



WATERLOG



CHANGE OF WATCH 2001

See also, page 8



Cdr Don Williams being sworn in
By D-17 Executive Officer Ronald H. Lukens



Presentation of gift to P/C John Fowler



The rest of the bridge being sworn in
Richard Morrison, Danny Thompson, Hans Meier, Robert Wilson, J. Patrick Warner



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

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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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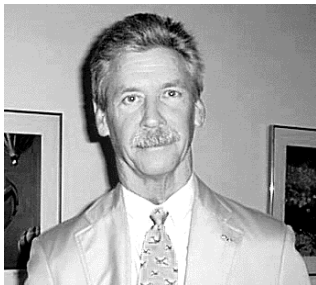
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Lt. Douglas Watson

Open



COMMANDER'S MESSAGE "NEW GUY ON THE BLOCK"

By the time you read this article the Atlanta Sail & Power Squadron's Change of Watch will have been completed. As your new Commander, I am glad to express my appreciation for the trust and confidence you have placed in me.

I take this opportunity to address the areas of interest and effort for the coming year. You will hear more about my "3M" program as the year progresses.

The first M is for marketing. Expanding the advantages of the squadron's activities to individuals, organizations, and sponsors, expands the public's awareness of our organization. We do this through boat shows, safety programs, educational courses and social functions. Each event presents us with the opportunity to educate the public about USPS. There are financial benefits through this marketing also.

The second M is membership. If we market the squadron's advantages through our personal network, we can and will increase our membership. We should not allow the membership recruiting to rest on one individual's shoulders. The three areas of self education, civic service, and fraternal boating offer unlimited horizons of interest for every new and "not so new" member. We also plan to increase our membership by

(continued on page 3)

COMMANDER'S MESSAGE

(continued from page 2)

offering these opportunities to the public insofar as possible.

The third M is membership involvement. Involvement is the element that draws members closer together and produces positive results from our efforts. Our roster lists the standing committees and activities schedule. I invite you to involve yourself in as many of these activities as you find interesting. Involve yourself and encourage new members to join you in improving the squadron.

Marketing, membership recruiting, and membership involvement are just three elements for our success, but they are very important ones. **LET US BEGIN NOW TO CREATE A LEGACY OF IMPROVEMENT THROUGH OUR PERSONAL INVOLVEMENT.**

Cdr Don Williams, N

THANK YOU

Martha Fowler and Jack Friel thank the members of the Squadron Calling Committee for their efforts in contacting Squadron Members to collect current data for updating the Squadron Roster.

BOAT SHOW

North Atlanta Trade Center
 1700 Jeurgens Ct.
 Norcross, GA
 Phone 770-279-9899

Hours:-

01 Mar Thu	1600 - 2100
02 Mar Fri	1200 - 2100
03 Mar Sat	1000 - 2100
04 Mar Sun	1200 - 1800

Please call Doug Watson @ 770-458-1649 to schedule your time to help.

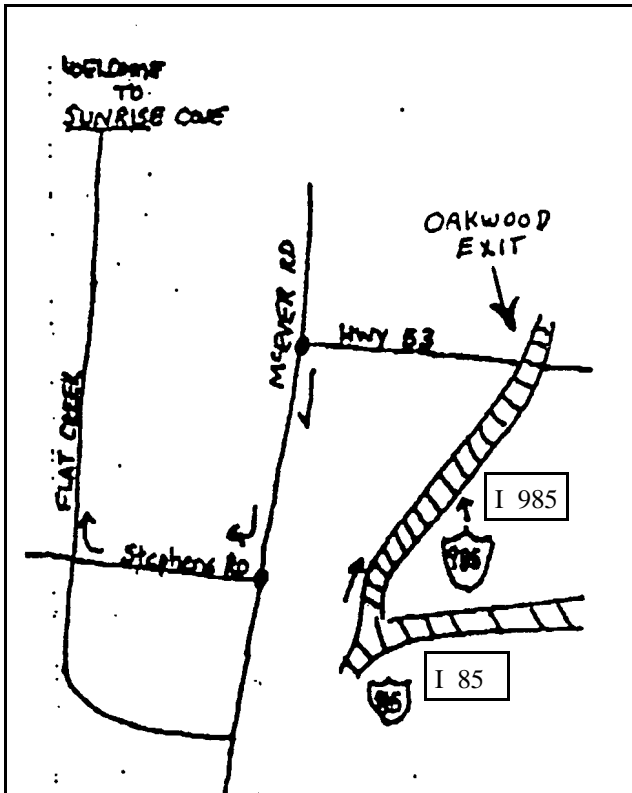
PROMOTE THE ATLANTA SAIL AND POWER SQUADRON

ASPS ANNOUNCES NEW WEB PAGE

Please visit the new ASPS web site at: [Http://www.usps-atlanta.org](http://www.usps-atlanta.org). Jeff Wise has graciously donated a slice of memory on one of his company's servers, allowing our pages to be accessed directly, rather than via the USPS® national pages. E-mail your bug reports and suggestions to Mike Guler at guler.m@ems-t.com. The web page will provide an efficient means of providing announcements to the membership. If you have an ASPS related announcement, please send it via e-mail to Mike. We can place organization related photos on the "Photo Galley" page. If you wish to e-mail photos for web page consideration, please send them to Mike's e-mail address after work hours or on weekends.

We look forward to providing an evolving site, which will require comments and material from the membership.





- COMING EVENTS**
- 01 Mar - 04 Mar Boat Show see page 3
 - 08 Mar Executive Committee Meeting
Old Hickory House
 - 11 Mar Orientation Meeting 1400 - 1600
Sunrise Cove see map this page.
 - 11 Mar General Meeting 1630
Sunrise Cove see map
Grills will be provided. Bring
your own meat. Other food will
be provided by the squadron.



FROM THE KEYS TO THE CAICOS ON A TRIMARAN

By Bill Gruber

Continued from the previous issue

We left off last month having dinghied over to a deserted island with a single palm tree tucked inside the far end of the anchorage at Norman Cay in the Exumas. We were about half way between our northernmost stop (Lucaya) and our southernmost destination (Provo). Dining with two beautiful virgins on a deserted island conjurs up exotic possibilities, but remember these two beautiful virgins were 10 years old and 16 months old respectively, so we settled for peanut-butter sandwiches.

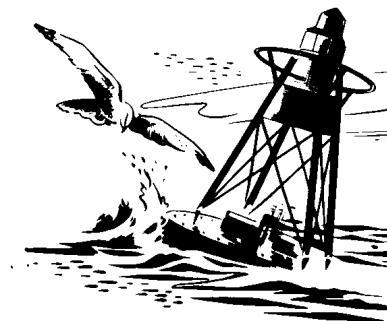
Tuesday, 8 Feb 2000, we departed Norman Cay at 0800. At 0814 we dropped anchor off Cave Cay. Wednesday we left at 1530, passing the North end of Long Island around midnight. Thursday about noon we changed course for Crooked Island and at 1615 we began closing with the coastline. Nearer and nearer we drew toward the apparently unbroken tree-covered beach. Where was the entrance to Major's Harbor? I thought I saw what appeared to be a narrow entrance but at closer range turned out to be a long shadow-line cast by a clump of Casaurina Trees beyond the beach. *Jacamar* was riding the back of each wave as it rolled from beneath our keel and sped on to crash with a roar on the beach dead ahead. I hurried below to check the lat-long again for Major's Harbor. The guide read 22° 47.0' N... 74° 09.0' W. I stared at our GPS... it

Read exactly the same. "We're in Major's Harbor!", I said. The so-called "harbor" turned out to be just a large crescent of rock strewn beach.

We dinghied in, timing our approach to match the swelling wave, tilting the outboard at the final moment then sliding bow-first into the sand. I carried the mushroom anchor into the scrub line and actually tied the rode around a Palmetto.

I had been to Crooked Island in 1995 when *Wind Song* stopped there on her voyage from Savannah to St. Thomas. Sure enough, the same matriarch who had filled a 55-gallon drum on the back on a pickup truck with water from a garden hose and delivered it dockside to *Wind Song* was still very much in charge of affairs on Crooked Island. In addition to the Batelco telephone booth at her home, she also ran the restaurant and inn on the island. Prices had kept with inflation apparently... our dinner started out at \$25.00 a person. However, since only one of us had brought a wallet along on the dinghy ride in, she agreed to accept quite a bit less.

(to be continued)





CRUISE TO MAINE

BY GEORGE SARGENT
(CONTINUED FROM PREVIOUS ISSUE)

Thursday 09 July 1992. 0600 forecast: light to heavy rain clearing by noon. Wind S to SW building to 10-20 knots. Batteries and alternator OK.

We planned to go to a harbor on Isle Au Haut at the north end.

Left the mooring at Christmas Cove at 0715. Sails up with one reef in the main and the genny 1/3 out in 25 knot wind with light rain. Course 095C, 6.0 knots through the water, 6.3 over the ground, 10-20 degrees of heel with 4-5 foot swells parallel to the boat. Autopilot on at 0950. Darryl on the helm.

At 1111 we found that the LORAN was not working properly and started a DR plot. Assumed Lat 43° 50.0' W, Lon 69° 08.1' N, 7.5 mi. to RW "SL," average speed 5 knots; time to go 1-1/2 hours; ETA 1250-1310. Set course to 085C. We had fog with about 5 boat lengths visibility and 6 ft. swells. Still under sail on a beam reach. Happily, the rain had stopped.

At 1314 we arrived at buoy RW "SL." I was a pleased to find us right on course.

Our next course was set at 075C with 13 mi. to go to buoy RW "WP" near Saddleback Ledge. With an average speed of 5-1/2 knots our ETA was 1540-1550. The wind had dropped to 5 knots, so we took the reef out of the main and opened up the genny.

By 1610 we had still not found our mark or heard its horn, so we changed course to 035C as a guess and held our breath. We activated the automatic fog horn (the first time this new equipment was used). We sounded like a freighter. Since we were slightly lost, Darryl stood on the foredeck while I took the helm after starting the engine.

Soon Darryl heard breakers to starboard, so I changed course 15 degrees to port where we expect open water. We kept changing gradually to port as Darryl sighted rocks ahead. Finally, at 1645 we sighted a fish weir and turned to port once more to see a rocky shore with large pine trees up on a cliff. Since we were starting to go in a circle we decided to drop anchor right there, including a stern anchor to keep us off the fish weir. It was very fortunate that the tide was down so that the fish weir was readily visible.

After a short rest, I tried changing the master station on the LORAN and it worked well, telling us we were in Moores Harbor which was a very good place to be. At 2100 the fog lifted allowing us to see the rock (with a seal on top) which we had missed coming in.

Friday 10 July. Forecast: sunny day, temperature to 80, winds light westerly.

After breakfast of fried spam and eggs with coffee we raised the stern anchor at about 0600. When we raised the bow anchor we found it fouled with a lobster pot line. Raising anchor and pot together, we found a lobster in the pot and I nervously started looking around to see if the lobsterman was coming with a shotgun. There was nobody in sight but we left the lobster in the trap. Fortunately Darryl had brought along his wet suit (which he uses for wind surfing) so he put it on and entered the water to untangle the lines. When we restarted the engine it immediately stalled since the lobster pot line was wrapped around our prop. Darryl went back in and had to cut the line to remove it, but was able to retie the line so the lobster trap would not be lost.

We then headed for Winter Harbor which was our most northern destination for the trip.

At 0815 we left Moore's Harbor under power and at 0915 passed buoy C "1" at Colby Pup Island. We went through the Casco Passage from 1015 to 1100 and were finally able to set sail on a broad reach port tack, giving us 5.5 knots through the water. At Desert Island we ran the engine to pass over Bass Harbor Bar, then set sail again with wind now at 15 knots.

At 1400 we passed R "8BI" at Baker Island and changed course for Winter Harbor where we were able to pick up a mooring at 1600. Darryl rowed the dinghy ashore and called our friend Adelaide Wakefield to see if she could tell us where to put the boat. We moved to another mooring in the same Harbor and Adelaide picked us up at the dock at 1630.

We showered and shaved at Adelaide's house and took her out to dinner. It had been a lovely day, but we were glad to get to bed on the boat at 2300.

Saturday 11 July It was raining when we got up at 0600. The forecast was for rain in the early morning, clearing by noon with possible thunder showers in the evening. We had planned to take Adelaide for a sail up Somes Sound at Desert Island, but since she had a fair to go to until 1100, we went ashore and did some shopping.

We picked up Adelaide and her cousin Lou at the dock at 1100 and had a nice sail up the long Somes Sound from 1400 to 1500, and were back at the mooring at 1800. Lou and his wife Beula provided cocktails at their house, then Adelaide took us all to her house for a nice pot roast dinner. Once again we got to bed late at 2300.

Having arrived at Winter Harbor which was a quaint little village, I was at the half-way point of my cruise.

(to be continued)

D/17 "N CLUB"

The Atlanta Sail and Power Squadron is proud to announce the following squadron members are candidates for membership in the "N Club", the organization dedicated to furthering the art of navigation: Peter Iskiyan, Richard Morrison, Peter Reinhardt, George Sargent, Ed Troncalli, and Ryan Troncalli.

Bill Gruber

BOAT SMART COURSE

Northeast Spruill Library
 9560 Spruill Road
 Alpharetta, GA

1030 to 1530
 Saturday 24 Feb and 03 Mar

Volunteers needed on 03 Mar
 For proctoring the test,
 Grading the test,
 and signing up new members
Contact Ryan Troncalli
Phone (770) 888-5341

See map below

Do you Know Where Your Battery is?

There's one thing you should never leave on a boat in storage, warns *Go-Boating* magazine, and that is the battery. Do not risk possible damage from a battery gone bad; store it properly.

The battery should be cleaned and stored on a flat wooden or plastic surface, not on cement. Clean it, and grease the terminal posts. Store it in a cool, dry place with the trickle charge on, if so equipped.

(contributed by Elliot Hammer)



SECURITY — Create a Plan

Consider acquiring some handy transport bags or boxes so you can take home and bring back to your boat the really valuable stuff. Install visible locks on on-board lockers and storage units. Direct your attention to removing temptation and making an intruder's task as difficult as possible. Put window opening stops or limits in place. Develop good habits by posting placards to remind all hands to close curtains, windows, hatches, etc. when finishing up a day's trip. If your anchor is a-top deck, install an eye bolt below the deck with a security wire-lead that can be attached to the chain inside. Just remember to disconnect it when you need the anchor. Install a kill switch in a hidden location that will prevent power to the starter as well as a second, less visible, gas line shut-off.

Offered by Elliot Hammer

THE DIGITAL GULF - ENTRY #3 THE INTERNET'S ROCKY BOTTOM

By Jeff Wise

A wise sailor once said that there are three kinds of sailors, those that have run aground, those who haven't run aground yet, and those who wouldn't admit it even if they had. The Digital Gulf is very similar. There are those of us who have encountered viruses and those who can look forward to their first encounter with the Internet's rocky bottom. Just as good navigational practices can reduce the risk and potential damage of hitting bottom, good security practices on your computer can eliminate most viruses and the damage that they do if you encounter one.

The best place to start is to understand what a computer virus is and where they come from. First, computers store two kinds of information, programs and data. Think of data as the charts, tables and the can of beef stew that you carry on your boat. Computer data are files that contain the text and formatting for documents, numbers for spreadsheets, pictures, drawings, sounds, or video. Data files have extensions like .doc, .txt, .mp3, .xls, .jpg, .tif, etc. E-mail messages are data files. Data doesn't cause problems just because it's on-board, or even if you look at it.

Programs, on the other hand, are the shouted instructions from the skipper that cause things to happen— "ready about", or "fix me lunch!" Programs are lists of instructions that cause the computer to perform a series of simple actions, in a specific order to create a desired outcome. Good programs can sail us through a narrow channel at night, or if less well thought-out, they can cause the beef stew to be served cold. Program files on computers have extensions like .exe, .com, .dll, and .vbs.

A virus is a computer program. With one notable exception, data files cannot contain viruses. Two features make virus programs unique. First they are usually surreptitiously installed on the computer and hidden within other executable files. Second, they make copies of themselves and spread those copies throughout your computer and to other computers with which you communicate. Trojan horses and worms are special categories of viruses, but for our purposes, all viruses can cause anything from minor annoyances to major loss of data and programs. For example, one common virus waits silently for April Fool's Day when it replaces all the E's displayed on your monitor with little smiley faces ☺; an annoyance, but no real damage. Another virus completely erases all the hard drives, destroying

Potentially thousands of dollars worth of informati

So where do viruses come from? The historical origin is murky, but in the early 1970's, there were a series of contests between computer programmers, some of them sponsored by magazines and universities, where programmers attempted to write programs that would seek out and destroy an opponent's program. Called "Core Wars," these contests fostered the development of data safeguarding technologies, fail-safe programs, and redundant systems. Unfortunately, they also laid the technical foundations for today's viruses. Most viruses today are created by rebel programmers or "hackers" who are simply trying to prove their skills or by other anarchists in our society. Few if any viruses are capable of doing actual physical damage to your computer. A real threat, however, exists that some foreign nation or terrorist could flood the Internet with a truly insidious virus.

Tens of thousands of different virus programs have been identified and assigned names, like "Jerusalem" and "Melissa." The number grows almost daily, but luckily only a few thousand have been robust enough to travel widely and create havoc. Viruses normally spread from computer to computer by one of three means: (1) as attachments to e-mails, (2) programs downloaded from web sites or newsgroups, and (3) from infected floppy disks and CDs. E-mails, jpg pictures, and other data files **cannot** spread viruses because data files do not contain the computer instructions necessary to cause damage or propagate the virus. Only executable files (.exe, .com, .dll, .vbs, etc.) can spread viruses. E-mails spread viruses by carrying attached executable files. The exception mentioned above is that Microsoft Word and Excel documents can contain "macros" or simple special-purpose programs, and a few "macro viruses" have been detected, but they don't spread readily.

The rules for avoiding viruses are very simple, and like right-of-way rules, if everyone obeyed them, the Digital Gulf would be a lot safer.

1. Never open an attachment to an e-mail, unless you know the person sending it, and know the sender is vigilant at eliminating viruses.
2. Check to make sure that no floppy disk is in the floppy drive every time you turn the power on or restart (reboot) your computer.
3. Never download a program file (.exe, .vbs, .dll, .com, etc.) from any newsgroup or web

(continued on page 8)

site unless you know the site to be safe, secure sites and are very vigilant; however, most newsgroups and freeware sites should be highly suspect.

4. Run a virus-checker program on your computer at all times. There are several good, inexpensive ones on the market. McAfee VirusScan, McAfee Personal Firewall, Norton Anti-Virus, and Dr. Solomon are among the most respected. All of them offer free monthly updates for at least a year.
5. When a virus is detected, or even suspected, use a good virus scanning product to eliminate the virus. Unfortunately, some viruses are very hard to eliminate without completely erasing the hard drives and reinstalling the entire system. Viruses are much less of a threat if you catch them early, but they can be devastating if they are allowed to copy themselves throughout your computer.

This article wouldn't be complete without mentioning hoaxes. In the last few years, some of society's troublemakers have had fun sending out e-mails warning about non-existent viruses. Most of these warnings contain words like, "Please spread this warning..." Whenever you receive a virus warning, you might first want to visit some of the web sites dedicated to debunking hoaxes, such as <http://www.symantec.com/avcenter/hoax.html> or <http://www.vmyths.com/hoax.cfm>.

Web Sites of the Month: Special thanks goes to Russ Gall who asked the source of "dressed to the nines." A web search turned up this month's recommendations:

<http://www.yacht-volant.org/SailorTalk/seaterms.html> -- A really cool site about the origin of several nautical terms like "the whole nine yards," "... brass monkey," and "head." The site was created by two live-aboard sailors-- you might also want to go to <http://www.yacht-volant.org>.

<http://www.word-detective.com/backidx.html> -- Less nautical than the above, but still interesting.

Next month's article will talk about how to attach files and pictures to e-mails. As always, your feedback, questions, comments and ideas are always welcome to jwise11@mediaone.net or jeffw@apogeessystems.com.

- end -

CHANGE OF WATCH

AWARDS:-

Appreciation certificates to all prior bridge and Executive Committee members from P/C John Fowler. Also to Flag Lieutenant Patty Watson .

Membership Involvement award, in memory of L. Moon, to Jack Friel

Permanent L. Moon award to Sheldon Sawyer.

Commander's Award to George Sargent as editor of the Waterlog.

Commander's Award to Ed Troncalli for Membership Committee.

Special award and gift to Martha Fowler for her assistance and forbearance during her husbands tenure as Commander, and to Carroll Johnson and Sonja Hammer as none member contributors.

Gift of a mounted clock and barometer to the past commander.

Gifts to the prior bridge from the past commander of a pen mounted plaque.

Navigator plaques to Richard Morrison, Ed Troncalli, Ryan Troncalli, and Peter Reinhardt.

Senior member plaques to Kathy Underheim and Danny Thompson.





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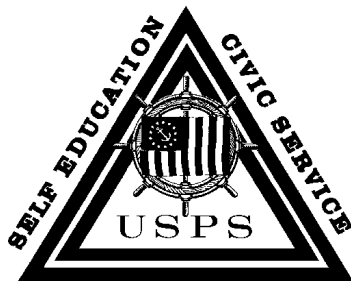
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BOATING CLUB**

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