



WATERLOG



WPBA VOLUNTEER CAMPAIGN A HUGE SUCCESS

ASPS was on TV on 02 June 2001 — did you see us? Under Ron Bloom's outstanding leadership, the squadron volunteered to help WPBA-30 with their on-air pledge campaign. Twenty of us showed up to answer the phones from 2-6 p.m., during the showing of "Ann of Green Gables." We had a great time - even when the rain came and the roof leaked.



Keith Blanton

Danny Tompkins

Ron Bloom

Sid Farber

Peggy Farber

Hans Meier

Dan Maham

Walter Van Nostrand

Peter Iskiyan

Faith Iskiyan

Selinda Maham

Teresa Key

Ernest Key

Mac Barrier

Kathy Underheim

Gary Meinken

Mickey Hayes

John Fowler, George Sargent, Bill Gruber, Cathy Gruber



Posting signs on the Adopted Island

09 June 2001

Ed Troncilli



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.

Please send comments and suggestions to:-

The Editor
P/C George W. Sargent, SN
1216 The Falls Parkway
Duluth, GA 30096
tel. (678) 473-9644

Proof Reader
Lt Jack Friel, SN

EXECUTIVE COMMITTEE

Commander: Cdr Don E. Williams, SN

Exec. Off.: Lt/C Daniel R. Tompkins, JN

Ed. Off.: Lt/C Richard E. Morrison, SN

Adm. Off.: Lt/C Robert L. Wilson, AP

Sec.: Lt/C Hans A. Meier II, P

Treas.: Lt/C J. Patrick Warner, AP

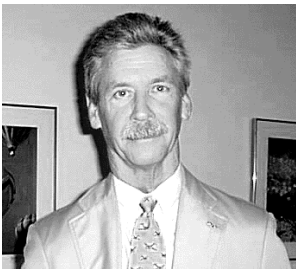
Assistant SEO: Lt Ryan Troncalli, N

Assistant Sec.: Open

Assistant treas.: Open

Members at Large:

P/C John Fowler, SN
P/C Peter Iskiyan, SN
P/C George Sargent, SN
Lt Edward Troncalli, N
Lt James Hinkle, P
Lt Elliot Hammer, S
Lt Kevin Schoonover, AP
Lt Douglas Watson
Open



ATTENTION NEW MEMBERS

If you have joined the Atlanta Sail & Power Squadron during the past twelve months, this article is addressed to you. Your membership is very important to us.

When you joined the USPS, you stepped aboard an organizational vessel that will provide you with years of self-education, civic service, and fraternal boating. It is my duty as well as my pleasure to encourage each new member to become involved in this worthwhile organization.

On July 21st, the squadron will set course for the annual Lobster/Clam Bake at Lake Lanier. P/C John Fowler and Martha Fowler will again host this event at their dock and beach. Please plan to attend this one big event. It is the one summer function where more members attend than any other. This outing will provide the squadron with the opportunity to meet our new members and get acquainted. As your Commander, I will have the opportunity to officially confirm your membership with The USPS Pledge, your membership certificate, and membership pin. I encourage each new member to plan now for the July 21st outing. You are an important member of a great crew. Take the helm and steer a course for a fun filled day. Make your reservation today (see page 4 for details).

JOIN THE FUN ON JULY 21st.

Cdr Don Williams, SN



CRUISE TO MAINE

(continued from previous issue)

On leaving my daughter's family I departed from Tenant's Harbor to have three adventurous days of singlehanding my 30 ft. Pearson sail boat.

Mon 20 Jul 1992. 0600 forecast: fog clearing to a sunny day with light SW wind. Waited until 0800 for the fog to clear and left the harbor with 1/2 mile visibility. Headed down Penobscot Bay on a course of 200C at 4 knots through the water. My destination for the day was Linekin Bay to meet with a Penfield Power Squadron friend who was vacationing there.

At 0859 the waypoint (buoy G "7") was not visible. Changed course to the next waypoint; distance 7.7 miles at 247C. It was still foggy but starting to clear. However at 0930 I entered another fog bank.

At 1050 a large rock loomed out of the fog with a large mast with a yardarm protruding, looking just like a sunken ship. This was "The Old Man of the Sea." Turning to port I then saw another one (The Old Woman of the Sea). So turning to port again I soon found my waypoint (R "20M") and changed to 278C towards the next waypoint. The visibility now was about 4 boat lengths.

Crossing Muscongus Bay in light fog was not difficult since there were no obstacles. At 1300 I passed Perquid Ledge and entered yet another fog bank. By 1330 I had found buoy RW "NG," and at 1530 I was anchored in Linekin Bay. My friend had the launch boy bring him out to the boat to pick me up. We towed my dinghy in with us so I would be able to row myself back to my boat when the time came. We had a nice visit and a good meal.

Tue 21 Jul. Linekin Bay to Biddeford Pool. Forecast: cloudy possible rain with thunder showers: some patchy fog; wind SW rising to 10-15 knots, changing to NW in the p.m.

At 0750 I filled up with gas in Booth Bay and headed offshore. I passed a couple of known landmarks and by 0915 was bouncing around on 2 ft. swells. By 1135 I was out of sight of land. "Alone, alone on a wide, wide sea." (I'm not sure that is a quote, but that was how I felt.) Had lunch of a ham and cheese sandwich with a wine cooler and enjoyed the solitude.

Buoy R "P" off Portland was visible at 1320, and all was well. Going inshore I passed a couple of known buoys and at 1650 was on a mooring in the outer harbor Biddeford Pool (\$15). To celebrate a good day's trip I cooked myself **two** steaks with mashed potatoes, string beans and coffee. After entering the next day's waypoints in the LORAN, I turned in for a good nights sleep at 2100.

Wed 22 Jul SUNSHINE!! Forecast: clear weather for 2-5 days; today light northerly wind. 0815 raised the main while

on the mooring and sailed off. This day's destination was Little Harbor outside of Portsmouth, NH where I was to pick up two crew.

0837 genoa unrolled, engine off, autopilot on, beam reach, 4.7 knots through the water, 5.3 over the ground, apparent 8 knots NNE. Beautiful sailing in sunshine, very light clouds, and flat sea.

At 0943 the wind dropped to about 2 knots and I started the engine, rolled up the jib and pulled the mainsail in tight. The LORAN GRI changed to 9960 using secondary 1 & 3. At 1049 R "2CP" Cape Porpoise was abeam to starboard.

At 1200 I saw two circular rainbows around the sun, many miles apart. It was so beautiful and amazing that I never thought to take a picture. What a sight! The wind came up at 1215, so off with the engine, and genoa unrolled. Running on a close reach at 3.8 knots. At 1240 I fell off 20 degrees in order to continue sailing, but at 1300 I had to start motoring again, and headed toward my waypoint. 1330 Boon Island abeam to port (113 ft. tower).

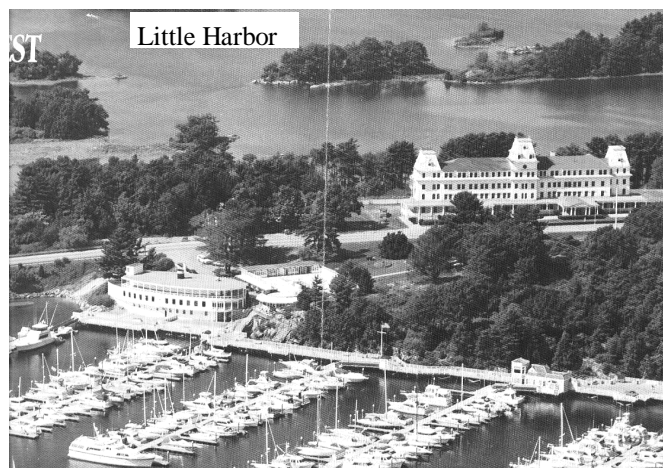
By 1413 I was able to sail again at 4.2 knots on a close reach with 20 degrees of heel.

At 1525 I was close to Little Harbor so I turned on the engine and used the autopilot to hold the boat into the wind while I lowered the Main. This worked very well.

By 1550 I was in a slip at Wentworth Marina, Little Harbor, Portsmouth, NH. Ten minutes later my new crew showed up Tom Groonell and Curtis Osborne both of Fairfield, CT.

Now was the time to shower, shave, do laundry, shop for groceries, and go dinner at the marina. After all this I located the next day's waypoints and entered them in to the LORAN. By 2200 we were all settled in and sound asleep.

(to be continued)



Directions to the Fowler's house

From GA 400: Take exit 17 and go right on GA 306 to stop light (about 1 mile.) Turn right onto GA 369 to first stop light (about 5 miles.) Turn right onto Little Mill road, then keep left at the "Y" onto Barberrry Hill Drive. Look for a martini flag at the third house on the right. 6340 Barberrry Hill Drive.

From I-985: take exit 16 left onto route GA 53. Continue to end at McEver road and turn right. Turn left onto route 369, go across Brown's Bridge (about 5 miles.) Turn left at the first stop light onto Little Mill road (about 10 miles.) Keep left at a "Y" onto Barberrry Hill Road. Look for a martini flag at the third house on the right. 6340 Barberrry Hill Drive.

Boat rides to the raft up
Saturday 21 July

Danny Tompkins (770) 992-4118 can take several people on his new power boat leaving from Harbersham Marina. Call to confirm. Additional boat transport will be available from John Fowler's house starting at 0930

**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

COMING EVENTS

- 19 Jul Executive Committee Meeting
Old Hickory House
5490 Chamblee-Dunwoody Rd.
Dunwoody, GA
1830 dutch treat dinner
1900 meeting
- 21 Jul Lobster/clam bake The big
annual event. (details below)

Big Lobster/Clam Bake

Saturday 21 July 2001

1000 to 1400 raft up and adopter Island clean up. Location: day marker 4 "SM" (Six Mile River.) .

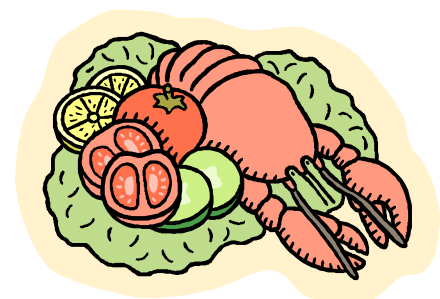
1500 return to John Fowler's home for the big event.

Price: \$20.00 per person eating a lobster.
Send check to Bob Wilson, 5290 New London Trace NW, Atlanta, GA 30327.

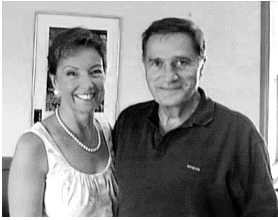
NO CHECK - NO LOBSTER
Deadline Monday 16 July.
Late payment \$25

Hamburgers or hot dogs for children are your responsibility. Grill will be available.

NOTICE: Anyone willing to help clean up the area at John Fowler's home for this event please report there at 1200 on Friday 20 July 2001.



HAPPENINGS



(This e-mail was received on 25 April and is a follow up to the note Lynne Chrevers-Smith sent earlier regarding the Dominican Republic. It was edited and forwarded by Jack Friel.)

Having received a few responses to my superlatives about the Dominican Republic, and being once again out in the middle of the ocean, now en route to the Bahamas, I began to think and reflect a bit more. Something about the vastness of the ocean and sky and the soothing sounds of the sea are conducive to quiet reflection. I began to analyze my reaction to the Dominican Republic, in light of certain undeniable realities, and felt guilty that I had so lightly glossed over one of those realities: extreme poverty.

To begin with, a cruiser entering the D.R. with U.S. dollars is in essence getting a two-for-one special, to say the least, with every purchase. The exchange rate is 16.5 pesos to 1 dollar. Consequently, for us, prices of food in the supermarkets are low since they produce just about everything locally. Beef was \$2/lb, except tenderloin at \$4/lb and so on with poultry, fish, pasta, rice, beans, vegetables, fruit...all produced here. For us to walk into their very well stocked supermarket and see such prices produced a kind of euphoria to be sure. Yet the local wages are very low and unemployment high...nothing seems inexpensive to the locals. Despite our delight in the extremely low prices, that benefit to an outsider is only a symptom of a very low standard of living for most Dominicans.

In Luperon, for example, which enjoys the extra commercial activity of many, many cruisers, and tourists visiting local small hotels and a large 3-star resort, the streets of the town are lined with tiny, very rustic "homes" made by their inhabitants "poco a poco" over time, often unfinished walls of concrete blocks or lapped siding cut from palm trees, or tree branches lashed together. Many are in disrepair, some are brightly painted, others are bare blocks or branches. Most have two, maybe three room areas, which are doorless, open to each other and the street. Children, adults, the aged and infirmed, all spill out onto the sidewalks...their "front yards." To capture a cool breeze, in the evening, a bed or mattress may be pulled out to the sidewalk.

One cannot walk by without noticing the lack of furniture inside...a wooden chair here or there, a plastic covered sofa, maybe a box for a table. I assume there is a toilet inside...for the lack of evidence to the contrary...and a sink, and a cookstove, probably propane or wood charcoal. There is "washing" water piped in and "on" just two hours in morning and two hours at night. Electricity enters the homes, but outages are a daily occurrence. (We ate in the dark at a local open air eatery.) These very primitive dwellings probably shock many visitors...and these were a step up from the "shacks" leaning against each other on some of the hillsides.

There is something, however, about living on a boat, putting all the sophisticated technical equipment aside, that tempers one's reaction to the very "rustic" living conditions we saw, for in a sense, we enjoy such "roughing" it. The children, however, looked clean and well-nourished, as did most everyone I saw. Of course we also saw a wealthy subdivision with beautiful homes of local doctors, lawyers and politicians. But the abundance of much more humble dwellings was very noticeable. So there may be much worse poverty in the world, indeed, right next door in Haiti, for one, and I was afraid I had made it all seem just too perfect...and for many here, it definitely could be better.

Lynne

The Stone Fleet -- by J. Gregory Dill

Anyone familiar with that old sailor's last lament, "The Stone Fleet," by Herman Melville, will recall that the intentionally doomed whaling fleet celebrated in his poem was composed mostly of old vessels collected from the Massachusetts ports of Fairhaven and New Bedford.

The idea for the stone fleet was conceived during the early days of the Civil War, when it was decided that Union forces should set up and maintain a blockade of southern waterways to stem the flow of munitions and supplies to Confederate ports. The blockade was also supposed to prevent the export of southern cash crops, like cotton, from reaching world markets, thus depriving the Jefferson Davis government of badly needed foreign currency. The first part of the plan included Union patrol of entrances to southern ports like Charleston, S.C. The second and more radical approach was to sink navigational obstructions in enemy harbors and channels. It was at this point the plan for the stone fleet was put forward.

At a July 1861 meeting in Washington, a supremely confident Gustavus Fox, assistant secretary of the Navy, fidgeted while waiting to float a sinking idea. His brilliant concept: collect old sailing vessels, over-ballast them with rock debris, sail them into Confederate waters and then sink them at the most effective points to block enemy and neutral shipping to all but the smallest of vessels. Fox suggested most of the vessels required could be found tied up and idle at various whaling ports in New England.

When the Civil War began in 1861, the New England whaling industry was already in a period decline. Petroleum had been discovered in Pennsylvania in 1859, giving America kerosene, a cheap replacement for whale oil in lamps. Also, the development of inexpensive spring-steel had lessened the need for whale bone in the construction of women's corsets. If that wasn't bad enough, whale numbers were declining, necessitating longer and more expensive voyages.

Fox's scheme was eagerly adopted, and the first stone fleet was sunk at the entrance to Charleston Harbor on Dec. 20, 1861. But Confederate blockade runners quickly found that they could easily slip through Mafitt's Channel to reach the sea. For this reason it was decided to sink a second stone fleet to close that channel. The sinking of these vessels caused great consternation in European capitals and resulted in many shipping nations complaining bitterly to Washington that such actions were both "barbarous and an outrage to civilized Christian nations."

The Europeans, however, needn't have complained. The sly old Fox's Stone Fleet flopped! The heavy granite ballast pushed the scuttled ships deep into the soft ooze of the bottom where the wooden, worm-eaten hulls quickly broke up. In fact, the sinkings may have had the opposite effect from their intended purpose, since navigation in Charleston Harbor may have been improved by the tons of rock compressing bottom sediment.

The utter failure of the plan, which sacrificed a significant portion of New England's whaling heritage, led Melville to end his poem somewhat bitterly with the following lines:

"And all for naught. The waters pass....
Currents will have their way;
Nature is nobody's ally; 'tis well;
The Harbor is bettered....will stay.
A failure, and complete,
Was your Old Stone Fleet."

(This article which appeared in the May/June issue of *Ocean Navigator*, was reprinted with the permission of the author, and submitted by Lt Jack Friel, SN.)

VOLUNTEERS WANTED

LEARN TO CARRY OUT VESSEL SAFETY INSPECTIONS

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.

JOB OPPORTUNITIES

Advertising Manager
salary - 75% of editor's salary

Reporter
salary - 60% of editor's salary

Contact:

Waterlog Editor
1216 The Falls Parkway
Duluth, GA 30096
tel. (678) 473-9644
email: gsargent1@prodigy.net

OPERATIONS TRAINING

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.

SQUADRON PROPERTY

Anyone aware of any equipment

or property

which may belong to the squadron,

please call Don Williams (770) 399-5155

EDUCATION UPDATE

Fall Classes

Our Fall schedule of classes will start at 1900 (7:00 PM) on 10 September 2001. We are planning to offer the following courses
Seamanship - to be instructed by Lt. James Hinkle, P
Junior Navigation - to be instructed by P/C Mickey Hayes, SN
Marine Electronics - to be instructed by Lt. Ed Troncalli, N

Please watch for the next issue of the Waterlog to find a write up about the content and objectives of these courses.

Lt/C Richard Morrison, SN



“WHERE CUSTOMERS SEND THEIR FRIENDS”®

CHRYSLER-SUBARU

11505 Alpharetta Highway
Roswell, GA 30076
770-664-9100

CHRYSLER-DODGE-JEEP

301 Atlanta Road
Cumming, GA 30040
770-889-8951

www.troncalli.com

NISSAN

1625 Church Street
Decatur, GA 30033
404-242-3853

INFINITY

1609 Church Street
Decatur, GA 30033
404-292-6930

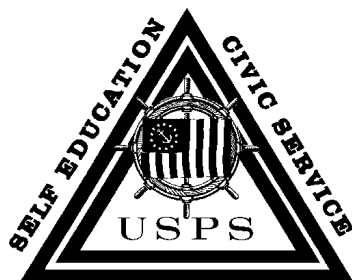
MITSUBISHI

1575 Church Street
Decatur, GA 30033
404-294-0040

George W. Sargent, Editor
1216 The Falls Parkway
Duluth, GA 30096

WATERLOG
Atlanta Sail and Power Squadron
Volume 49, Issue 5
Jul 2001

STAMP



**FRATERNAL
BOATING CLUB**

ADDRESS