



WATERLOG



THE ANNUAL MEETING



THE OUTGOING BRIDGE

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Lt/C Bob Wilson, P
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THE INCOMING BRIDGE



The Waterlog is published monthly. At least 10 issues per year.

Published by and for the squadron members under the department of the Squadron Secretary and mailed to the listed address of all current members and advertisers.

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, and good taste, subject to the approval of the Squadron Commander.

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COMMANDER'S MESSAGE



Thanks to one and all squadron members for the opportunity of serving as your Commander this past year.

Special appreciation goes to the Bridge and Executive Committee for their help and guidance during the term.

The best of success is my wish for your incoming Commander Don Williams and his crew.

Cdr John Fowler, N



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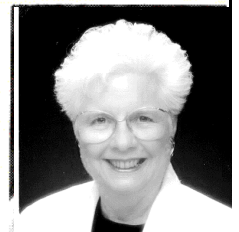
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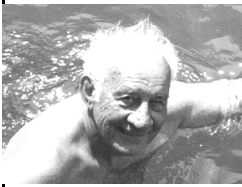
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CRUISE TO MAINE

By George Sargent
(continued from the previous issue)

Sunday 5 Jul. My son Darryl joined me for a week as crew bringing with him a gift of a gas grill which fastened to the stern rail. We replaced the broken sail slides which we were able to buy at a local chandler.

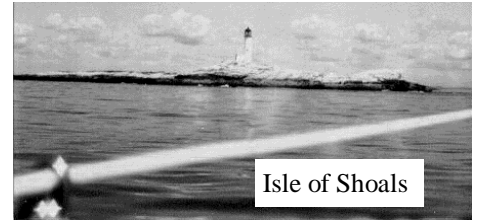


Darryl and grill

Monday 6 Jul. The forecast was for cloudy weather with 1 mile or less visibility, possible showers, 10-15 knots S-SW wind, seas 4-6 ft. We wished to replace the alternator which had given trouble for the whole trip so far. The Harbor Master's secretary kindly loaned us the use of her car to drive to the next town to an electric repair facility. They couldn't even look at it for three days, but were able to sell us a reconditioned alternator and voltage regulator in exchange for ours. This worked fine and gave us no more trouble. Darryl raised the radar reflector, and we finally got under way at 1145 when the rain had stopped. We passed the mid-channel buoy at 1207 on a course of 020C, and 21.9 miles to go to Gloucester. At 1300 we started sailing for 45 minutes, 4.0 knots through the water, and were able to hold our course. Then we motored the rest of the way due to poor wind. We picked up a mooring at Eastern Point Yacht Club, Gloucester, MA. And the sun came out! Darryl baptized the new grill by cooking a large steak and serving it with rice pilaf and string beans. After dinner Darryl rowed the trash and mail into shore. What a good crew!

Tuesday 7 Jul. We were up at 0530 to light fog. Forecast: N-NW wind 5-15 knots variable, visibility 1-3 miles, clearing by afternoon. At 0600 we left the mooring in fog (1/4 mile visibility) heading for Blynman Canal which cut through Cape Anne (we crept along using the LORAN). After we stopped for gas we had to circle in the canal waiting for a RR bridge to open.

The scenery in the canal consisted of very nice houses with good gardens. As we left the canal the sea was calm with almost no wind. We were motoring along at 6.0 knots, making such good time we decided not to stop over at The Isle of Shoals, but to continue on to Kennebunkport. By 1100 we were at The Isle of Shoals and took a tour of Gosport Harbor before continuing on. At 1130 we put the autopilot back on and set a course of 035C, with 20.3 miles to go.



By 1250 we were able to start sailing on a broad reach in 5 knots of wind, at 4 knots through the water, 3.9 over the ground. The sun was out with a few light clouds, and the cassette player on. Very pleasant. The wind gradually increased. And we were tacking downwind. We tried going wing-and-wing, but there was too much swell. We reached Kennebunkport at 1600 and tied to the dock at Chick's Marina. I did laundry while Darryl went jogging. Then we walked to town for a beer before dinner.

Wednesday 8 Jul. Up at 0500. Clear skies and slack water which would make it easy leaving the dock; the river current could be rough. Forecast: Sunny becoming cloudy in the afternoon, wind SW>S, 0-10 knots. We took off at 0600 heading for Mohegan Island. At 0707 we were at RW"2CP," a sea buoy off Cape Porpoise. The sea was still flat with a clear sky and no fog. Beautiful traveling, but no wind. Running under power and autopilot. After discussing the possibilities we decided to go to Christmas Cove instead since Darryl thought this was closer and nicer. He had been there with friends. At 1010 we were off Cape Elizabeth, Casco Bay coming up. At 1125 five porpoises played with us for a few minutes, then two whales broke water a few yards away. By 1250 we were able to sail on a broad reach at 4 knots. At 1500 we dropped the sails in Booth Bay, and at 1545 we were in Cove-side Marina in Christmas Cove.

It had been a very pleasant trip so far, but the worst was yet to come.

(our fog adventure in the next issue)

VOLUNTEERS WANTED
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Now is your chance to participate in a new public service mission for USPS® that was previously only carried out by the U.S. Coast Guard Auxiliary. You can become a certified USPS inspector and perform voluntary Vessel Safety Checks.

The program is open to all USPS members in good standing. Contact: P/C Peter Iskiyan (770) 333-0027

THE STORY OF
THE BRASS MONKEY

In the good-old-days when sailing ships carried cannons requiring round cannon balls, a plan was needed to store the cannonballs such that they could be of instant use when needed, yet not roll around the gun deck.

The solution was to stack them up in a square-based pyramid next to the cannon. They were stacked in four layers, sixteen on the bottom, then nine, then four and finally one on top. This gave a stack of 30 cannonballs. In order to keep them from sliding out, a brass plate was made, with one rounded indentation for each cannonball in the bottom layer. This was called the “brass monkey.” Brass was used so the iron balls would not rust to the “brass monkey.”

When the temperature falls, brass contracts faster than iron, and when cold enough, the bottom layer would pop out of the indentations spilling the entire pyramid over the deck.

Thus, it was quite literally “cold enough to freeze the balls off a brass monkey.”

submitted by Bill Wennersten

COMING EVENTS

- 08 Feb Executive Committee Meeting
 Old Hickory House
 5490 Chamblee-Dunwoody Road
 Dunwoody, GA
 see details below
- 18 Feb Change of Watch
 Druid Hills Golf Club
 see details below
- 24 Feb & 3 Mar Boat Smart Course
 Northeast Spruill Library
 9560 Spruill Road
 Alpharetta, GA 30022
 located off of Old Alabama
 Road, 2 miles west of Medlock
 Bridge/Hwy 141
 phone 770-360-8820
 cost: \$20 for materials, no charge
 for instruction.

Attention: New Members of the Executive Committee

All new and old members of the Executive Committee are requested to attend the Executive Committee Meeting f)8 Feb at 1830. Our attention will be on planning the coming year’s events, and administrative details. Your ideas and input are needed to make the coming year a success.

Please mark your calendar now, and plan to attend. **You will receive a reminder post card prior to the meeting.**

CHANGE OF WATCH

Social Hour 1130; buffet 1230 A personal invitation will be mailed to you on 01 Feb with directions and other information. **Your phoned in reservation is required for this event.** Please indicate you intention of attending this function by calling Judy Williams at 770-399-5155 as soon as possible. We will require a final count by February 14. You may pay at the event, but you **must** reserve your spot. RSVP is required!!



FROM KEY WEST TO THE CAICOS ON A TRIMARAN

By P/Lt/C Bill Gruber, N

Having never sailed on a trimaran, I signed aboard *Jacamar*, a 37 foot Brown designed trimaran, skippered by John Hurd with his wife and two small children (ages 10 yrs. and 16 mo.).

At 1330, 28 Jan 2000, we departed Manatee Bay Marina, Key Largo, and anchored overnight at Pumpkin Cay (a short distance NE of key West) which is a popular jumping off location for those heading to the Bahamas. The next day we set sail for the Bahamas at 1235. By 2400 we were passing Great Isaac Light, and at 0800, Sunday 30 Jan we arrived in Freeport on Great Bahama Island. We had no difficulty crossing the Gulf Stream since the GPS allowed us to compensate readily for the set of the current.

Late that afternoon we headed out for Port Lucaya, also on Great Bahama Island, arriving after dark. I do not recommend running Bell Channel by flashlight, but luck was with us and we celebrated with hot showers that evening. We enjoyed two days of tourist activity at this location.

At 0845, Wednesday 02 Feb, we headed Southeast toward the Eluthra chain of islands. However, while I was off watch, the jib was badly torn due to high winds. As a result, we changed course for Nassau where there was a sailmaker that John knew who could repair the sail.

We arrived at Nassau Harbor at 1330, 03 Feb, and docked at Yachthaven just past the bridge to Paradise Island. Hot showers were again the first priority followed by a cool drink on the veranda overlooking the harbor.

By Saturday, 05 Feb, the sail was back in place, and we left at 1230, turning to starboard past Poguee Rocks (1340). At 1800 we were off the entrance to Allan's Cay in the Exuma chain of islands where we anchored "Bahamian style." (As all AP's will tell you, this entails dropping one hook off the bow, backing down 200 feet, dropping a second hook then moving to the middle and tying off. If done properly, the vessel swings a radius of only her own length as the current changes.)

The next day we left Allan's Cay at 1130 and ran down to Norman Cay, anchoring near the half submerged aircraft that shares the anchorage. (The aircraft was probably a drug plane that missed its approach in the dark, years ago.)

Monday, 07 Feb, was a relaxation day and we dinghied over to a deserted island that had only a single tree. Here we relaxed and swam and enjoyed a lovely day.

(to be continued in the next issue)

EDUCATION

The Atlanta Sail and Power Squadron is off to a great start for 2001. We have 10 students taking the Weather course taught by Lt Ike Grove, JN. Six students are taking Advanced Piloting taught by P/C David Sewell, JN. Seven students are taking Seamanship taught by Lt Jim Hinkle, P. The Junior Navigation class is continuing to meet. We have now almost filled up the downstairs classrooms of Heiskel School. Are you in one of them? If not, it may not be too late to join in.. If you are interested, please contact the instructor to see if it is not too late.

Thanks to all of you for a great first year as Educational Officer. I hope to see you all at the Change of Watch.

Lt/C Richard Morrison, N

The Digital Gulf - log entry #2 Surfing

By Jeff Wise, P

Last month we survived an initial cruise into the Digital Gulf and how the gobbledygook of our e-mail addresses came to be (and I survived the Piloting exam). This month, we'll take a short tack to the "WWW" buoy. The World-Wide Web (WWW) has been described as "the most dramatic improvement in the distribution and use of information since the printing press." It is entirely conceivable that in a few years, newspapers and books will no longer be printed, movies will no longer be distributed on video tapes, and students will no longer go to school buildings.

I mentioned that the Internet started as a way of exchanging data between the Defense Department's national laboratories. The Web was spawned from this same heritage—a way of exchanging technical documents and reports over the Internet. In the mid 1960s, long before PCs and word processors, Dr. Doug Engelbart described a system of storing textual documents on computers including links from one document to another. The term "hypertext" was coined to describe the concept, and Dr. Englebart's computer at Stanford became the second node on the ARPANET. You probably don't know who Dr. Englebart is, but you probably touch one of his inventions every day – he invented the computer mouse as a way of activating the links in his hypertext documents.

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The explosive growth of the Web, however, didn't start until Tim Berners-Lee at CERN (the European Center for Nuclear Research) advanced the concept of a world-wide network of hypertext documents, all in a standard format, and viewable using a "browser." Because the Internet consists of thousands of different kinds of computers, running dozens of different operating systems (everyone doesn't use MS Windows!), Berners-Lee conceived a computer/operating-system/language-independent system and wrote the first browser in 1990. Graphics weren't added to the browser until 1993, by an unknown programmer, Marc Andreessen. Unlike Englebart who never patented or made a profit from the mouse, Andreessen founded Netscape to market his browser. And thus was born the WWW, in 1993, with 50 known web sites. In eight years, the Web has grown to perhaps 50-million web sites and over a billion individual web pages.

So, how does the web work? Simply put, each organization or company who wants to publish pages on the web has a computer on the Internet (with a fixed IP address) assigned as the "web server" for the site. Whenever a user on another computer wants to access the web site, the browser automatically sends a message to the web server asking for the page. The web server returns the page, and any attached images, sounds, etc. in a specific hypertext format, called HyperText Transport Protocol (HTTP).

Web sites classically have names like www.usps.org, as I described last month, but the www only means the computer on the usps.org network that is assigned as the web server. That computer could just as easily be named w3, or web, or barney, and as the number of web sites and complexity of networks has grown, we're seeing many web sites now with web server names other than www. The http:// that usually precedes the site name is what really controls the communications format or protocol, but most browsers automatically add it if you leave it off.

Most sites have multiple pages (or files), each with a name. The page name is written following the site name using a slash. Thus http://www.usps.org/e_stuff/usps_ed.html refers to the Educational Department page on the USPS site. The `usps_ed.html` is actually a file name on the USPS web server, in the `e_stuff` directory. The extension `-.html` means "hypertext markup language," just as `-.doc` means "document."

Hyperlinks are the places in a web document where, if you click on them, the browser sends a query for another page and displays that new page. Often hyperlinks are indicated by a different color, a button, or by the mouse pointer changing to a "hand." What

What you don't see is that, for each hyperlink, there is a hidden bit of text that contains the address of the web server and the page to obtain if you click on the link. It's up to whomever writes the page to make sure that these links are correct. If someone moves, deletes, or renames a page, the link may no longer be valid, and the browser will generate an error message if you click on it.

This little introduction to the web would be incomplete if I didn't mention the societal changes that are going on around us as a result of the web, and the resulting legal issues. Millions of us now use the web to order groceries, read the Wall Street Journal, check what's on TV tonight, and get the latest weather report—all without paying for the information. With the ease of copying and transmitting data on the Internet, and the ease of falsifying data, the concept of copyright, as we know it is being questioned. More music CDs were copied (for free) over the Internet last year than were sold. A lawsuit against Napster who provides the indexing service and the copy software, but who doesn't actually copy the CDs, could redefine copyright protections. (Perhaps one of our legally-inclined members would like to comment.) How do we ensure that reports, e-mails, or signed contracts passed over the Internet aren't forgeries? Next month, we'll explore viruses, firewalls, and encryption.

I had hoped to announce the publication of the ASPS web site this month, but you'll have to believe that we are making progress on it. Beth and Mike Guler have done a superb job of developing the pages and formats. We still need to get USPS-national approval of our use of their logo, etc. and I need to initialize the web server. The site will be at www.usps-atlanta.org when it becomes active, hopefully before the next Waterlog.

One of our faithful reminded me that I missed two common e-mail abbreviations last month: LOL = Laughing Out Loud, and ROFL = Rolling On the Floor Laughing. ;-) BTW, surfing the web didn't originate from images of wave-inclined blonde guys in California, but was derived from the name of one of the inventors of the Internet Protocol, Vinton Cerf.

Web Sites of the Month:

<http://www.usps.org> -- The USPS national site -- if you haven't been there, there's a lot of good information on it.

<http://www.isoc.org/internet/history> - A well-done hypertext listing of documents describing the history of the Internet and the Web

As always, your feedback, questions, comments and ideas are always welcome to jwise11@mediaone.net or jeffw@apoge systems.com.



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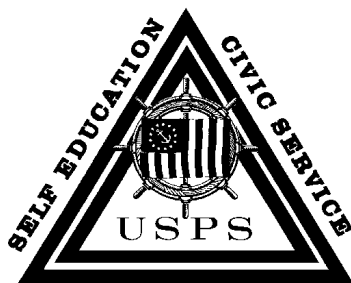
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WATERLOG
Atlanta Sail and Power Squadron
Volume 48, Issue 11
Feb 2001

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