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WATERLOG



Official Newsletter of
Atlanta Sail and Power Squadron
We are America's Boating Club

SAFE! SMART! FUN!



Photograph by Tanya Binford

Commander's Corner

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Humans are creatures of habit and, as we get older, that behavior is reinforced. We become set in our ways. We can't help it – it is just the way we are built. We like to do things that are familiar, and we want to repeat those things that are particularly pleasant. And so it was until spring of 2020 when all of our lives changed with the onset of a pandemic. Most of us who put ourselves in the optimist category thought it was a temporary change that would last a couple of months. Then we would go back to our normal lives. Well, that couple of months became several months, and now we are nearly 9 months later without appreciable change.



CDR Dave

During this transition to a “new normal” we learned to adapt. We learned that behavior modification would be essential to our health and potentially to our lives. We did not like this change, but we are all smart people, and we grudgingly made the necessary changes. We adapted and found ways to still be together, but differently than by the old habits we were accustomed to. We shifted our communications and meetings to on-line video conferencing and increased use of e-mail, texting, and everything else short of sending up smoke signals or using two tin cans and a string. It worked and we discovered that while face to face contact is unanimously preferable, we were still able to communicate and even have a bit of social time together even if it was remote instead of in person. I have yet to hear from anyone who does not like the convenience of communicating from home instead of fighting Atlanta traffic to attend meetings.

We experienced some very interesting speakers using video conference software on our computers. They were the best group of speakers I have ever heard present to us. Speakers included Rocket Scientists talking about a Mars lander and a mission to Mars, an Antarctica exploration, a woman who single-handed the Great Loop, previews of our upcoming St. John's river trip, the Rideau Canal, and our partners from Calvary Children's Home and the Ronald McDonald House. These speakers would be the envy of any group **and we had them talk to us!** Thanks go to Judy for a superb job giving us a fantastic lineup of speakers. I only wish we could have experienced them in person instead of on our computers.

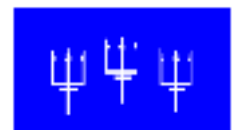
Our trip schedules were affected as well as our raft up opportunities, but even these time-honored activities were modified to allow them to happen in safe and responsible ways. Soon, an intrepid group will be assembling on the St John's River for a trip that has already been postponed twice. We first attempted this trip in 2017, but we are absolutely certain the third time is the charm.

We learned that it is still possible to do things in person with modification. We were able to finally present the Merit Mark, Instructor and Vessel Examiner appreciation day after a multiple month delay.

As your leadership team continues to evaluate opportunities for 2020 and begin planning for 2021, we are optimistically building a plan that is based on the availability of a vaccine expected to be ready sometime early next year. This is the key to getting back to the “normal” that existed prior to spring 2020. Know that we consider the safety and health of our members to be our highest priority, and that is the most important factor in decisions we make. If we cannot do it safely, we will not do it.

I am reminded of a leadership book by Dr. Spencer Jackson entitled “Who Moved My Cheese.” Originally published in 1998, it is so appropriate to today's situation. The message Dr. Jackson was teaching leaders back then certainly applies to all of us now. We can never assume our cheese will always be where we expect to find it, so we need to be ready to find it in a new location. We have certainly learned that lesson this year and, if I may say it, we have done a magnificent job finding our new cheese.

Thanks to all of you who have patiently, and in some cases begrudgingly, changed your habits and adapted as we found safe ways to carry on the activities that bind us together. We will continue to look for ways to be together safely and go back to full throttle fun!



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 Proofreading Editor Margaret Sherrod, Editor-in-Chief Tim Tyson, and Co-Editor Barbara Tyson.

On the Cover

Our September meeting was nothing less than mesmerizing. Tanya Binford described her six month all-by-herself Great Loop experience on her boat, pictured here. If you missed out on that meeting you missed out on one of the most interesting presentations we have had. Her book and story will be profiled in our next issue.



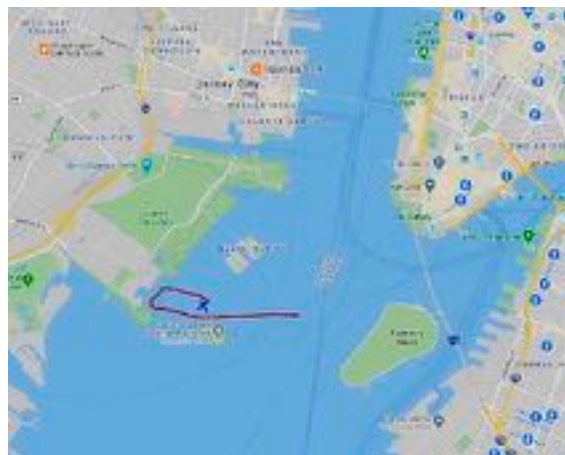
Squadron News



Updating the Ringwall's Cruise

We can always count on Eric and Cindy Ringwall to keep us up to date on those things which bring us so much interest. Their cruising adventures are no exception. Thanks for this most interesting update, as well as the captivating photographs!

The run up the Jersey Coast from Atlantic City to New York had been a smooth one. The weather had cooperated with winds in the 5-12 knot range out of the southeast, and the waves were 1-3 feet. The heat and humidity were the only uncomfortable part. As we neared NYC, we could see clouds building off to the west, the same clouds we have often seen in the south – preceding a thunderstorm. The forecast indicated rain was likely in an hour or two.



We brought Flying Colors into the Liberty Park anchorage area, immediately behind the statue of Liberty (Blue X in map below). The views of the statue and of both downtown Manhattan and Hoboken were awesome. The grey skies reflected on the water and the concrete towers looked right at home. With the anchor well set, the engines off and the log books closed, it was time to fashion a cocktail or two to celebrate the completion of a 12 hour journey and our arrival in the Big Apple – of course Manhattans were the call. The Jack Daniels Single Barrel Select, Martini and Rossi red vermouth, Angostura bitters, Luxardo cherries and an orange peel stirred over ice were just the ticket.

As we sat looking at the city and enjoying the view to the east of us, things started to get crazy to the west. Flying Colors suddenly heeled over in a strong gust of wind and rain and then almost immediately it began to hail. That got our attention. And if that weren't enough, this storm brought a healthy dose of lightning as well. It seemed to be

striking all around us! We opted to start the engines in case we needed to relieve some strain on the anchor chain and turn on our instruments in case we needed to get underway suddenly. At about this moment, Cindy realized her iPhone was out on the foredeck from when she had been setting the anchor and went to rescue it in the pelting rain. In the seconds it took her to run forward and come back, she was soaked through. Just as we were drying off, a really strong gust hit us and Cindy reported that the dinghy just flew off the boat deck! Yes the dinghy was tied down, and yes, somehow, the dinghy had come loose and flown completely clear of the boat and our flag pole, landed upright in the water and was now blowing across the harbor to the West. We took some pictures of the dinghy as it drifted away and of the wind speed graphs on the Garmin plotter just in case we needed them for insurance purposes and at that point realized that the big gust was 58 knots (66 mph)!

We watched the dinghy drifting away to the west as the first storm band moved past us. We brainstormed on how we might be able to retrieve it the following day by enlisting the help of a neighboring cruiser (Our Time) or renting a jet ski to track it down. We called Our Time, the only other boat anchored out with us, on the VHF, and they said they would help us get it in the morning – too much lightning at present and the weather still looked threatening to the west. As we watched, a second wave came over us with gusts up to 50 knots, more rain and more lightning, some of it very close. We swore one bolt actually hit the Statue of Liberty, or at least part of the complex on the island (see picture). This second squall pushed toward us

(Continued on the following page)



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Squadron News



(Updating the Ringwalls, continued)

with winds from the West and left us wondering what would happen to the dinghy now? When the rain abated and the lighting stopped we began searching for the dinghy again... it was no where to the West. It was then that we spotted it to the East, about a quarter mile away, floating in the middle of the Hudson River! (see red path on the map) At the same time, we spotted and flagged down a State Park Police boat and explained our situation. They had to pick up someone on Liberty Island and then Ellis Island but said that after that, he would try to help. With that he disappeared.

As we watched our helpless dinghy, a large barge approached as it bobbed in the middle of the Hudson, and at the last moment went "all back full" to stop near it and investigate. This was clear from the large gouts of black smoke coming from the stacks and the swirling prop wash about the stern of the vessel. Realizing that a commercial vessel would be on AIS and we could easily call her directly, I asked Cindy to get the name of the vessel off the Garmin chart plotter. As she did this, she overheard the barge captain talking to another vessel about our dinghy and wondering if there were someone inside under the cover. Cindy called the captain on the VHF Ch 13 and explained our situation, to which the captain replied – okay, we will just let her go!

At this point, it was beginning to get dark. We had about 30 minutes until sunset, the weather was lifting, but our nerves were a tad frazzled. Molly was shaking like a leaf from all of the thunder and was hiding somewhere down



below. We had to make a decision: Do we get underway and go after the dinghy ourselves? Wait for the very non-committal Park Police? Or just plan to call the insurance company in the morning? After some debate, we decided to launch our own rescue mission, donned our life jackets and got Flying Colors underway. Given the fading light, the harbor traffic and our inability to keep eyes on the dinghy once we left the anchorage (we had to go around Liberty Island to avoid shallow water) we needed to hurry – so we pretty much threw the hammer down coming around the Statue of Liberty. Once around the island we scanned the waters for our dinghy but she was nowhere to be found. We did however, spot the Park Police boat with their blue lights on... had we violated a no wake zone? Speed limit? Or? Fortunately, they had our dinghy in tow and retrieving it was as simple as tossing them a line to tie to the dinghy.

After a slow ride back around the statue, we anchored again, then bailed out the dinghy and marveled at the fact that not a single item from inside had been lost – oars, mast/boom, paddle, even the bailer, cover and bungee cords were all there! We are still amazed – not a scratch on the boat or the dinghy! We commemorated the retrieval with a photo of our dinghy with Governor's island and the Manhattan skyline in the background. Reunited at last!

That called for a second round of Manhattans and, with what remained of our energy, we had popcorn for dinner!

Eric and Cindy





Outreach Update



Our Meetings Are Virtually Perfect!!!

If there's anything good to be said about this Covid mess - and believe me, there are some positives - it's that we seem to be making the best out of our meetings. I mean, not to get too abstract or anything, but it's kind of like squeezing all of those grapes and getting a perfect wine out of it.

Let's take the August General Membership Meeting. A lot of you folks have been asking about our two "adopted" charities, the Atlanta Ronald McDonald House Charities and the Calvary Children's Home. Both have had to deal with the Corona virus in major ways and you wanted to know how they were faring. So Admin. Officer Judy Markopolous arranged to have a representative from each charity speak to us.

The Atlanta Ronald McDonald House Charities

First up was Marissa Greider, Senior Director of Planned Gifts for the Atlanta Ronald McDonald House Charities, who began by telling of her sister in Hawaii who stayed at the Oahu Ronald McDonald House when her son was born prematurely.



(For those of you who aren't familiar with the charity, RMH's offer a place to stay - including meals - for families whose children need medical attention and who live far enough from the medical facility that a hotel stay would be required. As room and board are not typically covered by insurance, enter the Ronald McDonald House Charities, where families can stay for little to no cost. Families are asked if they would care to make a small donation upon checkout, but no one is turned away for lack of money. In fact, some 60% of the families would be unable to access this medical care if it were not for a Ronald McDonald House.)

Marissa described the Atlanta Charity's entities: two Houses, which can house up to 80 families; the Family Room at Scottish Rite Children's Hospital, where families with children being treated for cancer can go to relax, have lunch, or enjoy a brief respite from their responsibilities; and the Care Mobile, where school kids can be tested for asthma and treated if need be.

With the advent of the Covid virus all of these entities have been quarantined (and are beginning to slowly open

back up, though on a limited basis). But just because they are quarantined doesn't mean that there aren't families who may need a place to stay. Try running the numbers for a five-week stay, for example. What to do in this situation?

Marissa described how ARMHC has dedicated money, some of which was in an emergency, unbudgeted \$150,000 fund, and has partnered with local hotels to provide a place to stay for families who live as least 150 miles away, and who need to stay longer than just one day. She also cleared up a common misconception about the charity: Many think that, due to its name and high profile, ARMHC's corporate sponsors alleviate the necessity for donations from individuals. She told our membership that, "Eighty-one per cent of our support comes from the community and people like you. It's been an incredibly challenging year for the charity. If you are in a position to help, no gift is too small. Any amount will help our families and will make a big difference in their lives."

Other ways we can help include catering a meal, purchasing an ARMHC face mask...joining our email list.

Editor's Note: In 2019 ARMHC provided 19,870 nights of rest for families, saving them \$4.6 million. 1,092 families from 24 metro counties and numerous states and territories stayed at the houses, with one family staying for 385 nights. The family

room provided for 40,170 total family visits and the Care Mobile treated 766 children from 11 Atlanta Public Schools.

The Calvary Children's Home

So your two kids can't go to school and have to stay home. Your mental health is in jeopardy. Well, try it with thirty kids! Brian Busby, Campus Director at the Calvary Children's Home, described the trials and tribulations of that feat!

He discussed the way they are all being taught virtually. Due to the virus their activity calendar has been cleared through the rest of the year.

Brian also talked about the new transitional building going up on the Calvary campus. For those of you who have not had the opportunity to visit the Calvary Children's Home, on the campus sits the administrative building, three "cottages", and a large gymnasium. Each cottage houses either the boys, the girls, or either the overflow of

(Continued on the following page)



Outreach Update



(Calvary, continued)

boys or girls (but not both). The new transitional cottage will allow for a building for the post-high school residents.

In speaking with Brian as this *Waterlog* issue was being put together he told us that, "at present we have a tremendous overflow of boys. We have twenty living with us, two about to come, and two we will be interviewing. We have six girls and will be interviewing two shortly."

At this time three of the boys are high school seniors. One will be joining the United States Navy ("That's all he's ever wanted to do," Brian told the *Waterlog*), one will be attending college in Louisiana, and one will be attending college locally.

But the touching part came when he discussed how disappointed the kids were, not to be able to enjoy the Calvary Kids Day-On-The-Lake this year. This is the activity that, thanks to Tom and Susan Shirey and volunteers from our Club, provides the kids from Calvary a day to be the carefree "Kings and Queens of the World". Due to concerns about the Covid virus this year's Day-on-the-Lake was cancelled. Just before the August "tele-meeting" began Calvary resident Kevin, who recently graduated from high school, asked Brian if he could address our meeting. Kevin told us how much our club means to Calvary, how much the birthday cards mean and how each of them looks forward to the lake day all year long.

Recap: Outreach Updates

The Jane Vallentyne Leaycraft Project:

Through our recycling efforts, silent auctions at the Seafarer's Balls, and generous donations, our Jane Vallentyne Leaycraft Project to benefit ARMHC has donated \$5,000 since its inception five years ago. Donations can now be made in the name of Randy Tahsler (see page 12). If you would like to contact Marissa directly you can email her at marissa.greider@armhc.org. You can also feel free to contact me, Tim Tyson, any time, night or day. As Marissa said, no donation is too small. Every dollar donated is a dollar felt by ARMHC and the families who stay there.

And please remember...where would you rather see your scrap metals and aluminum, in a landfill or a recycling plant? Please recycle. Any questions, see Tim!

Adopt a Birthday/Send a Kid to College:

You know how the story goes: Years ago our Squadron was the spark plug that ignited the fire that gave birth to the scholarship fund at the Calvary Children's Home. Through this fund the kids from Calvary who continue with

further education, whether college or trade/vocational schooling, receive financial assistance. No strings are attached, no GPA requirements, no sports requirements, just the Calvary name. In addition, kids joining the military get a one-time cash offering so that they don't arrive at basic training/boot camp with no money to spend.

A few years later, at a Chili Cookoff at the Ringwall's home, Snyder Turner, whose father founded Calvary and who now runs it, was the featured speaker. After several people asked what they could do for the kids, Snyder said to us, "You want to do some-

thing to make these kids happy? Send them a birthday card."

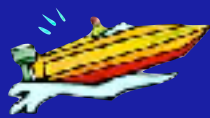
Genie Troncalli went to work making individualized birthday cards for the kids, and a friend of mine put a \$20 bill into each card. Last year our benefactor moved, and we have been relying on our membership to **Adopt-a-Birthday**. The concept is simple: Each \$20 bill goes into one of Genie's wonderful cards, and the kids are assured a birthday present.

The **Adopt-a-Birthday** program is still operating, but funds are beginning to run a bit low. At the last Day-on-the-Lake I received no less than half a dozen hugs and a ton of grateful thank-you's...all for things done, not by me, but by you. Money can be sent to me and I will guarantee it's proper delivery.

There are no words to adequately express how proud I am to be a part of this group we call "Americas Boating Club Atlanta", nee "The Atlanta Sail and Power Squadron".

Once this virus problem has passed, and it will pass, I will be more than happy to give any of you a tour of either or both of our Ronald McDonald Houses. If anyone would like to go with me on one of my trips to Calvary, I'm just a phone call away. I won't be able to take you inside Calvary, at least not yet, but I can drive you out, and you can see the facilities from the outside. Believe me, it's impressive.





Squadron News



Tuga-who?

By Barbara Tyson, as told by Dave and Nan Ellen Fuller

“We paddled about 14 miles down the Tugaloo River starting at Yonah Dam and navigated the north end of Lake Hartwell.”

On August 15, 2020 Dave and Nan Ellen took a 14-mile kayak trip down the Tugaloo (pronounced *Tugaloo*-the “u” is long). The Tugaloo is 45.9 miles long and forms part of the border between Georgia and South Carolina, per the Treaty of Beaufort in 1787. Its mouth is near Toccoa, Georgia. The River originates in Tugaloo Lake, and is fed by the Tallulah and Chattooga rivers. It ends in Lake Hartwell where it becomes the Savannah River.

The Tugaloo River is named for the Cherokee Native American town of Tugaloo, meaning “place at the forks of a stream”. There is evidence in the area of Native American settlements and towns going back for centuries. Trade was established with these towns by 1693 when the local population was 600+ Cherokee. White settlers came to the area following the American Revolution, with the Treaty of Augusta in 1783. White settlement in the Valley continued in the 1800’s and 1900’s. These settlers were hunters, farmers, loggers and tradesmen. The Valley contains many notable historic sites, like the Broken Bridge and Yonah Dam.

“(The River) is the same river that flows through Tallulah Falls and continues downstream through Georgia Power dams making Hydro power. Yonah is the last one, and we started in the tail waters of the Dam. There is a bit of an assist for the first couple of miles, but after that, it is all flat water Lake Hartwell paddling. We paddled off the main river channel about



¾ of a mile up Longnose Creek and stopped at the falls for lunch. The house on the edge of the falls is a Frank Lloyd Wright style house that is privately

owned and available to rent on VRBO. What a view!”

Yonah Dam was built in 1925. It is operated by Georgia Power Company and generates 22 megawatts of power.

The Tugaloo Valley is part of a watershed involving northern North Carolina, upstate South Carolina and northeast Georgia. It is one of the most bio-diverse areas in the Southeast. The Geologic formation along the Brevard Fault includes portions of the Tugaloo River and the surrounding valley.

“The trip ended at Broken Bridges that originally dates from the 1870s, carrying train traffic, but was converted to vehicular traffic and eventually taken out of service and abandoned in 1962 when Lake Hartwell was built.”



“Broken Bridges” refers to the Old Tugaloo River Bridge. It

was built in 1870 as a “Camel Truss Bridge” or a camelback through a truss bridge. In case you are not familiar with this kind of bridge, a truss bridge “is characterized by the joining of relatively small structural members into a series of interconnected triangles. A camelback truss has a polygonal upper chord of exactly 5 slopes”. So now you know. Anyway, the railroad was re-routed in 1918, and the Bridge became part of the connection between Georgia and South Carolina via US 123. US 123 was re-routed in 1950, and a new bridge was built. Nowadays each landward end of the Bridge serves as a fishing pier. There are picnic tables and a boat ramp nearby.

Dave and Nan Ellen had a successful kayak trip and saw some truly beautiful and historic scenery (as you can see from the pictures). The only mishap was a bad sunburn to Dave’s legs because his sunscreen was in the car - not the kayak!



Squadron News



Are You Worth Your Salt?

By Peter Frederiksen

This article and photograph were reprinted from the November, 2020 issue of "Soundings" magazine.

With so many new boaters on the water this past summer due to the Covid-19 pandemic, there was no shortage of vessels plying the waters of my usual serene haunts in the river, bay and ocean near my home in New Jersey. Word on the street was boat sales were booming as people who were stuck at home decided to trade summer travel plans for keys to new boats, possibly encouraged by a story in the New York Times last July that said driving a boat was easy and anyone could do it. Well, not so much.

One morning I couldn't back out of my slip because there were a dozen yoga enthusiasts behind my boat in the navigable waterway, posturing on their paddleboards as the sun was coming up. They had every right to be there, but it took a few blasts of my horn to get their attention. Imagine an inexperienced skipper trying to operate a boat in that situation? Ignorance is not bliss when on the water.

I have always minimized my weekend time on the water to avoid crowds, heading offshore very early or just not bothering at all. But this summer, even weekdays were hectic. Damaged and missing day markers dotted many of the secondary channels near my homeport of Manasquan, problems most likely caused by mariners not paying attention to where they were going. Most seasoned skippers know boating skills take time to acquire, yet a few of the new boaters I encountered were not investing a lot of effort in learning basic seamanship and boat operation.

I heard reports about boats colliding while speeding in narrow channels, sometimes with significant damage to the vessels, or worse, even fatalities. Near Montauk, New York, a recreational boat operating in fog at what the Coast Guard had reported was a high rate of speed for those conditions, T-boned a commercial fishing boat. Another person lost his life when thrown from a personal watercraft after zigzagging over boat wakes. Perhaps the most concerning incident of the summer involved the Lake Michigan fisherman who was so into the process of reeling in a catch that he was oblivious to the 410-foot auto ferry about to run him over. I don't know if the people running these boats were inexperienced or old salts, but I share

these stories so that new owners understand how important it is to stay focused when you're out on the water.

According to BoatU.S., 90 percent of boating accidents are the result of the operator and passengers displaying a lack of situational awareness. They're not aware of sea conditions, the seaworthiness of their vessel and the boat's actual location. I witnessed a few examples of this over the summer, particularly aboard large bowriders. On more than one occasion, I watched as a number of passengers would crowd the open area forward, unaware that their weight and the boat's lack of buoyancy forward decreases the vessel's freeboard. As a result, the passengers were exposed to wash coming over the bow from passing wakes.

When a bowrider, or even a center console boat, is restricted in its ability to rise over an oncoming wake or swell due to excessive weight forward, hundreds of gallons of water can pour into the cockpit, instantly flooding the space and affecting the boat's stability. The loss of control is immediate. I recall one boat I saw on a Sunday after-

noon cocktail cruise. There were 10 people in the bow. I wondered if the skipper had enough personal flotation devices for his crew, and if those PFDs were in easy reach. Savvy boaters know that you do not measure a boat's safe capacity by the number of seats, but rather by the weight the boat is certified to carry.

What really alarms me is when I see people dangling their feet in the water from the bow of a boat that is underway. What is that captain thinking? Other skippers throw caution to the wind when they allow passengers to lay across the

foredeck and up against the windshield while the boat is making way. These passengers are seconds away from becoming a boating statistic in the worst way.

"So maybe your quad-outboard-powered boat can hit 69 mph at wide-open throttle. That doesn't mean you are qualified to drive it at that pace. The U.S. Coast Guard is clear in its mandate that all vessels be operated at a safe speed."

Boaters of all experience levels are guilty of operating their boats faster than they should. So maybe your quad-outboard rig has a top speed of 69 mph. That doesn't mean you should drive it that fast. The Coast Guard is clear on its mandate that vessels should be operated at a safe speed, one at which the operator to take effective action to avoid collision.



(Continued on the following page)



Squadron News

(Are You Worth Your Salt?, continued)

A multitude of factors are in play with this navigation rule, including visibility, the density of boat traffic, weather, wind, sea and current. Experienced boaters have learned to add a large dose of common sense to the rule, and new boaters need to do the same. For instance, if you are in a parade of boats moving slowly down a channel, know to look for signage ahead indicating a No-Wake Zone. In this situation, it's not advisable for you to pull out and charge past the others at a high rate of speed.

New boat owners also need to realize that all boaters are accountable for their own wake. If your wake manages to upset and overturn a kayaker, you could be liable and earn a citation from the water police. We all share the water, after all.

Unless you are boating in the south, chances are your vessel is winterized and stored on land as you read this. I suggest you use the downtime in the off-season to learn more about the boating skills that are necessary to become a skilled and highly competent captain. **Take a safe boating class with the U.S. Power**

Squadrons (emphasis is mine) or the Coast Guard Auxiliary, or try an online boating safety course to discover and develop the knowledge you need to operate and maintain your boat. While you're at it, add the best sources to your reading materials, including Chapman Piloting & Seamanship and the USCG Navigation Rule & Regulations Handbook. And make the time to review the pages of your new boat's owner's manual.

Work on these things now, because spring will be here before you know it.

This article was originally published in the November 2020 issue.

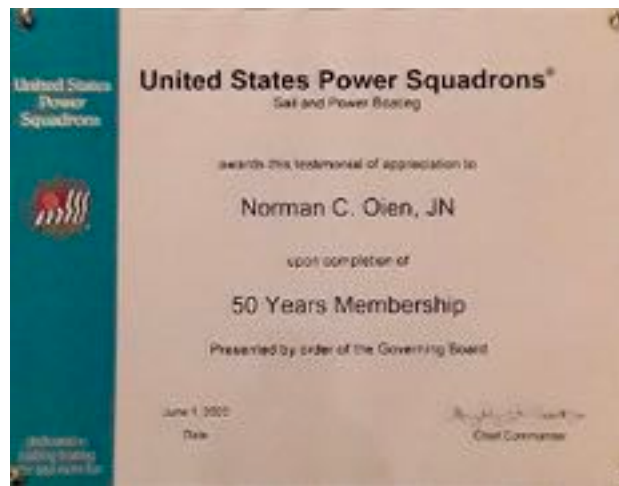
Editor's note: For those of you who are long-time readers of this newsletter, you know by now how much your editor relies on "Soundings" magazine for newsworthy, interesting, and enjoyable articles. I have long said

that if I could only read one boating magazine, that magazine would be "Soundings".

High Fives To Stormin' Norman!!!

Don't let his good looks betray you, friends. He may seem like your average college sophomore fraternity brother, but this character has been a part of this austere group for fifty years. Half a doggone century!!! Norm Oien, **YOU ROCK!**

Norm, old buddy, we congratulate you and thank you for your devotion, hard work, generosity, and above all, your friendship.




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Innovations



Does 1 + 1 + 1 = 6 ? Well, Sometimes, Yes!

During my recent bout with the Covid-19 virus I had plenty of time at home to do things I have been putting off for far too long. This included going through about two years worth of **Soundings** magazines. Whilst perusing the June, 2020 edition my eye caught an interesting photo, that of a propeller that looked strikingly like it was made from salt water taffy. My journalistic sense of curiosity kicked in and I read the short piece by Ben Stein about the Sharrow MX-1 propeller. When I learned it won the “prestigious 2020 Miami International Boat Show Innovation Award”, I know I had to delve into this further.

I went to the Sharrow website and, for those of you who might be interested, it could prove to be, well, see for yourselves.



The Sharrow MX-1

This innovative propeller has turned three blades into what amounts to six. Designed by Greg Sharrow, the propeller has gone through years of CAD modeling and fine-tuning, utilizing help from the Marine Hydrodynamics Laboratory at the University of Michigan.

According to boatTEST.com, “Sharrow Engineering has now

designed propellers for a wide range of applications from tugboats to supertankers, to recreational boats to planes and drones.” They went on to say, “It’s the prospect of income from large shipbuilding that has helped fund Sharrow’s research for props in the recreational boating sector.”

I watched the fourteen and a half minute video produced by boatTEST.com in which a four-man team tested the MX-1 and two similar sized propellers on a “20 foot plain Jane bow rider with an eight foot beam, like millions of other boats on the water.” During this 7-day test, the first propeller used was stainless steel, 3 bladed, with a 14 3/4” diameter and a 15” pitch. The second prop was a 15” diameter by 15” pitch stainless steel unit. The third was the MX-1 “Loop” prop.

The amount of fuel used on each test was equal, as were the different rpms/speeds measured. As idling represents about 40% of each boat’s use, idling was also measured. A data recorder was installed to provide the readings.

The results were impressive. The MX-1 performed 16% better at idle and went up on plane at a lower RPM. The boat was faster on all RMP settings. Fuel efficiency was significantly better at every speed and RPM setting (as much as 18% better at 26-28 mph and as much as 179% more fuel efficient on planing speed). At 3,000 RPM the

speed with the MX-1 was almost 24 MPH, while the other two were 10.0 and 11 MPH respectively.

BoatTEST also noted that it was quieter, provided the greatest range, created “noticeably less vibration”, and handled better in reverse. But they saved the best for last (listen up, T.J.): which prop was fastest at wide open? According to ICOMIA (the International Council of Marine Industry Associations) wide open throttle represents only about 6% of engine hours. “Typically boats that are fast at the low end or even the mid-range are slower at wide open throttle.”

The MX-1 was 2 to 7 % faster at open throttle (5850 RPM)...48MPH v. 43.7 and 40.3 MPH.

Editor’s Note: We hope this section is interesting, as well as informative. If you would like to see more of these type of articles, please feel free to let our editorial staff know. And DO NOT HESITATE to sent in your ideas.

In addition, boatTEST.com is an incredibly interesting source of information. The quotes used here are from the video I watched. They stress that the opinions express are those of boatTEST.com and their captains.



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)
 P/Stf/C Bob Ginsberg, F.o.I. Emeritus
 P/C Lisa and Jimmy Wilson
 Randy and Barbara Tahsler, F.o.I. Emeritus
 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
 Marty and Beth Slone

To learn more about becoming a “Friend of the **Waterlog**”, please contact your editor, Tim Tyson We are



Carl's Corner



Tips on Stress

My friend Carl, who always sends some of the greatest emails (most of which I don't have to censor), sent this one in. I thought it was so good that it needed to be shared with my closest friends.

A Great Lesson on Stress

A young lady confidently walked around the room with a raised glass of water while leading a seminar and explaining stress management to her audience. Everyone knew she was going to ask the ultimate question, 'Half empty or half full?' She fooled them all. "How heavy is this glass of water?" she inquired with a smile. The answers called out ranged from 8 oz. to 20 oz.

She replied, "The absolute weight doesn't matter. It depends on how long I hold it. If I hold it for a minute, that's not a problem. If I hold it for an hour, I'll have an ache in my right arm.

If I hold it for a day, you'll have to call an ambulance. In each case it's the same weight, but the longer I hold it, the heavier it becomes."

She continued, "and that's the way it is with stress. If we carry our burdens all the time, sooner or later, as the burden becomes increasingly heavy, we won't be able to carry on."

"As with the glass of water, you have to put it down for a while and rest before holding it again. When we're re-freshed, we can carry on with the burden - holding stress longer and better each time practiced.

So, as early in the evening as you can, put all your burdens down. Don't carry them through the evening and into the night. Pick them up again tomorrow if you must.

1. Accept the fact that some days you're the pigeon, and some days you're the statue!
2. Always keep your words soft and sweet, just in case you have to eat them.
3. Drive carefully ... It's not only cars that can be recalled by their Maker.
4. If you can't be kind, at least have the decency to be vague.
5. If you lend someone \$20 and never see that person again, it was probably worth it.

6. It may be that your sole purpose in life is simply to serve as a warning to others.
7. Never buy a car you can't push.
8. Never put both feet in your mouth at the same time, because then you won't have a leg to stand on.
9. Nobody cares if you can't dance well. Just get up and dance.
10. Since it's the early worm that gets eaten by the bird, sleep late.
11. The second mouse gets the cheese.
12. When everything's coming your way, you're in the wrong lane.
13. Birthdays are good for you. The more you have, the longer you live.
14. Some mistakes are too much fun to make only once.
15. We could learn a lot from crayons. Some are sharp, some are pretty and some are dull. Some have weird names and all are different colors, but they all have to live in the same box.
16. A truly happy person is one who can enjoy the scenery on a detour.

AND MOST IMPORTANTLY

17. Save the earth It's the only planet with chocolate!"



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Brenda Rehg - Customer Support



Squadron News

Checking in on the Gulers

As I've said so many times that I sound like a broken record, "Everything in my life has had a happy ending." This held especially true when Barb and I bought our new refrigerator and dishwasher. When they were delivered, neither one fit (for reasons I won't bother to go into) and we had to refuse delivery. So, after living in our house for thirty-five years and wanting to remodel our kitchen for thirty-four of those years, it was "game on".

During the course of our remodeling we took out our kitchen peninsula. After watching one particular episode of "Home Town" I saw a table top that I KNEW would be perfect. I wanted to build it but this I also knew: the woodworker in me doesn't exist. However, we have some friends...



Enter Beth and Mike Guler. Newer members know Mike from his presentation of the Mars Project. Older members know them as our in-house rocket scientists (they met when he was designing antennas for outer space and she was working for NASA). Mike also happens to be a woodworker extraordinaire. So I did what anyone with my nerve would do. I boldly called them up and asked them if they would like some company for a few days. I told Mike what I wanted to build and he eagerly agreed. So I went to North Georgia Hardwoods (off Friendship Road...a great place Mike recommended) and bought some wood. We packed up the Town and Country and Punta Gorda, here we come.

Let me tell you, there is nothing like getting into a wood-working project with someone who can do differential equations in his head. We worked four straight days, day and night, and the finished project will make you drool! But I digress. How are

little star too." He even brought out the telescope and we saw the rings around Saturn. Then Beth would say, "Oh look, there goes a satellite." I thought it was an airplane

and she told me why it wasn't (planes, as a rule, don't go 25,000 mph).

The original plan was to work part of the day on the table top, and do some sailing in the afternoon.

Problem #1: The afternoon weather didn't cooperate. Problem#2: the table top took up our time. So

Barb and Beth had to satisfy themselves lounging by their next door neighbor's pool while Mike and I toiled in the workshop. See, everything has a happy ending. But wait, there's more!

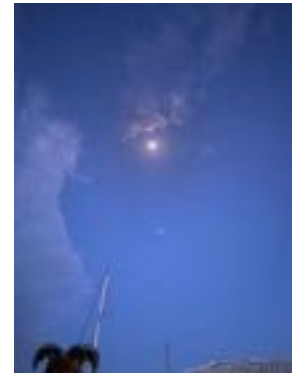
One of the many reasons I chose to write this is because so many of you have asked me how the Gulers are doing. They are, in a word, fabulous!

In 2015 Beth was diagnosed with mantle cell lymphoma (MCL), a fairly rare type of non-Hodgkin's lymphoma. At present there are only about 15,000 cases in the

United States. Due to its rarity she opted to go once a month to the M.D. Anderson Center in Houston for treatment and she is doing super fantastic (my clinical description, seconded by her doctors). Now listen up, this is important. When I talked to Mike and Beth about this article they stressed that the very last thing she wants are get well cards, so please don't send them. In spite of all of this,

they still wanted us to come! That, in its essence, is "The Guler Way."

For our longer time members, I hope this brings you up to date on the Gulers. They are living the dream in real time. For those of you who may be new to our club, this is what our organization is all about. Boating, education, fun...and forever friendships.



Between the moon and the mast...Mars! And it's like Mike said, from Mars we look like that little, tiny speck.



L to R: Saturn, Jupiter



Voila... The Table Top!!!

Mike and Beth?

Well anyone who knows them knows that it didn't take them long to adjust. They live in a wonderful town in a beautiful neighborhood with wonderful neighbors with the sweetest rescue dog - Genny - on the planet. And speaking of planets, we would sit in the back yard at night and Mike would say, "There's Saturn, and to the right, that 'star' is Jupiter. See that bright 'star' under the moon? That's Mars. And remember, from Mars the earth looks just like a



Crossing the Bar



Saying Good-Bye To Some Dear Friends

Since the last issue of the Waterlog was published, we have had to bid farewell to two long-time members. It is with a combination of sadness in having to say good-bye, and joy in having known them, that this page is written. We hope it does at least some justice to their memory's.

P/Stf/C Bob Ginsberg

Bob joined the Squadron in 1988 and, like everything else he did in his life, went after it full throttle. Navigation instruction, District Commander, National Staff Commander, Bob wore a lot of hats.

Like so many of our long-time members, it was always a joy to be around Bob and listen to him tell stories. I remember him telling me that when Lake Allatoona was being "built", all of the trees were limbed, and that's why fewer anchors were lost there than at Lake Lanier. "When they built Lake Lanier it was too expensive to take all those trees out," he told me.

Bob was a member of the last class to graduate from Boys High School (Class of '47) where, among other things, he was the photographer for the high school yearbook and newspaper. Hey, Bob, if you're looking down, why the heck didn't you tell me that. I'd have put you to work!



Bob never really did finish anything. And what do I mean by that? As a Boy Scout, he achieved the Eagle Scout rank (making him the highest ranking Atlanta Boy Scout at the time). He went on to become a counselor at Camp Bert Adams and scoutmaster of Troop 53. He had a very successful optometry practice, but when he retired in 1992 he continued working with numerous educational organizations. The alumni group from Boys High School, which he co-founded, provided generously funds and awards for teachers and students.

And just because he wasn't able to attend our meetings, Bob ALWAYS made sure that he was a Friend of the Waterlog. Maybe instead of saying that he never finished anything I should have said that he never left anything unfinished.

I will forever miss his smile, his charm, and his friendship.

Randy Tahsler

If you have been in our Club for at least 17 years, there is a very good chance you were recruited by Randy Tahsler. Randy was a salesman's salesman. He was our resident "pit bull" at what used to be called BoatSmart (now ABC). The following is pretty much a verbatim quote of the conversation Randy and I had when I turned in my BoatSmart test (at the time it was a two-weekend class):

Randy: I think you need to join our Squadron.

Me: You don't understand. I don't own a boat. I just love being around them.

Randy: No, YOU don't understand. We don't leave anyone at the dock.

Me (ears perking up): Let me give it some thought.

Randy: If you join now you'll save 5 months on your dues. They won't come due until a year from this June (it was January at the time).

Me: I need to think about this.

Randy: We have the paperwork right here. There's not much to think about.



And so it went. I joined up that day. Randy didn't know the meaning of the word "no".

The day Randy left us his wife Barbara emailed me with the news. I asked her what we could do or what we could bring. Her answer? "Nothing. I'm a rich, rich person. Kids, grandchildren, friends like you and the Squadron. No, I don't need a thing.

I asked her what we might do in lieu of flowers (there was to be no funeral, what with Covid and everything going on in this crazy world). If anyone wanted to contribute to the Covid Relief Fund at the Atlanta Ronald McDonald House that would be wonderful..And believe me (please believe me!), this was unsolicited.

Randy was pretty choosy when it came to finding a wife. Pretty doggone selective, if I might say

Like Bob Ginsberg, Randy always made sure we had his check for the Friends of the Waterlog. Always. Sharp eyed readers will notice that, beginning with this issue, Randy and P/Stf/C Bob Ginsberg (he was always proud of those letters) join Sam Troncalli and Dave Herndon as FOW Emeriti. Their names will always be enshrined on this newsletter. At least as long as I have any say about it!

Good bye, old friends. We'll meet again.



Bulletin Board



This Club's For You!

A few months ago your editor was chatting it up with Cdr Dave Fuller. We discussed membership and how maybe, just maybe, we were missing something simple. Something obvious. Something that, if we could just put our fingers on it might point our way to attracting new and enthusiastic members. Something dawned on me and I just sort of belted it out.

When I had finished, Cdr Fuller asked me if I would repeat it for the D.R. and Waterlog. I'm not sure how I feel about publishing it here...humbled, flattered, embarrassed...maybe all three. Nevertheless, here goes. I hope you like it. It went something like this:

IF YOU WANT TO KNOW ABOUT BOATING AND NAVIGATION, AND TAKE NAUTICAL EDUCATION SERIOUSLY...

THIS CLUB'S FOR YOU!

IF YOU WANT TO SOCIALIZE AND PARTY WITH PEOPLE WHO TAKE SOCIALIZING AND PARTYING SERIOUSLY...

THIS CLUB'S FOR YOU!

IF YOU LIKE BEING AROUND PEOPLE WHO TAKE COMMUNITY OUT-REACH SERIOUSLY...

THIS CLUB'S FOR YOU!

IF YOU WANT TO OWN A BOAT BUT AREN'T QUITE SURE WHAT YOU WANT OR WHICH BOAT MEETS YOUR NEEDS...

THIS CLUB'S FOR YOU!

IF YOU DON'T OWN A BOAT BUT LOVE BEING ON THE WATER...

THIS CLUB'S FOR YOU!

IF YOU THINK THAT TAKING A FEW DAYS - MAYBE EVEN A WEEK - GOING ON A BOATING ADVENTURE IS RIGHT UP YOUR ALLEY...

THIS CLUB'S FOR YOU!

IF YOU WANT TO BE A PART OF A GROUP OF PEOPLE WHO MAKE BEING IN AND ON THE WATER A SAFER PLACE...

THIS CLUB'S FOR YOU!

IF YOU LIKE THE IDEA OF ATTENDING A MEETING ONCE A MONTH WHERE YOU CAN SOCIALIZE AND LISTEN TO INTERESTING SPEAKERS DELIVER INTERESTING PRESENTATIONS ON A MYRIAD OF DIFFERENT SUBJECTS...

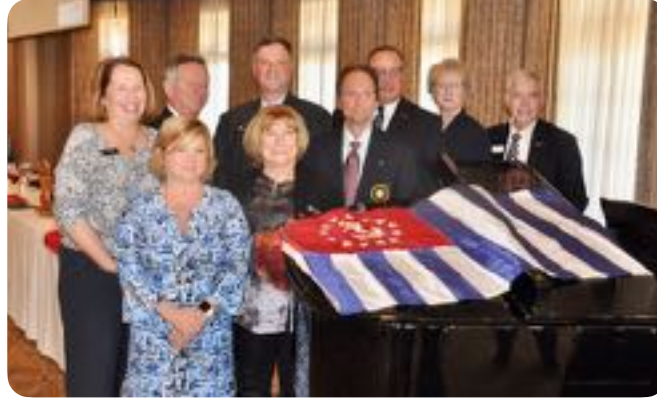
THIS CLUB'S FOR YOU!

AND FINALLY, IF YOU WANT TO BELONG TO AN ORGANIZATION WITH THE CLASSIEST, MOST INFORMATIONAL, AND PROFESSIONAL NEWSLETTER...

THIS CLUB'S FOR YOU!



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

November 7-10: "Manatee Encounter", Hontoon Landing and Resort.

November 4th: Last day to order "Winter Collection" apparel.

November 12th: Executive Committee Meeting (online) at 7:00.

November 19th: General Membership Meeting (online). Login at 6:45, meeting starts at 7:00.

December 10th: Executive Committee Meeting (online) at 7:00.

December 17th: General Membership Meeting (online). Login at 6:45, meeting starts at 7:00.



AFTerthoughts



"Everything in my life has had a happy ending." I mentioned this in the article "Checking in on the Gulers". But after giving it some thought I asked myself what was wrong with that quote. I mean, I have often said it, and it is certainly true, but somehow it seemed to miss the mark. And then it dawned on me. This is how it should read: "Everything in ~~my~~ life has ~~had~~ a happy ending." Think about it. In fact, think about the worst experience you have ever had. Did you learn something valuable? Did it make you a better person? Without that experience would you be where you are today? It's all a matter of how you choose to look at it. It's all about perspective. For example, Covid sucks! (Hey we're all sailors. I can put a little salt in my language, can't I?). I know. I had it.

So...what good can come from this stinking virus? Well, for starters, how many kids will actually be looking forward to going to school? How many people look upon their jobs with newfound enthusiasm? How many kitchens have been remodeled (again, see "Checking in on the Gulers"). How many of us miss the in-person meetings so much that, when this is all over - and it will be over - we will outgrow yet another venue?

We were not sure if visiting the Gulers was a good idea, but they encouraged us. That made us think about friendships. This issue has a page entitled "Crossing the Bar", a page that I hope we won't have again for quite some time. But even that subject, I mean think about it. Bob Ginsberg and Randy Tahsler, two members who, even though they weren't able to come to our meetings, insisted on being "Friends of the Waterlog" because we meant so much to them. For that reason they will join Sam Troncalli and Dave Herndon in always being on that list. Friends Emeriti. How lucky we were to have known them.

See? Even through our tears we can still say that everything in life has a happy ending.

Tim Tyson
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