



WATERLOG



P/C George Sargent, SN with daughter Holly Ventrice
Representing ASPS at the 50th Anniversary of opening
ceremonies of the University Yacht Club



Lt/Cdr Robert Wilson, AP giving a talk on
chartering to the Barefoot Sailing Club

ASPS PICNIC AT Sunrise Cove 10 May 2001



Danny Tompkins
With new boat



Good food



Membership Chairman
with new members



Lt Ed Troncilli with wife Genie

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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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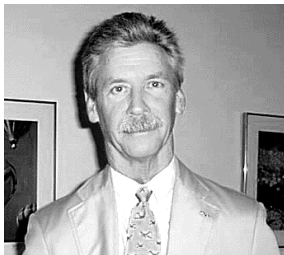
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COMMANDER'S MESSAGE

My appreciation to P/C Bob Bruhns and P/C Bill Monroe (Pensacola, FL) for representing the Atlanta Sail & Power Squadron at the services for P/C Phelps A. Walker, N.

The services for P/R/C Benjamin G. Estes, SN, were attended by many members of our squadron. I regret that I was not able to attend the services and extend my appreciation to those who represented the squadron.

On the lighter side, we are seeking someone to serve as chairman for a squadron yard sale in August. We do not have a scheduled general membership meeting in August and desire to use an open weekend to raise some money for the squadron. This is a good way to earn your merit mark for this year. If you are a yard sale buff, give us a call and help the squadron get this project moving forward.

(continued on page 3)

COMMANDER'S MESSAGE (continued from page 2)

If you have items that might be sold at a squadron yard sale, set them aside and give us a call. Who do you call??? Help me find a chairman and we will have a phone number.

The June 16 cardboard boat race is almost upon us. A special invitation is extended to all our new members to attend this function. Make your reservations now and plan to attend a fun function. Watch your e-mail and the Waterlog for more information.

A survey was sent to 21 new members. To date, only four have been returned. Please complete the form and return it to me at 5548 Martina Way; Dunwoody, GA 30338. We do not want to loose contact with new members. Your interests are very important to the continued progress of our squadron.

If every squadron member could provide four (4) hours of service to the organization this year, we would have 740 hours of education, civic service, and fraternal boating activities.

CDR Don Williams, SN

HAPPENINGS

This "happenings" e-mail item was forwarded by Jack Friel. It's from Lynne Cheveres-Smith and Don Smith and describes a bit of their sailing experience; this one from their visit to the Dominican Republic, dated 13 April 2001.



Have stepped back in time, and what a pretty sight. This is another gorgeous island, very lush green, cultivated with all sorts of fruits and vegetables, plus a good dairy and cattle industry. In addition to farming the land, there is a strong tourist industry along the beautiful coastal areas. These coastal resort areas look exactly like the resorts in Mallorca, including signs and menus in German. There are already Germans running tour companies, Swiss dive shops, and guesthouses run by Americans. Land for sale signs in four languages. Seems to encourage anyone to "come on down." No xenophobia that I can see. Of course there is always the "Gringo tax"...that extra amount added to the price for outsiders buying land, labor, etc., just good old economics...what the traffic can bear.

The best discovery, however, is the Dominican personality. I have really enjoyed speaking with the shop owners and taxi drivers as well as Americans who have moved here. There is a consistent theme from everyone's perspective that the Dominicans are people with big hearts. They really help anyone in need, their neighbors, friends, new "Gringos" who move down here, etc. As an example, a restaurant in town, "Luca's" was celebrating its 30th anniversary. They announced on the local VHF hailing channel that all visiting "Yachties" were invited to join local invitees for a complimentary drink and buffet dinner to celebrate. The buffet consisted of beef tenderloin in a special sauce, spit roast pork (saw them carrying in the whole roast pig on the pole), barbecue roast chicken, a delicious eggplant casserole, rice and salad...all FREE. Then the music started...two guitarists and a singer singing Spanish ballads, which included a Spanish rendition of Sinatra's "My Way" that would have put Sinatra to shame! What a voice. Luca, the mother of the owner, I believe, and the cook came out and mingled with her guests encouraging everyone to dance and enjoy.

An American who sailed here from Maine, fell in love with a Dominican woman, married her and now has three children. He told us when he first tried to make arrangements to settle in the D.R., the owner of "Luca's"

(continued on page 4)

ANNUAL PICNIC

June 16 at Red Top Mountain Park on Lake Alatoona. The annual Cardboard Boat Race is included.

BBQ pork, BBQ chicken, BBQ beef and all the fixin's with a special dessert. (catered) starting at 1200.

A great opportunity to meet new members.

Cost: \$12 per adult, \$6 per child under 8.

RSVP essential. Mail checks to Robert Wilson 5290 New London Trace NW, Atlanta, GA 30327. Phone (404) 256-0169.

Take exit 285 from I-75 and find pavillon #4.

COMING EVENTS

- 09 Jun Raft-up, Adopted Island clean-up and possible coop charting. starting around 1300 at the Adopted Island near marker 4 SM (Six Mile River)
- 14 Jun Executive Committee meeting Old Hickory House 5490 Chamblee-Dunwoody Rd. Dunwoody, GA 1830 - dutch treat dinner 1900 - meeting
- 16 Jun Annual Picnic (see this page)
- 12 Jul Executive Committee meeting
- 21 Jul Lobster/clam bake. Hosted by John Fowler. Details in next issue.

HAPPENINGS (continued from page 2)

came to his rescue, taking him around the island to assist with the various bureaucratic stuff. It is now many years later, and the Maine transplant has still not succeeded in getting this fellow to accept any form of gratitude whatsoever.

The guide book says this is an extremely poor country, and it is, but everyone seems very industrious, growing things, cooking things repairing things, washing clothes (haven't seen a clothesline yet...clothes spread over all the bushes in the yard to dry) etc., etc. Another surprise: no litter to speak of. Big signs tell people not to litter or throw any debris in the streets. I asked the taxi driver what was the penalty for littering...he said there was none...just the signs telling folks it is prohibited!

This location, Luperon, is on the north shore of the D.R., but unlike all the other anchorages, it is totally sheltered, tucked up in a mangrove. There is an organized boaters net twice a week, a newsletter which is dropped off on the boat within 24 hours of your arrival, a lot of communication on a special boaters' hailing channel regarding all services, and many conveniences for boaters, such as supermarket delivery to the dinghy dock, fuel and water delivered to the boat, boat sitting, pet sitting, organized tours around the island, horseback riding, potluck suppers and musical evenings at the marina. And your favorite (or hated) cruising guide author, (Thornless Passage) Bruce Van Sant, living right here, available for discussion. All in all, this is a very boater-friendly place.

Lynne and Don



CRUISE TO MAINE

(continued from the March issue)

Having stayed for three days in Winter Harbor, where my friend Adelaide served a two pound lobster for lunch one day, and where I picked up a new crew, we were ready to head out again. The new crew was my son-in-law Buddy who lived in Maine, but had never been on a sail boat. He turned out to be a natural sailor learning to cleat a line, run the LORAN and most things in one day.

Tue 14 Jul 1992 . We woke to a sunny sky but with a forecast for building cloudiness with possible rain in the p.m. Light variable winds (<10 knots). We left the mooring at 0800 and stopped off to fill up on water and gas. It was 0930 by the time we got out of the harbor. We started sailing on a course of 245C (desired course 228C). During the morning we experimented with using the autopilot to tack a few times. It worked very well.

At 1130 we dropped the sails and started motoring for lack of wind, and at 1200 it started to rail lightly. We satisfied ourselves with soup and roast beef sandwiches. By 1415 we had picked up a mooring in Frenchboro Harbor, Long Island, ME (\$10 for the night). We grilled steaks and ate them with mashed potatoes, corn and salad. Then we took the dinghy into the dock to use the facilities and phone home before washing the dishes. After setting the waypoints for the next day we went to bed. During the night we were bumped by an adjacent lobster boat and had to adjust our mooring line.

Wed 15 Jul . Rainy and cloudy. Forecast: the sun will make an appearance, but mostly cloudy and cool. I played music with increasing volume until Buddy finally got up at 0645.

After getting gas and fixing our lunch in advance, we headed out at 0830 in fog (1/2 mile visibility). The LORAN proved itself that day. We changed course at two intermediate waypoints (with no mark) and passed between two islands which we could not see, but found ourselves right on course when the fog lifted at 1005. Then for a few minutes the fog closed in again and we blew the fog horn for a couple of minutes until it lifted again. At 1145 the was again dense enough to require the fog horn By 1230 we were able to sail in cloudy but not foggy conditions.

At 1415 we dropped the sails and turned on the engine to locate and enter Pulpit Harbor, a lovely land-locked harbor with a narrow entrance on North Haven Island in Penobscot bay. We were able to pick up an empty mooring. Our 1600 happy hour was attended with beautiful sunshine.

The next day we had only a short distance to go to Tenant's Harbor where my daughter was to pick us up, so we sailed in fair wind in Penobscot Bay putting the drifter up and down. At 1540 we motored into Tenant's Harbor wending our way through many lobster pot buoys. We ended up having to

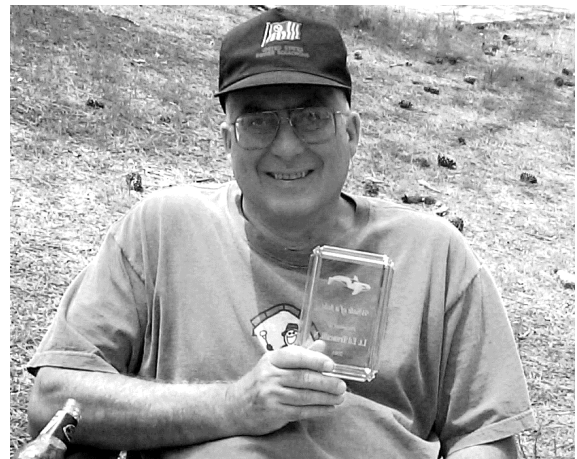
Take a mooring in the outer harbor since the inner harbor was filled up. Buddy and I motored the dinghy into the dock where my daughter Melinda was waiting for us. I went back out in the dinghy to bring in our duffle. We went out to eat, picked up my four grandchildren, and had strawberry shortcake before retiring. A very happy day!



Buddy

(to be continued)

WHALE OF A JOB AWARD



One of the most important areas that every successful squadron must emphasis and focus considerable attention is membership. For the last two years our squadron has been very fortunate to have one member assume the Membership Committee Chairman's task of recruiting new members. Lt. Ed Troncalli, N, has not only been the chairman of the committee, but has been responsible for over thirty new members being added to the squadron's roster. His individual effort continues to provide growth for this organization.

For all of Ed's continuing effort, he receives the " Whale of a Job " award. Congratulations goes to a special person whose contributions provide growth and progress to the Atlanta Sail & Power Squadron.

EDUCATION UPDATE

In the last issue of the Waterlog we recognized several members that had recently completed Piloting. We need to add James E. Mitchell, P, to that list. Jim was a little later than some of the others in completing one of the exams so his results were received after the last issue went to press.

The results are now in from the Weather Course. 100% of the students that sat for the exam passed. Great work guys. Special Kudos are due Isaac Grove and his "staff" for the job they did in teaching this fairly long and complicated course. The successful students are: Peter Iskiyan, Irene Loycano, Peter Reinhardt, George Schoonover, Danny Tompkins, Ed Troncalli, Ryan Troncalli, and Judy Williams.

We have been advised by USPS that they will be increasing the costs of all of the course materials for Advance Grade courses, Elective Grade courses and Public Boating courses. We will have to adjust our prices accordingly. The increases are effective immediately, so we will be adjusting the fees for the classes we offer this fall. More information will be provided on this matter at a later date.

Lt/C Richard Morrison, SN

OPERATION TRAINING course

This course falls under the Administration Department (not the Education Department).

Learn how the squadron functions

Also, this course is useful for any member who wishes to be on the Bridge.

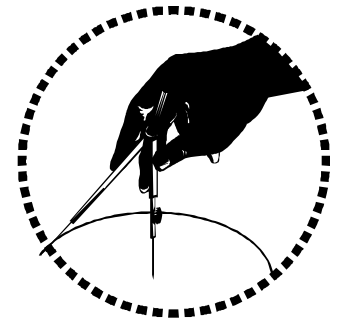
Contact Robert Wilson (404) 256-4625 if you have interest in this course. It will be set up to fit the desires of the participants.

In Memory of

P/D/C BEN G. ESTES, SN

Ben passed away 27 April 2001 at his home in Roswell. He was commander of ASPS in 1979, and later became D-17 District Commander. More recently he served on the squadron Nominations and Rules Committees and the squadron Advisory Committee.

Fifteen members of our squadron attended his memorial service at the Arlington Memorial Park Sunrise Chapel.



TRIP TO KINGS BAY, GEORGIA

Bob Bruhns has planned a trip to tour a nuclear submarine and support facilities at the base. This will be an overnight trip leaving on a new, very comfortable bus 19 Sep and returning 20 Sep 2001. There is room for only 25 members from our squadron so your reservations must be sent in soon. Hotel rooms (single or double) are \$49 plus tax including breakfast. Other meals will be on your own. You must make your own hotel reservations at the Quality Inn, Kingsland, GA 1-800-322-6866 (reference Atlanta Sail and Power Squadron when you call).

Bus fare will be \$50 per person. Checks should be made out to **ASPS** and sent to:

Bob Bruhns
2621 Stokesley Way
Snellville, GA 30078
(770) 978-0276

The Digital Gulf
Log entry #5
The World in Pictures
By Jeff Wise

In case you hadn't noticed, the squadron's gone digital. Our phone-calling list now sports a 103-member e-mail list. The squadron web site is stable (except for a few remaining bugs), updated at least weekly, and getting about 30 hits every day. Our esteemed editor prepares the Waterlog on his computer with inputs from many of us via e-mail; and we have students e-mailing problems, answers, schedules, and questions around the class. Some of us even keep our laptops within arms reach of our 1210. The pictures on the first page of this newsletter were taken with a digital camera, copied onto a server, e-mailed to the editor, never having existed in paper form until the newsletter was printed. Still one of the most common mysteries surrounds how we create, store, and transmit pictures with computers, so a few paragraphs seem in order.

First, we need to understand a little about color. Remember as kids we all learned to mix a yellow crayon with a red one to make brown? That's exactly how the cells in the retina of our eyes work. There are three basic cells that sense colors, one cell type for red, one for green, and one for blue, the "primary colors." Essentially, each cell measures the intensity (brightness) of the red (or green, or blue) light in a particular direction. Our minds combine the red, blue, and green measurements to give us the impression of all the other colors. Yellow is simply the brain's impression of equal amounts of red light and green light as measured by the red and green cells in the eye. The fourth type of light sensing cells in our eyes is insensitive to color, but measure overall brightness, or grayness. Not only do these black/gray/white-sensing cells far outnumber the color cells, but they are also more sensitive. That's why we don't see colors well at night, and why it's difficult to see the color of an unlighted buoy, other than by its shape. A color system, based on combinations of red, green, and blue light is referred to simply as an RGB or additive system. TV screens, computer monitors, and the giant color displays at the Dome, the Ted, and in front of Ga Tech are all RGB systems.

By contrast, most printing uses cyan, magenta, yellow, and black inks, which subtract red, green, and blue light from the reflected light, and are referred to as CMYK systems. There are a dozen or so other color measurement systems, but most depend on measuring color in three dimensions or with three numbers.

So how does this help us digitize pictures? Imagine a piece of transparent graph paper, placed over a photograph or chart; and an automatic device to look at the picture through each cell of the graph paper. The device measures how much red, green, and blue is in the picture directly beneath the graph paper's cell. Each cell then is described by a set of three numbers, one each for R, G, and B. And if the graph paper has 100 cells in each direction, a total of 10,000 cells, then 30,000 numbers represent the picture. Each cell is referred to as a picture element, or in computer nerdese, a "pixel." A picture is stored as simply a long list of numbers.

If our graph paper measured two inches square, then there would be 50 cells per inch, or 50 "dots per inch" (dpi). The number of samples per inch is called the resolution. Low-resolution images have only a few color samples per inch while high-resolution images may have thousands of dpi. Obviously, the higher the resolution, the more numbers the computer must store to represent the image. An 8½x11 page at 100dpi is over 2.8 million numbers!

In our color measurement system, zero means that no light (R, G, or B) is reflected in the pixel, and some large number means that all of the available light is reflected. In the olden days when computer memory was expensive (roughly last week), we could only afford to store data for 16 or 256 individual colors; however, as memory has become more abundant, we can now store millions of different colors. If we use one byte of memory for each primary color (RGB), that allows 256 values for red, 256 for green, and 256 for blue. Remembering that each pixel is a combination of those three, then each pixel could be described as one of over 16-million different colors (256 x 256 x 256). More advanced systems currently allow 12 bits (4096 values) for each primary color, a 36-bit system. Obviously, the more colors that can be represented, the better the image can be represented, but again, more memory is required.

The two most common image-generating devices are digital cameras and desktop scanners. Consumer cameras are typically limited to generating digital pictures that are 640x480 pixels up to about 1280x1024. The pictures on the front of the Waterlog were taken at 1024x768 pixels and 16-million colors. When printed at 5x7 inches, this resolution is reasonable; however, pictures at this resolution can't be enlarged much without losing image quality.

(continued on page 8)

The Digital Gulf, log entry #5 (continued from page 7)

Professional-grade cameras are higher resolution, but are also more expensive. The obvious advantage is that digital cameras allow images to be viewed, e-mailed immediately without the cost and bother of film. A second effect noted by users of digital cameras are that we tend to take many more pictures, because additional pictures are free, and we can throw away those that we don't want. On a recent trip to Stockholm, I took over 800 pictures in a week, all for the cost of a box of floppy disks.

The alternative is to use a film camera and then scan the resulting pictures. Because scanners at 1600dpi are common with professional units exceeding 3000dpi, pictures can be enlarged, limited only by the film quality. Next month we'll continue this with a bit about image file formats, why some images look better than others, and how to manipulate images.

In the vein of parents who put pictures of their kids on their web sites, our squadron web site has an area for pictures of our members and their boats. If you already have a picture you'd like to use, e-mail it to me (jwise11@mediaone.net). If it's a film picture, we'll borrow it long enough to scan it.

Web Sites of the Month:

<http://www.mapquest.com> -- The site where I get the maps that I e-mail to you.

<http://www.teraserver.microsoft.com> -- The site where I got the satellite image of Sunrise Cove that was in a recent e-mail.

<http://www.torresen.com> -- A large collection of links about races and sailing around the world, but with a focus on the Great Lakes.

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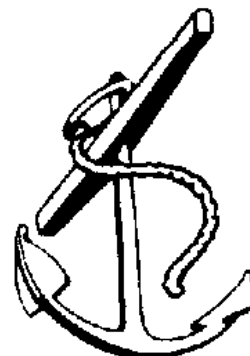
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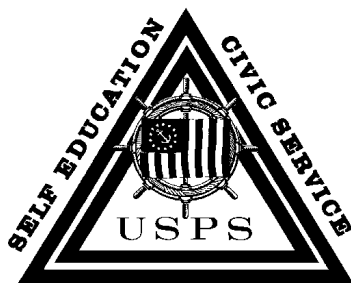
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