations!

At the lunch, I presented a surprise I spent many months designing and procuring that recognizes and honors members who go above and beyond with their contributions. It is not just for performing any regular job well, but something done extraordinarily. This form of recognition has its roots in military tradition but is now used by government agencies and corporate America to recognize and reward the best. I was able to present the initial eight Commander's Challenge Coins to Donna Odom, Meredith Randall, Denny Warren, Pam Keene, Lisa Wilson, Cary Holland, Virginia Lee, and Chris Ferris of UYC.

*(Continued on the following page)*



### Waterlog

*Waterlog* is published at least four 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.

*Pictured right: Calendar and Proof-reading Editor Margaret Sherrod, Editor-in-Chief Tim Tyson, and Co-Editor Barbara Tyson.*



### *On the Cover*

*Remember the words of Fox News' Brett Baier: "Each night when the sun goes down we are one day closer to all of this ending." So folks, here we all are making the best of a bad situation. That's what we do best.*





# Squadron News

*(Commander's Corner, continued)*

My intent is to give out additional Commander's Challenge Coins to other club members as opportunities present themselves throughout the remainder of my term. I hope my successors will continue this tradition during their terms and I also hope you find this recognition to be as special as I believe it to be.

So, what's next? The future is not static as conditions can and will change rapidly as we have experienced recently, but we will adjust accordingly. It is our hope to resume classes in a classroom, begin to offer Vessel Safety Checks, and return to in person meetings (with proper social distancing and PPE) as well as more on-the-water activities. Stay tuned for up to the minute news published in the DR each week as we do our very best to engage in these activities, but first and foremost, with safety of our members and guests as our number one priority.

This is undoubtedly a very challenging time for all of us in our professional and personal lives. Now that we have learned to adapt to the challenges, we can continue to move forward even if the path ahead is not well marked. We have a great set of leaders who can navigate us past the hazards and help to achieve as smooth a passage as can be had under the circumstances. Please continue to have patience, please participate in our activities as you are able and comfortable, and be thankful that you have your health and the love of those around you. Never forget that your family includes the rest of us in this little group named America's Boating Club Atlanta.

Be safe and hope to see you soon!

Dave

## CDR Dave Flips a Coin (Or Two)

I've always said that Dave Fuller is a class act, and he really proved me right. CDR Fuller scoured the internet to find just the right keepsake to award as a token of his appreciation for contributions made to our Squadron/Club by assorted members and this is what he came up with.

He knew that he wanted something along the line of a coin, something with the old USPS emblem on the front and the new ABC logo on the back.

For those of you who know Dave, I mean REALLY



know the man, he doesn't understand the word "halfway". He worked on the design with the folks on the National Marketing team. They went over design, colors, lettering, trademarks...no stone was left unturned. They went back and forth for about a month before he received their blessing. "We had to do it right the first time. There wouldn't be any do-overs."

Then he discovered that, although the company they were using to mint the coins was located in the United States (and he knew of them through positive experiences with the Coast Guard Auxiliary), the company that made them was located in China. Can you spell "pandemic?"

Finally, after about three months of planning, re-planning, ordering, and so forth, the coins came in. "The plant in China opened up one day and the coins came 48 hours after that. It really was remarkable."

CDR Dave cannot wait to give them out. "They far exceeded my expectations. I hope they mean as much to the folks who receive them as they do to me. I hope this starts a tradition that will stretch out to other Commanders."



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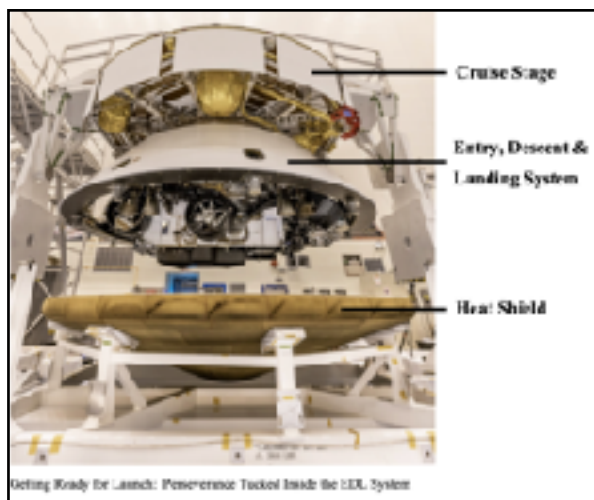
# Squadron News



## We're Going Back To Mars!!!

By Dr. Mike Guler

Mark your calendars for this summer's launch to Mars, currently set for 20 July. The upcoming mission, coined Mars 2020, will deliver the latest and greatest rover to the surface of Mars. The rover, Perseverance, is a mobile geology, meteorology, and biology laboratory, and will even deploy the first ever drone on another world.



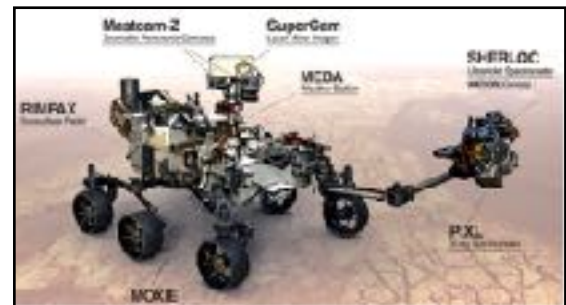
### Mission

Mars 2020 is part of the Mars Exploration Program (MEP) which began in 1994 and is managed by the Jet Propulsion Laboratory (JPL). The MEP mission statement is: *The goal of the Mars Exploration Program is to explore Mars and to provide a continuous flow of scientific information and discovery through a carefully selected series of robotic orbiters, landers and mobile laboratories interconnected by a high-bandwidth Mars/Earth communications network.* Mars is the most accessible place beyond Earth with the necessary resources to sustain humankind. Study of Mars could help answer questions about the origins and evolution of life. More specifically, Perseverance will search for signs of past life on Mars and gather important data needed for human missions to the red planet. MEP has implemented a systematic search for martian life. Life is found in nearly all liquid water on Earth, so much of the MEP program has been geared towards a search for water. The rovers Spirit and Opportunity showed that liquid water existed in Mars' past. In addition, some of this water was of neutral pH and low enough in salts to drink. The rover Curiosity has shown that water existed for an extended period of time and conditions were benign for life. Curiosity identified key ingredients for life including sulfur, nitrogen, hydrogen, oxygen, phosphorus and carbon compounds. In addition, Curiosity has measured unexplained seasonal variations of both methane and oxygen.

Although these are gases involved in life processes the mystery is not compelling evidence of life. Perseverance will look for fossilized cells and the building blocks of life.

### Perseverance

The Perseverance rover is based on the Curiosity design which greatly reduced development cost. Many Curiosity spare parts were employed. The onboard instruments are new and designed specifically for the Perseverance mission.



#### Mastcam-Z:

Mastcam-Z, provided by Arizona State University, has multiple cameras capable of 3D pictures and high definition, high speed video. It can perform detailed examination of distant objects. Using this ability, it helps decide where to search for past signs of life and water. The zoom feature could see a house fly from 120 yards.

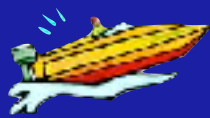
#### Supercam:

SuperCam, provided by Los Alamos National Laboratory, can image and detect organic compounds in rocks at a distance. Chemical and mineral contents can be determined on targets as small as a pencil point at a distance of over 20 feet. It employs a laser to clean off surface dust and get a clear view of its target. SuperCam can find chemicals that formed or changed in water, soil types that preserve signs of life and elements that may be harmful to future human visitors. In addition, SuperCam can assess how the martian atmosphere absorbs or reflects solar radiation.

#### MEDA:

MEDA provided by Centro de Astrobiology, Instituto Nacional de Tecnica Aeroespacial, Spain; which stands for Mars Environmental Dynamics Analyzer, is Perseverance's weather station. It measures wind speed and direction, temperature and humidity. MEDA also measures the quantity of dust in the atmosphere and the dust particle size. In addition, it samples radiation levels. This weather

(continued on the following page)



# Squadron News



*(Back to Mars, continued)*

and radiation information helps prepare for future human exploration.

## **SHERLOC:**

SHERLOC, provided by JPL, is the Scanning Habitable Environments with Raman & Luminescence for Organics and Chemicals - not an easy name to remember. SHERLOC employs spectrometers, a laser and a camera to search for minerals and organics that were altered by water. It will add to understanding of the habitability of Mars. SHERLOC will analyze small samples of spacesuit materials over time to test their ability to handle the Martian environment.

## **PIXL:**

PIXL, provided by JPL, stands for Planetary Instrument for X-ray Lithochemistry. PIXL will provide the most detailed detection and analysis of Mars chemistry than ever before. Since this spectrometer employs X-rays, it can identify chemicals at a very tiny scale. Small scale analysis is needed to identify changes left behind by any ancient microbial life. PIXL can focus on a rock the size of a grain of salt and can detect over 20 chemical "fingerprints".

## **MOXIE:**

MOXIE, provided by Massachusetts Institute of Technology, is the Mars Oxygen ISRU Experiment. ISRU stands for In-Situ Resource Utilization. Delivering mass to another planet is difficult and expensive. For example, it took nearly 600 pounds of fueled rocket to deliver each pound of the Curiosity rover to Mars; therefore, minimizing launch mass is one of the most important design criteria of all space launches. Humans on Mars need oxygen to breath and liquid oxygen for part of the fuel to come home. About 30 tons of oxygen would be required to fuel the return rocket. Making this oxygen on Mars would save between \$3 and \$4.5 billion per mission. MOXIE will demonstrate the production of breathable oxygen from the martian atmosphere.

## **RIMFAX:**

RIMFAX, provided by University of Oslo, Norway, stands for Radar Imager for Mars' Subsurface Experiment. This ground penetrating radar provides structural information of the subsurface with centimeter resolution. RIMFAX can detect ice and water more than 30 feet below the surface. This instrument will provide our first view beneath the surface of Mars.

## **Ingenuity**

Ingenuity will be the first drone to fly on another planetary body (as far as humans know). Flying on Mars is no easy task since the atmosphere is less than 1/10th as dense as on Earth. It would be like flying at 62000 feet (over twice the height of Mt. Everest). Ingenuity's 30 day mission is primarily for demonstration, but it can assist Perseverance in choosing routes and destinations.



Flight Model of the Helicopter, Ingenuity

Ingenuity weighs 4 pounds on Earth (1.5 pounds on Mars). The tip-to-tip length of the rotor blades is 4 feet. It is powered by Lithium-ion batteries which recharge using a built-in solar panel. The vehicle is autonomous, and once released by Perseverance will not return. It can fly 90 seconds at a time on trips up to 980 feet. Not bad – the Wright brother's first flight only lasted 12 seconds. After landing Ingenuity transmits data back to Perseverance where it is relayed to Earth. After the batteries recharge, the helicopter is ready for another flight. An animation of Ingenuity in flight can be viewed at the following link:

<https://mars.nasa.gov/technology/helicopter/>

*(More to Come: After the always exciting launch, planned for 20 July 2020 at 0915 EDT, we have a 7 month wait while Perseverance basically drifts toward its intersection with Mars. Then, on 18 February 2021 Perseverance will perform an even more exciting landing maneuver at Jezero Crater on planet Mars. In the years that follow, we can expect hundreds of thousands of photos returned to Earth. In preparation of a future sample return mission, Perseverance will collect core samples and leave them packaged for future pick-up. These missions are more than just scientific curiosity. Our lives would be very different without the space program. Is anyone ready to throw away their GPS and smart phone? Ultimately, humankind will become extinct if we don't learn to travel to the stars).*





# Squadron News

## Boat Parade and UYC Luncheon - Our First Outing of the Year

Our first 2020 on-the-water happening (thank you, COVID-19, you @\$%^&\*!!!!) was spectacular in the best sense of the word. A fabulous luncheon at the University Yacht Club, CDR Dave awarding his newly minted coins, and a wonderful time on the lake. Almost makes me wish I owned a boat. But I digress. If a picture paints a thousand words, here's a set of Encyclopedia Britannica's worth of words to show you how the day went by. Picasso couldn't have done any better.



*Sharp eyed readers will note that this is the inaugural presentation of CDR Fullers USPS/ABCA Commander's Challenge Medallions (page 3). We're not sure if you congratulate them, thank them, or both. I'm pretty sure the answer is "both".*



*Award to Chris Ferris, UYC Manager, for helping us with meetings.*



*Tournament of Roses Boats's Parade. Well, it's the closest thing I could get to as far as clever goes. Time to get this to the printer.*



# Squadron News



## Trip of a Lifetime With No End in Sight -- Life On Small Boats Stuck at Sea

*By Diane Selkirk, CNN*

(CNN) — While 38-year-olds Leslie and Andrew Godfrey enjoyed a five-day, 750-mile sailing passage from Sri Lanka to the Maldives, the whole world changed.

Without internet access, the couple had yet to learn that Covid-19 had continued to spread, becoming a pandemic.

From March 7 to 12, as they sailed across the Laccadive Sea toward the iridescent blue water of the northern Maldives, ports had begun slamming shut at a rate that no small sailboat could keep up with.

In a given year, an estimated 10,000 small boats, sailed by families and individuals, are out exploring the world's oceans.

They travel from country to country along traditional trade routes, which are dictated by seasonal changes. When cyclone season comes, the goal is to be one step ahead of the storms.

This year, there's a different problem. When Covid-19 brought the world to a halt, these sailors, whose boat is often their only home, became stuck.

By the time the Godfreys made landfall, the Maldives had discovered their eighth case of Covid-19.

"Our check-in procedure was interrupted when officials were called to an emergency meeting," Leslie writes in her blog. By the time the officials returned, the Maldives had declared a state of emergency.

The Las Vegas-based Godfreys started planning for their five-year sailing journey around the world back in college.

Sonrisa, their 39-year-old Valiant 40 sailboat, is tiny by house standards. But after two labor-intensive refits that saw them doing everything from making the hull stronger with fiberglass to varnishing the table, their home is seaworthy and comfortable.

For the past four and a half years, they've anchored off tropical islands and vibrant cities -- discovering what it means to travel slowly enough to get to know people, places and yourself more deeply.

Their stay in the Maldives was to take them south along the length of an archipelago inhabited by giant manta rays, dolphins and whales, where they'd meet the seafaring population who are famed for their hospitality. From there,

they would visit the other islands of the Indian Ocean as they sailed to South Africa.

Countries such as the Maldives are in a difficult position when it comes to managing voyaging sailors. Its first priority is to stop virus transmission. But the Maldives also recognizes the pandemic as a humanitarian crisis.

With the goal of protecting their own population, officials have isolated boats including Sonrisa in one area, delivering basic supplies and permitting access to a deserted atoll.

Two months on, the Godfreys are still in that same seemingly idyllic spot. In reality, they're unable to go forward or back.



*Every year, families such as the Trautmans, pictured here, are out exploring the world's oceans. They travel from country to country along traditional trade routes, dictated by seasonal changes. Svdlos.com.*

Meanwhile, the Maldives have entered a season known locally as Kethi, and monsoon storms have set in. "This is a triage situation," Leslie writes.

She and Andrew are weighing their options: Do they wait things out in the relative security of the Maldives, or do they try to get closer to home by sailing onward to a yet-to-be determined country?

What they don't want is to go where borders are closed, "to be cast back out to sea to circle endlessly between closed countries picking up fuel, food and water."

*(continued on the following page)*





# Squadron News



*(Trip of a Lifetime, continued)*

## Sailing During a Pandemic

At the best of times, long-distance sailing requires luck, grit and the ability to adapt on the spot. But during a pandemic, it turns out "sailing into the sunset" isn't the romantic back-up plan that isolating land dwellers might imagine it is.

Sue Richards, editor of Noonsite, a vital online resource for long distance sailors, explains the problem. "Small liveaboard yachts are getting treated the same as cruise ships in the majority of countries."

But unlike cruise ships, which have professional crew and the capacity to cross stormy oceans in search of a friendly port, these are small vessels run by recreational boaters. The families and individuals aboard the boats also spend ocean passages isolated for long periods -- kind of a built in quarantine.

## Stuck at Sea

"It's beginning to feel like the boats making the passage up the Red Sea are bit parts in a disaster B-movie," Susie Harris, 62, writes in her blog. She and her husband, 53-year-old Kevin, are trying to make their way home to Ireland aboard their 47-foot sailboat *Tempress of Down*.

Departing the United Kingdom in 2013, the couple sailed across the Atlantic through the Caribbean and then across the Pacific, from Panama to Singapore. This year, the plan was to head through the Indian Ocean to the Red Sea and Suez Canal and then through the Mediterranean and eventually home to their elderly parents.

Instead, just as they hit the Red Sea, ports began closing.

"We always knew the Red Sea would be hard, but the virus turned it into a nightmare of uncertainty," Susie writes of the notoriously windy body of water. After leaving Djibouti on March 7, they learned that Eritrea, Sudan and then Egypt -- all countries where they planned to stop for food, fuel and exploring -- had closed their borders and some were forcibly turning away sailors.

At best, they were providing expensive emergency fuel and supplies.

The Harrises had no choice but to push on, dealing with sand-laden wind, adverse currents, engine problems and, most worryingly, the breakdown of their reverse os-

mosis water-maker, a machine that many sailors use to make drinking water.

"Facing the possibility that we might not have enough water, fuel or food to survive has taken a huge toll," Susie emails from a temporary stop off Crete after making it through the Red Sea.

Here, farmers who couldn't ship out their crops kindly gave the boat-bound sailors tomatoes, peppers and cucumbers.

As both the Harrises and their boat, which needs urgent repairs and hard-to-source spare parts, are too exhausted to safely sail the remaining 3,000 miles to Ireland, their current hope is that Greece will let them in.



*Unlike cruise ships, which have professional crew and the capacity to cross stormy oceans in search of a friendly port, these ships are small vessels run by recreational boaters. Svedlos.com.*

## Finding a Port

Countries that have been willing to take in sailors are facing their own issues.

In French Polynesia, the first stop of the fabled Coconut Milk Run across the South Pacific to New Zealand or Australia, an estimated 500 boats have arrived.

With a sailing season that kicks off in early March, hundreds of boats were already on their 15 to 40+ day passages from the west coast of the United States, Mexico and Panama before the Covid-19 crisis was well-understood.

*(continued on the following page)*





# Squadron News



*(Trip of a Lifetime, continued)*

More boats followed, as optimistic skippers assumed the situation would resolve itself. Instead, as countries to the west closed their borders, hundreds of sailboats bunched up in French Polynesia.

Twenty-six-year-old Australian David Fair is in Nuku Hiva, alone aboard Soma. Two months earlier his partner, Ally He left the boat and flew from Panama to Australia for a prenatal check-up. Once she had her doctor's OK, the plan was for He to meet Fair in the Galapagos.

From there, they'd complete the sailing journey that they began in France a year ago. Instead, two weeks out from Panama, Fair learned the Galapagos had closed its borders and French Polynesia would be next.

"The nights were filled with magic; stars shone brightly in the sky leading the way to my destination," Fair recalls of the dreamy light-wind voyage that was punctuated by whale and dolphin sightings.

When he learned he had to skip the Galapagos and go straight to the Marquesas and then was supposed to divert again and go straight to Tahiti, he tried to keep enjoying what grew into a seven-week passage.

"I ended up being fortunate," Fair says over WhatsApp from an anchorage in the shadow of Nuku Hiva's rugged fairytale peaks. He couldn't make the additional 800 miles to Tahiti and arrived in the Marquesas as their lockdown ended.

Fair was even allowed onshore to hike through the dense and fragrant jungle. "I'm not able to formally enter the country, but can reprovision with food and fuel for the next leg of my journey."

Fair's next leg, a nonstop 4,000-nautical mile sail to his pregnant partner in Australia, is a tough one that could take up to two months.

Sailors usually spend eight months making their way through the thousands of islands scattered across the South Pacific because they're intriguing and because they offer refuge. Stormy weather rolls across the Pacific at irregular intervals; by using "weather windows," sailors can sail safely from island to island and dodge the worst of it.

## To Stay at Sea or Go Home?

Nathalie and Michael Neve, along with their kids Naomie, 7, Bastien, 9, and Noah, 11, were already in French Polynesia as the restrictions set in.

They got long-stay visas last year, so the Oregon-based family was going to explore French Polynesia until the end of April and then start sailing west and finish up their family sabbatical when they reached Australia at the season's end in November.

Instead, as the first of what became 60 cases were discovered, French Polynesia followed France's lead and locked down. The Neve family was ordered to isolate aboard 43-foot Ubi. They couldn't go to shore or even swim in the water they were anchored in.

"Locals couldn't go to the beach to swim, so we had the same rules. It was hot, but we made the best of it." Nathalie tells CNN Travel over WhatsApp.

With boats piling up, sailors on a Facebook site for French Polynesia sailors noted locals were becoming suspicious of the strangers that kept arriving.



*The Neve Family had planned to finish up their family sabbatical when they reached Australia at the season's end in November.*

*Nathalie Neve photograph.*

They said some worried that a disrupted supply chain meant there won't be enough food or medical supplies for everyone. A recent news report also detailed Faa'a residents' anger over the boats. Some have requested a meeting with authorities to discuss the issue.

The Neve family is trying to sort through limited options. That includes leaving their boat in Tahiti and flying home on expensive repatriation flights (if they can find one going to their country), attempting to sail to Hawaii and

*(concluded on the following page)*



# Squadron News



*(Trip of a Lifetime, concluded)*

then back to North America or pushing on across the Pacific and hoping a country will let them in.

Richards says Noonsite has been receiving worried emails from sailors around the world as hurricane/typhoon/cyclone season looms. She explains that often the distance sailors have to travel to get home can be thousands of miles and take weeks, if not months, and "is just too large to not have refuge port options."

Working with sailing organizations such as the Seven Seas Cruising Association and the Ocean Cruising Club as well as embassies, official authorities, marine business owners and sailors, the small Noonsite team worked around the clock trying to keep up with restrictions and safe options.

In the Caribbean, they were able to pull together a list of refuge ports for boats needing to get across the Atlantic to repatriate to Europe — something they hope to do in the Pacific and the Indian Oceans as well.

## Isolate and Wait

For now, many people on their small boats continue to isolate and wait. Grateful they have a place to be, but uncertain about what the future holds.

In an unpopulated atoll in the Bahamas, the Swedish-American Trautman family -- Brian, 43; Karin, 33; and baby Sierra -- are caught between hurricane season and a pandemic.

The plan had been for the popular YouTubers to pick up Brian's brother, Brady, and then head north aboard the 53-foot Delos to Newfoundland and Greenland and through the Northwest Passage to Seattle; completing the circumnavigation they began over 10 years ago.

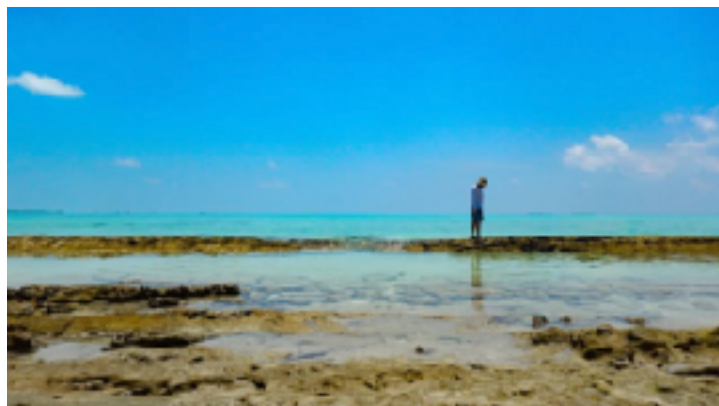
Instead, they've spent the past 80 days sheltering in a remote anchorage along with eight other boats.

"I feel like we've been preparing for this our entire sailing career," Brian told CNN Travel over Zoom. There's no nearby medical care, and groceries take three days to be delivered by local freighter from Nassau.

But Brian explains they've learned to be self-sufficient, "We have months of food and fuel and can make our own water and alcohol."

The hardest part for the nomadic couple is the emotional reality of why they can't move. But for now Brian says they're safe and well and making the most of the slower pace.

"Lemonade out of lemons," he says.



*Leslie and Andrew Godfrey have been sailing around the world for four and a half years.*

*Leslie and Andrew Godfrey photograph.*

*Editor's Note: Many thanks to Lt/C Donna Odum for forwarding the link to this very interesting and well written story. For those of you who are not familiar with the CNN Travel website, it is a veritable treasure trove of interesting articles. For those of us who enjoy travel (i.e. all of us) and especially those who are self-quarantining, you will find this site to be what seems like a never-ending source of interesting articles. We highly recommend it.*



Peter Rehg - Owner  
Brenda Rehg - Customer Support

5825 Glenridge Drive  
Suite 2-103  
Atlanta, Georgia, 30328

PH: 404.303.6918  
FX: 404.303.6920

[advimaging@ballsouth.net](mailto:advimaging@ballsouth.net)  
[advimealnsail.com](http://advimealnsail.com)

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# Squadron News



## New Boat Titling Law: Effective 1 July 2020

Major Mike England of DNR Law enforcement spoke at a Boat Titling Seminar for the Lake Lanier Association and Georgia DNR on June 25, 2020. Here are the highlights:

- ◆ 1 July 2020 all boats will be issued title as a transaction occurs (buy/sell/renew registration). Process will go over a three year period. No need to act if your current registration is valid but you will be asked questions upon renewal.
- ◆ Information will be needed in three categories:
  1. Outboard engines greater than 25 HP need the make, model, and serial number.
  2. If you have a lien, the name of the lien-holder/location only; Lien-holders/banks can fill out a separate form to provide more information if they want to be listed as the first lien-holder.
  3. Hull damage, i.e. any collision, allision, lightning, fire, aground or anything that creates a risk to the integrity of the hull.
- ◆ Marine dealers are exempt from having to have a title.
- ◆ Sailboats under twelve feet are exempt.
- ◆ There is a \$10 fee only if you would like a paper title. All titling will be online, and a paper title, once printed, will negate the electronic title. This is not encouraged.
- ◆ If you sell a boat, notify the DNR within 15 days. If you buy a boat notify the DNR within 10 days, even if the current registration is valid. If they stop you they will ask for the current registration and will check to verify the names.
- ◆ Any vessel that is required to be registered will need to be titled. This includes jet-skis.

- ◆ If you are pulled over by the DNR, they will be checking only registration information, not titles.
- ◆ Coast Guard documented vessels are not required to have title.
- ◆ If registered out of state, that registration is only allowed for 60 days. It then needs to be registered in Georgia. ***This the case in all states nationwide.***
- ◆ Electronic title will transfer person to person.
- ◆ If bringing a titled boat into the state, submit the other state's title to the DNR as part of your documentation.
- ◆ If you own a vacation home in Georgia but do not have a Georgia driver's license it won't matter. You can title in state with an out-of-state driver's license.
- ◆ Bill of sale templates are made available on the DNR website.
- ◆ After 1 July the DNR will be sending letters to all registered boat owners.

For more information please go please call (800) 366-2661 or go to:

[www.goboatgeorgia.com](http://www.goboatgeorgia.com)



A big thank you/shout-out to Lisa Wilson for passing along this valuable information.



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T.J. CONVERY



# Squadron News

## How I Spent My Covid Vacation



P/C Kevin Schoonover exercised to keep in shape.



Jimmy Wilson watched Falcons playoff reruns.

Norm Plotkin sent in the photo above and writes: This spring and summer, my wife and I have kept our social distance from just about everyone, except for our daughter, son-in-law, and grandkids. We are lucky to be semi-retired and have plenty to do during this pandemic. Besides several house and garden projects and chores, we have enjoyed boating.

We are lucky to have our boat on the lake and have sailed most weeks by ourselves or by me solo to maintain social distance. I did complete the ABCA Weather Class online and found it interesting, a bit challenging, and useful.

We managed to complete many tasks our boat required this Spring, including replacing cracked and leaky hatches, crafting a way to replace a hatch hinge pin, fixing our 12v fridge, inspecting and tuning the rig, adding a memory foam mattress for our V berth, replacing some running rigging lines and cleaning and polishing the boat. Thinking about adding some solar panels next. When sailboat racing this Summer, my regular crew has not come aboard, so my wife and I race alone. We have rafted up with friends but everyone stays on their own boat to maintain social distancing. We really miss the social aspects of our club and can't wait till this virus is behind us when we can all meet again in person.



Here is a picture of a group of members on I dock at UYC in our own boat cockpits, social distancing. The Labodas', the Tanis's, and some future members.

P/C Glen LaBoda



Lt/C John Reichmann modeled handsome protective face masks for GQ (from the Nancy Reichmann Collection).



As for Ken and Donna Odum, they had their dogs, they had their boat, what more did they need?





# Squadron Outreach

## Calvary Kids Update: Adopt-a-Kid's Birthday and a Wish List

### ***Adopt-a-Kid's-Birthday:***

We've told the story before, but in its short version here it is: Years ago, when asking what we could do for the kids at the Calvary Children's Home, Director Snyder Turner said that it was simple. "Just sent them a birthday card." That said, our beloved Genie Troncally set about making individualized birthday cards - she does this each and every month - and we had a past benefactor who would place a \$20 bill inside each card. That way the kids were assured of getting a birthday present. But alas, our benefactor has moved. So here's the deal: if you would like to contribute to making the birthdays of these wonderful kids enjoyable, just sent in \$20 (or less. We can bundle amounts to get to \$20). Or, if you really feel like stepping up your game, you can send more. But \$20 takes care of a birthday, there are 29 kids, so (here goes the Tysonian Theorem of Numerology) 29 people sending in \$20...or 58 people sending in \$10...well, that takes care of the entire home for a year.

Money can be sent or given to either Tim or Barbara Tyson. If you send a check it needs to be made out to Tim Tyson. These kids are extra special and, based on all of the hugs I get on the Shirey's boat on Calvary Days on the Lake, it's appreciated more than you might imagine.



***And from the desk of Snyder Turner,  
Executive Director, comes this:***

Friends,

We are always humbled and appreciative of the support our friends provide to our children. Summer has arrived and with it, like most families, our household needs shift to seasonal related items. Our most common needs list and children's sizes are always available by visiting our website ([calvarykids.org](http://calvarykids.org)). As we speak with our House Par-

ents to address any additional needs they have, several seasonal items made the top of the list:

- ◆ Swimwear and Summer Clothing (click the website for sizes or call 770-794-1500).
- ◆ Paper products: solo cups, paper plates, bowls, plastic ware, etc.
- ◆ Sunscreen
- ◆ Powdered drink mix
- ◆ Capri Suns, Juice boxes, etc.
- ◆ Individually wrapped snacks
- ◆ Any fruit
- ◆ Beach Towels
- ◆ Gift cards for lunches-this helps to give our House Parents a small break during the week.
- ◆

Wal-Mart and Target gift cards are extremely helpful. We are only able to provide for the children in our care through the generosity and love of our friends. Thank you for your support.

### Friends of the *Waterlog*

Tim and Barbara Tyson  
 P/D/C Bob, Nancy, and Robert Leathers  
 Anonymous Donor  
 P/D/C Norm Oien  
 P/C Dave Herndon, N, F.o.W. Emeritus  
 P/C Don and Judy Williams  
 Sam Troncally, AP, F.o.W. Emeritus  
 P/Lt/C Sheryl and P/C Glenn LaBoda  
 The Troncally Family  
 Consolidated Contracting Services (T.J. Convery)  
 P/Stf/C Bob Ginsberg  
 P/C Lisa Wilson  
 Randy and Barbara Tahsler  
 Terry and P/C Kevin Schoonover  
 Scot and Meredith Randall and Family  
 Fred and Sarah Morris  
 Tom and Diane Sholes  
 Marty and Beth Slone  
 Peter and Brenda Rehg (Advanced Imaging)

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



# Smile - It's a Must



Someone just used my driveway to turn around and now I'm standing outside with two open beers and lonely face



FOR THE SECOND PART OF THIS QUARANTINE DO WE HAVE TO STAY WITH THE SAME FAMILY OR THEY'RE GOING TO RELOCATE US? ASKING FOR A FRIEND

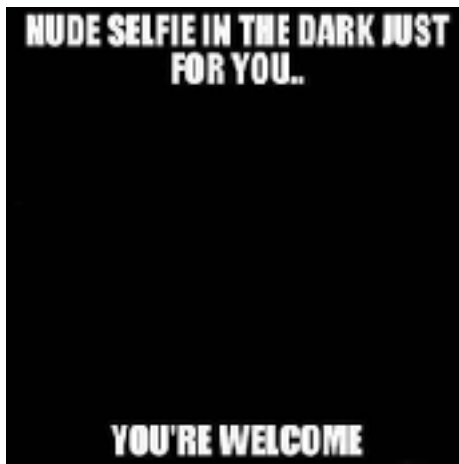
It takes a village to raise a child. It takes a distillery to homeschool one.



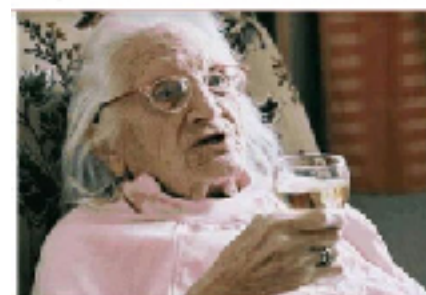
Homeschool Marching Band

If you wear your jeans 5 days in a row, they become all baggy and it looks like you're losing weight. Follow me for more quarantine life pro tips.

I REMEMBER BEING ABLE TO GET UP WITHOUT MAKING SOUND EFFECTS... GOOD TIMES.



105 year old woman's remedies to her health



"For better digestion - I drink beer. In the case of appetite loss, I drink white wine. In the case of low blood pressure, I drink red wine. In the case of high blood pressure, I drink scotch. And when I have a cold, I drink Schnapps." "When do you drink water?" "I've never been that sick."

Me: (sobbing my heart out, eyes swollen, nose red)...I can't see you anymore... I am not going to let you hurt me like this again!  
Trainer: It was a sit up. You did one sit up.

*Many thanks to my ole buddy Dr. Carlos "Carl" Carter of Delray. His name isn't really Carlos (but it is Carl). I just needed to fill up some space.*

<https://www.youtube.com/watch?v=U8qktOE-IF4>

<https://www.youtube.com/watch?v=4OAAJwnMNRQ>

<https://www.youtube.com/watch?v=4BHAevj21IU>

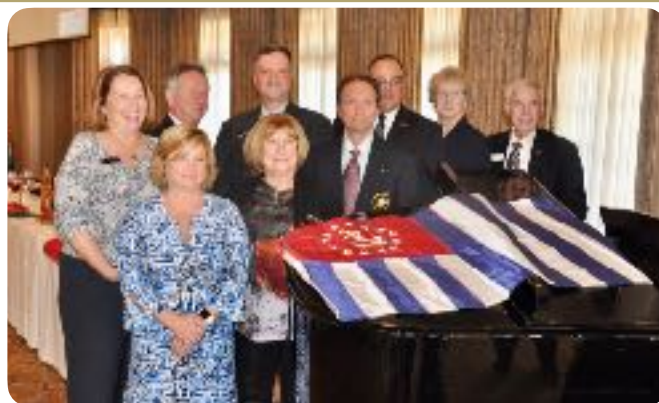
<https://www.youtube.com/watch?v=zRA3LnBwzvo>

The links on the left are active if you get this via email. For those of you who receive Waterlog via the Postal Service, you can go online for this issue. Please note that one is interesting, 1 is funny, and two are very sweet. All are worth watching.





# From the Bridge



## 2020 Bridge

Front: Donna Odum, Secretary; Judy Marcopulos, Administrative Officer (AO); Rhodes Lee, Executive Officer (XO). Back: Alease Perry, Asst. Secretary; John Holland, Asst. AO; Ken Odum, Education Officer (SEO); John Reichmann, Treasurer; Margaret Sherrod, Asst. SEO; Dave Fuller, Commander.

## Calendar of Events

July 4th: Independence Day holiday.

July 11th: America's Boating Course, University Yacht Club Pavillion.

July 11th: ABCA raft-up at Lake Lanier. See D.R. for further information.

July 16th: Executive Committee Meeting, 7:15 pm online. See D.R. for login instructions.

July 23rd: General Membership Meeting, 7:15 pm, online. Presentation is "The Perseverance Mars Rover" given by Mike Guler. See D.R. for login instructions.

August 13th: Executive Committee Meeting, 7:15 pm online. See D.R. for login instructions.

August 15th: America's Boating Course. Location and time to be determined.

August 20th: General Membership Meeting, 7:15 pm, online. Program to be announced.

August 29th: Calvary Kids Day-On-The-Lake. Details to be announced.

September 6th - 13th: ABC Governing Board Meeting. Raleigh, N.C. See the National website for more information.

September 25th - 26th: District 17 Fall Conference, Chattanooga. See the D.R. for more information.

NOTE: Due to COVID-related uncertainties, dates and locations of September Ex-Comm and General Membership meetings will be announced later. Consult your D.R.s.



# AFTerthoughts



This very well may be the most important AFTerthoughts I have written since I took over being *Waterlog* editor in March, 2010. And it has nothing to do with boating. Nothing whatsoever.

Those of you who know me know that I can be opinionated to the point of obnoxiousness at times. (“No you’re not Tim.” “Oh yes. It’s true.”). But let’s leave politics out of this. It doesn’t belong here anyway.

Someone is breaking into your house. You just witnessed a terrible accident. A lady’s purse was snatched and the thug who took it is in the car in front of you. What is your normal response? Of course. You hail the nearest social worker.

What’s wrong with this picture? You know as well as I do and I don’t plan on preaching to the choir. But as I see it the police in this country are receiving a raw deal and I can provide the statistics to anyone who cares to read them. If the ~~nitwits~~, ~~protestors~~, well, losers, let’s just call them what they are, think that all police are incompetent and unqualified, just wait until we drive all of the competent and qualified men and women who want to serve away. Be careful what you wish for, as they say.

The other day I was at Lenox Square. Had to park on the lowest level because of the potential danger of the weekend before. As I left I passed the police precinct there and was compelled to park. I knocked on the precinct door and a policeman answered. “What can I do for you, Sir?”, he asked. “I just saw all of your cars and felt drawn here to thank you for what you do. Most Americans feel that way.” You would not believe the look of appreciation in his eyes. Since then I have been at two stop lights next to a police car, and both times I rolled my window and gave them a thumbs up - serious, unsmiling, genuine thumbs up.

You might think that there isn’t much you as one person can do, but maybe one person saw me do this and they did it later that week. Then one person saw them and, you get the picture. So you see, there is something you can do, and let’s hope it’s more contagious than this damn COVID-19!!!!

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Tim Tyson  
2481 King Arthur Circle  
Atlanta, GA 30345