



# WATERLOG

United States Power Squadrons

Sail and Power Boating - America's Boating Clubs

**SAFE! SMART! FUN!**



**MANY, MANY THANKS, DAVE AND LISA**

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## Commander's Corner

The weekend of March 13<sup>th</sup> was significant for a number of reasons. It was the beginning of daylight savings time, which is not only a complication to your JN or N site folder, but a sure sign that Spring is right around the corner. As the air starts to warm and the flowers begin to bloom, so does our desire to get back out on the water! For the next few weekends, we will all become fixtures at our local boat stores buying all the "Stuff" we need to make our vessels bright and clean again. For some of us, it might also mean a trip to the local pharmacy to procure some Advil to relieve the aches and pains of our efforts. But in the end, as we stand back and admire our work we realize just why we love this thing called "Boating"! To me, boating is a way of life. I think I referred to myself as a Boataholic at the COW. It is a time to be with friends and enjoy a nice cold drink while sitting in the cockpit watching a beautiful sunset on the water. It is the feeling of the gentle rock of the boat while spending the night on the hook in your favorite cove. It is the smell of fresh brewed coffee coming from the galley as the first rays of sunshine pierce the curtains around your portholes and announce the beginning of a new day and new adventures.



*Cdr Kevin Schoonover, SN*

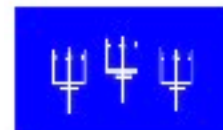
As I reminisce over the past decade of personal boating, I draw strength from two areas: First is the education and experience that I have gained from my association with the U.S. Power Squadron.

While the "book learning" has been great, it is the "on the water" that has been outstanding. I will never forget our first ICW cruise. For me, it was a very rude awakening. I was a new AP and already thought I knew it all. Boy, was I ever surprised when I looked out over the bow of Ed Troncalli's boat at the ICW and thought to myself, "That looks absolutely nothing like the chart I am holding!", but we all survived a week on the water, groundings and all! We worked together, overcame challenges and difficulties, and emerged better boaters as a result.

The second is the friendships that emerge and are forged during these times together. Through good times and bad, we are there for each other and what a difference that makes to each of us!! As we go through this next year, we will be tested and challenged by various situations, but it will be our training and our friendships that will make the experience a supportive and fun learning experience!

**Remember, "Only two sailors, in my experience, never ran aground. One never left port and the other was an atrocious liar." - Don Bamford**

**Kevin**



### The Waterlog

The Waterlog is published at least six times each year, in addition to an abbreviated companion, The Watertwig. It is published by and for the Squadron members by the staff of the Squadron Secretary and is mailed to the listed address of all current members and advertisers.



*Waterlog Editor  
Lt. Tim Tyson*

All members in good standing and approved non-member advertisers 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.

*Cover photo: Dave and Lisa Herndon, along with (now) CDR Kevin Schoonover, aboard their beloved Quintessence on the 2004 ICW cruise. Photograph provided by Sheryl and Glenn LaBoda.*

# FOREThoughts

## MEET EARL AND NELLE MOON

An Award Recipient's Homage, by Tim Tyson



At our recent Change of Watch, I was awarded (and greatly humbled by) the Nelle B. Moon Award. Looking at the award I kept asking myself, "who WAS Nelle Moon?". We all know the award, but we didn't know the woman it was named for. So I decided it was time to meet the Moons.

Earl and Nelle Moon were, by all accounts, a flamboyant, fun-loving, party-going couple who would stop at nothing to make people feel good. A skilled pilot who owned his own plane, Earl would take his date (Nelle) and whisk her off, flying to lunch. Once married, they entertained endlessly.

Earl built his own 26 foot boat...IN HIS BASEMENT !!! This was before the advent of electric screwdrivers and Nelle would delight in saying that "we stayed up all night in the basement screwing !". (Nancy Leathers instructed me to include that line, as "Nelle will be watching from above, laughing her marvelous laugh").

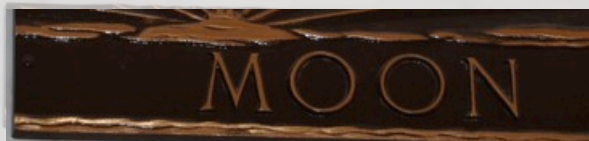
In addition, he was a past Rear Commander, heading up the committee for the

National Ladies Auxiliaries. He graduated to a 52 foot Chris Craft, which he kept in Ft. Lauderdale, and on which they would take Power Squadron members (several times a year) to the Bahamas.

Nelle was a "very striking blonde" who, according to Nancy, "was all about education, very enthusiastic about new Squadron members", and "every day did something for the Squadron". "We just had such a (expletive deleted) good time together" said Bob Leathers. "And Earl and Nell were such a (same word) good team". As the Leathers described her, "she was a Southern lady who could enjoy a racy joke - a Scarlett O'Hara type". An excellent golfer, Nelle would chair the annual Ansley/Druid Hills/Eastlake Golf Clubs' women's championship, the "Inter-course Championship", as she would laughingly call it.

At the District 17 meeting last week, P/Stf/C Don Grotjan (Bob Leathers' District Flag Lieutenant) and his wife Linda lit up when I told them that this article was being written. "She was just so much fun to be around", Linda said. Don added, "she would do more in half a day than most people could get done in three months!". The Moons would take new members and mentor them, introduce them to others, and make sure they felt at home. Nelle was the Atlanta Squadron's first woman Commander, slated, as Norm Oien told me, to climb up the district organizational ladder; she was all set to be installed as our district's Executive Officer, but just before they were to attend the district meeting (where she would be sworn in), Nelle felt ill and was too weary to make the trip. Diagnosed with lung cancer days later (she didn't smoke), she crossed the bar within six weeks at Piedmont Hospital.

Bob Leathers drove me to Westview Cemetery. As I placed some flowers on their crypt my eyes watered and I became extremely choked up as I whispered, "it was so nice to meet you. Thanks. Thanks a lot. Maybe some day ....".



# Squadron Happenings

## SPRING BOATING REMINDER!!!

As the temperatures are coming out of the cellar, and the snow has quit flying (maybe), We will be begin to spend more time on the water.

For those of us that have cruisers with full canvas, it is important to remember to keep cabin ventilation in mind. Keep a front hatch cracked and a back canvas open. This will prevent an accumulation of Carbon Monoxide (CO) in the cabin area as a result of the "station wagon" effect. This effect occurs when negative ventilation allows CO to be drawn into the cabin by the forward motion of the cruiser.

The last thing we want is for someone to be overcome by this deadly phenomenon.

"The Safety Net"

Lt.Charlie Cox, P  
Safety Officer

## THE CONCIERGE DESK

In this new column, your concierge will offer delicious tidbits for your personal edification. This month it is...How to add more to your vacation. Here goes. The next time you travel, you might want to see if there is a local Power Squadron in the locale near your vacation spot. Visit them. For example, The Haas' and the Tysons found themselves in Boca Raton this past February. I telephoned Bill Eldridge, editor of the Palm Beach Sail and Power Squadron's newsletter (the *Afterdeck*) for some tips on, well, being an editor. He invited us to attend a PBSPS picnic lunch along the Intracoastal Waterway, and we went. Meg and Barb even got their pictures in the *Afterdeck*. Afterward, we were driven to their clubhouse where we were shown around. We even managed to buy some items from their ship's store. Later, we were invited to Bill and Kathryn Eldridge's condominium on the Intracoastal, where we spent the afternoon.

The following Thursday we were invited to the PBSPS's "Thursday Lunch Bunch", and informal gathering of their members (about 35 were there). We had a delightful lunch, Tom and Meg received a standing invitation to go fishing whenever they come down, and the four of us left as Associate Members. We entered a roomful of strangers and left with a roomful of friends. And this doesn't count the great

ideas they gave us. What a terrific way to get to know people...as well as the USPS.

Next month let's discuss our own ASPS "Tuesday Lunch Bunch", or as it has come to be known, "The Shadow Bridge". Until then, this is your Concierge wishing you a very social day.

## SAYING GOODBYE TO AN OLD FRIEND

On Monday, March 8th, our own Sid Farber joined an elite group of six USPS members: he turned 100 years of age. Sid was the youngster in that group, as one member was born in 1906, another in 1908, and the others in 1910 (but ahead of him). Rarified air indeed. A forty-two year member of our Atlanta Squadron, Sid earned 28 merit marks. For "what seemed like 20 years", his wife Peggy remembers, Sid was our property manager.

Sadly, three days after his birthday, Sid crossed the bar. The cancer that began in his neck had spread to his liver, and claimed his life. According to Peggy, he didn't suffer long, and died "a rather easy death". What was, about five minutes ago, to be a "Happy Birthday, Sid", will now be a "Just let us know what we can do for you, Peggy".

In future issues of the *Waterlog* we will have columns introducing you to some of the senior members of the Squadron. Their stories are colorful, amusing, and touching. They certainly are inspirational to those of us who love this group. Thank you, Sid, for all you gave us.

## LET THE RAFT-UP SEASON BEGIN!

Our first raft-up of the season will take place at 1300 hours, Saturday, March 27th. The location will be L 34° 11.01' N, Lo 84° 01.21' W. Wear your casual yachting attire, bring your favorite beverages/wine pairings and an accompaniment to share, and prepare to start the season.

The second raft-up will take place April 24th at 1400 hours. The location will be at the Big Creek Dock (Lat 34°09.9' N, Lo 83°59.5' W). This will be the *Hats and Hippies Raft-Up*, so pull out your bell bottoms and flower children remnants. Following the raft-up will be *A Big Night At Big Creek Tavern*, with live music, diner, and dancing. Parking is available for those coming by car. Contact Marla Hendrix for additional information.

# Squadron Happenings

## SAVING THE SS UNITES STATES

BY RYAN TRONCALLI

In June of 1952 one of America's most amazing feats of engineering took to the seas. The *SS United States* was launched from Newport News, Virginia. At a length of 990 feet and weighing just over 45,000 tons, she was the largest passenger vessel ever built in the United States. Her real significance was the fact that she could travel 43 knots, making her the fastest ship in the world. In the month following her launch she set sail from Pier 86 in New York City traveling at an average speed of 35.59 knots. Three days, ten hours, and forty minutes later she arrived in England, setting a record for the fastest crossing of the Atlantic, a record that still stands for any displacement ship.

The need for a ship this size and speed was required by the US government soon after World War II. At the time, large planes could not cross the Atlantic and the government felt a need to transport troops quickly to Europe in case war broke out with the Soviet Union. Of course she was never required to carry

troops, and thus spent her entire career as a luxury ocean liner. The passenger list included several US Presidents, world leaders, and famous celebrities like Walt Disney, Cary Grant, and Judy Garland .

By the late 1960s, commercial airlines were routinely crossing the Atlantic and there seemed to be no need for an Ocean Liner like the United States. In November of 1969 the *SS United States* was withdrawn from passenger service. Over the years she passed through several owners, all with the intention of restoring her to passenger service, but none fulfilling the goal. In 2003 Norwegian Cruise Lines (NCL) purchased the *United States* and announced that they would be restoring her into their fleet. Sadly however, late last year NCL abandoned their plans and put the *United States* up for sale.

Today she stays tied up to a pier in South Philadelphia awaiting her fate. Last month NCL began taking bids from scrappers who plan to dismantle the ship and recycle all of the metal.

There is still hope for this great icon of American engineering. NCL has stated that they would rather sell her to an individual or organization with plans to restore her. Although bringing her back to full passenger service may be out of the question (it is estimated to cost at least \$500,000,000), there is some interest in both Philadelphia and New York in making her a floating hotel/museum much like the *Queen Mary* has become in Long Beach, California. However, time is running out. NCL is paying several thousand dollars a month to keep her in Philadelphia and desperately wants to sell her.

The *SS United States* Conservancy is an organization dedicated to preserving the ship. If you would like more information on the ship or would like to help save her, please visit their website at [www.ssunitedstatesconservancy.org](http://www.ssunitedstatesconservancy.org).



# Squadron Happenings

## OUR NEW COMMANDER'S FIRST GENERAL



On March 18th, Cdr Schoonover conducted the first general meeting of the year at Mudcatz. At that meeting, new members (l. to r.) Sandy Robinson, Eric and Carol Wrape, and John Olsen were sworn in (left). In addition, G. Michael Smith (right)



his nineteen Merit Marks). Last but not least, Cdr Schoonover officially presented Mike Schneider with the 2010 Bent Prop Award, which was accepted with appropriate dignity (below).

## THE 2010 DISTRICT 17 SPRING CONFERENCE



On March 20th at the annual District Spring Conference, Jeff Wise was sworn in as the District 17 Commander by R/C Tommy Ellis.



R/C Tommy Ellis, D/C Jeff Wise, and D/Lt/C John DiPrima raise the United States Power Squadron flag over the riverboat Delta Queen in Chattanooga (right).



(Clockwise from the left) Margie Tompkins, Danny Tompkins, Don Williams, and Judy Williams make their appearance at the Riverboat Gamblers and Their Ladies dinner.

# Life on the Water

## CHECK OUT RIVER BEFORE YOU GO BOATING, JUST TO BE SAFE

*(The following letter appeared in the March 10, 2010 Atlanta Journal-Constitution)*

During the past weekend, several boaters were capsized on the upper Chattahoochee River. Life-threatening accidents like these do not need to happen. Know the water release schedule for the river. Call the Army Corps of Engineers automated line, 770-945-1466, to learn when they plan to release water.

On the day of these accidents, the river level rose 5 feet (this is not unusual) in less than two hours, creating a very fast and powerful flow of water. Although the levels usually drop in the afternoon, they are not safe until after dark.

Be familiar with the part of the river that you will be traveling. Check for logs and debris that may have washed into your area recently. Always wear a life jacket. Don't be fooled by gentle waters. Even at low levels, the Chattahoochee has dangerous currents, and at high levels it can be very dangerous.

James E. Smith, Roswell

## CATCH OF THE DAY

*(Reprinted from Power and Motoryacht Magazine September, 2009)*

IS IT A BARRACUDA? A WAHOO? NOPE, IT'S AN AIR-TO-AIR MISSILE.

A Florida fisherman hooked quite a haul in June: Instead of reeling in a red grouper, he snagged himself an air-to-air missile that had been fired by an F-15 fighter jet.

Longtime commercial fisherman Rodney Saloman says he was longlining in the Gulf of Mexico when he snagged the corroded missile about 50 miles off Panama City, Florida. He said he wasn't sure if the eight-foot weapon was live, so he packed it-very delicately-in ice until he returned to port.

"I had it secure," he told reporters. "I kept it cool."

Ten days later, Saloman and his crew aboard *Bold Venture* returned to their home port of Madeira Beach, near St. Petersburg, Florida, where the U.S. Air Force greeted him with a bomb squad. Officials initially said they believed the missile "was live and in a very unstable state" and was apt to explode at any minute.

The news certainly surprised Saloman, who recalls that, "I had it strapped to the roof of my boat as we rode through lightning storms."

It subsequently turned out that Saloman had been in even less danger than he thought. Upon further inspection the Air Force was able to conclude that it was one of their telemetry missiles, which are not packed with high explosives but rather with highly sensitive electronics used to record and transmit tracking and position data. The missile had been fired from an F-15 during a test in August, 2004.

Because the missile posed no threat, Saloman asked if he could keep the catch as a souvenir. But Samuel King, a spokesman for Eglin Air Force Base near Destin, Florida, told him too much sensitive technology was still inside the missile. "Once we found out it was ours, our guidance was that it needed to be destroyed," King said.

The Air Force and Navy conduct numerous military tests over Gulf Coast waters off the Panhandle, and more than 300 test missiles are fired every year in this area, according to King.

In fact, Saloman caught *another* missile a few days later. He again reported it to the Air Force but did not bring it back to port. He told officials it was beeping, so he threw it back. **PMY**

## BOATING IN NORTH CAROLINA?

Last year the General Assembly of North Carolina passed GS (General Statute) 75A-16.2, also known as The Boating Safety Education Law. This law requires anyone younger than 26 years old operating a vessel powered by a 10 horsepower or greater motor on a public waterway to have completed an approved boating safety education program. If stopped and asked, residents are required 1) to prove that they have either completed a class, or 2) provide a photo identification showing their age to be greater than 26. Visitors (in North Carolina less than 90 days) are exempt but would be wise to make sure that they have this identification on board.

# The Bulletin Board



Our first raft-up of the year - Saturday, March 27th. Refer th page 4.



April 24 - Hats and Hippies raft-up. Wear your 70's attire and raft up by Holiday Marina. Drivers can park at Big Creek and walk to the dock Dinner and dancing to live music in the evening. Again, refer to page 4.



The staff of the *Waterlog* is considering selling limited advertising space. The advertising subscriptions will consist of either one year or ten issues, whichever consists of more issues. We will only advertise for businesses that we have used or which come highly recommended. Your recommendations of potential advertisers is greatly appreciated.



May 1st is the date of the "Invitation Only" cruise for our Senior Members, hosted by Eric and Carol Wrape. This event will take place on the Wrape's houseboat, a very easy vessel to go aboard and get off of for our SSC's (Special Seasoned Citizens). Keep this date, Senior Members! Note: RSVPs will be required.



### NAME THIS SQUADRON MEMBER

At the 1992 USPS National Conference at the Fontainebleau Hotel in Miami, the famous Leilani Sisters just happened to be in town. As Bob Leathers actually knows one of the sisters, they agreed to perform some of their awesome Polynesian dances. We all know this Leilani sister. Who is she? The answer is written on the bottom of the next page.

### Read This!!

Next month's general meeting will be held at Gordon Biersch Buckhead on April 16th. For more information on this meeting, see the next page.

# From the Bridge

## HAVE YOU HEARD OF ASPS?

(You Soon Will!)

Look for the new ASPS ad in the *Lakeside News*. Also, our new webmaster, Lisa Beers, is working diligently on a website design that will have a password-protected section for members so more information and pictures can be posted for your use.

Our Ambassador program has just begun and we're still looking for liasons to Port Royale, Hideaway Bay, and other marinas. Please contact either Ed Troncalli or Lisa Herndon if you would like to be involved.

Our goal for Vessel Safety Checks is 100 this year. Please contact Brian Jernigan to set up an inspection or to find out about becoming an inspector.

Finally, consult our website for upcoming flare, fire extinguisher, or CPR sessions scheduled by our Safety Officer, Charlie Cox.

Lisa Herndon

## MARCH 2010



Cdr Kevin Schoonover



Lt/C Lisa Herndon Executive Officer



Lt/C Patti Price Education Officer



Lt/C Doug Watson Administrative Officer



Lt/C Barbara Tyson Secretary



Lt/C Meg Haas Treasurer



1st/Lt Jeff Batson Assist. Secretary



1st/Lt Dennis Abell Assist. Treasurer

## APRIL GENERAL MEETING

Next month's meeting will be held on April 16th at Gordon Biersch Buckhead, **and you will want to be there**. Our guest speaker will be Captain Paul Shirley, brother of Carol Wrape, who recently brought a 55' Nordhavn trawler from Dana Point CA to Stuart, FL via the Panama Canal - 4373 nautical miles. He also brought a 72' Hatteras from Martha's Vineyard to Stuart down the ICW, and was captain of that vessel until the owner decided to sell her. He has also taught advanced coastal navigation.

As space prevents my going on (and I really could go on) let it suffice to say that **this meeting is not to be missed**.

## APRIL 2010

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27 Wine Tasting Raft-Up
28	29	30	31			

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8 Executive Committee Meeting	9	10
11	12	13	14	15 Member Meeting	16	17
18	19	20	21	22	23	24 Hats and Hippies Raft Up
25	26	27	28	29	30	

Who is this Squadron Member? None other than associate member Norm "Stormin' Norman" Oien.

# Afterthoughts

You may have noticed a slightly new look to *The Waterlog*. After a wonderful, award-winning run of six and a half years, Dave and Lisa Herndon have decided to turn over the editorial reigns to some new blood, i.e. yours truly. I hope I can measure up to the very high standards that they have set.

Older members may recognize the cover of this issue, but for the newer members, here is its significance: Quintessence was the beloved and beautiful boat belonging to Dave, Lisa, and their extended families. She travelled with our Squadron on several ICW cruises (some more memorable than others) and was always ready to welcome us for a party. Sadly, Quintessence went down in a storm, all by herself, when nobody was home.

But just as that wonderful craft helped to fuel further interest in the Herndon's boating life, their "retirement" from our organization's newsletter, and the fine work they have entrusted me with, have served to ignite my journalistic enthusiasm. I will do my best to deliver to you an interesting, fun, and informative newsletter. I welcome all (constructive, gentle, and well-intentioned) criticisms and suggestions. Especially welcome will be articles you may wish to forward to me for print. Thanks again, Dave and Lisa. You did a magnificent job.

5

Tim Tyson  
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