



WATERLOG



Cdr Don Williams, SN winner



PICNIC AND CARDBOARD BOAT RACE 16 JUNE 2001



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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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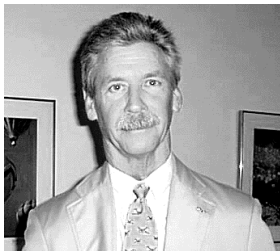
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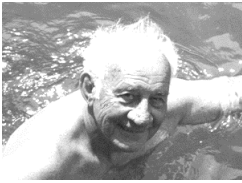
The old expression "There is no such thing as a Free Lunch" is as true for our organization as it is for any group with operational costs. Our squadron expenses have increased over the past years with no local squadron dues increase. During a spring USPS District 17 meeting, the subject of squadron expenses was discussed in a number of ways. One idea to off set increasing costs and produce squadron revenue was a squadron yard sale. With the assistance of our members, I believe we could plan and conduct a very successful yard sale.

Since the Atlanta Sail & Power Squadron does not have a scheduled general membership meeting in August, I would like to take this opportunity to ask every member to donate articles and assist in planning this function. Plan to contribute time so we can make a late August, one-day sale, a money making success.

One Saturday afternoon could produce enough revenue to cover postage, publications, and parties for the remainder of this administrative year. Please step forward and help us with this event. Your efforts are the key to our success.

If you are interested in the chairmanship of this event, please contact me immediately. (770) 399-5155

Cdr Don Williams, SN



CRUISE TO MAINE

By George Sargent
(continued from July issue)

Thursday 23 July 1992. Renewing our return journey to Connecticut with

new crew, we headed out from Little Harbor Marina near Portsmouth, NH with a planned destination of Gloucester, MA. 0830 departure.

Weather forecast: cloudy with 50% chance of rain in the afternoon; light offshore winds.

At 0900 we took a detour to look over the Isles of Shoals. We had a pleasant ride under power. We were able to sail only for about an hour starting at 1400, 40 minutes of which was with the cruising spinnaker up.

We got glimpses of a whale, and later two shark fins. At 1230 we elected to hold off from entering the Blynman canal until slack water, so we spent a couple of hours coasting along the NE coast of Cape Ann admiring the houses and shore line.

By 1600 we had gotten through the canal and found a mooring buoy at Eastern Point Yacht Club in Gloucester. My son Darryl drove up to meet us there to pick up some things he had left on the boat when he had been crew.

Friday 24 July. Forecast: clear skies with possible cloudiness late in the day. 5 to 10 knots NNE wind. We left the mooring at 0910. Engine sounded rough but ran. I called the Scituate Harbor Master on the VHF and arranged for a slip for the night. At 1115 we started to sail, which we were able to do until 1445 under light winds, giving us speed of about 3 knots through the water. We were only able to sail at 160C when our desired course was 200C.

When starting up the engine it now sounded quite rough and after fooling around with it for an hour we finally had to shut down because it was overheating. So, there we were about 5 miles off Scituate with no wind and no engine. I called the Harbor master requesting a tow, and was asked to stand by. At 1700 the wind started to come up again so, calling the Harbor Master to let him know, we started to sail in. To actually enter the harbor we got a tow from a friendly sail boat, transferred to the harbor launch, and thus to a mooring.

We had Happy Hour at 1900 and took the launch ashore for dinner.

Saturday 25 July. A nice sunny day, and day of lounging around while a mechanic was located and the last available thermostat in the area (according to the mechanic) was installed on the engine. We also had to get a new ignition coil, spark plugs etc. Although it was expensive, the mechanic did a good job and put in extra time to help us out.

Sunday 26 July. Forecast: Sunny, turning cloudy in the afternoon; wind S to SW at 10 to 15 knots.

Finally we had some really good sailing! We couldn't quite make our desired course, but who cared when we had such good wind that we put one reef in the main and rolled up the genny to 1/3 its size. This reduced the degree of heeling from 30 to 20, and we went barreling along on our way.

About 1700 we entered Harbor of Refuge at the eastern end of Cape Cod Canal. This East Boat Basin had been described in the guide book as small and crowded but with room to anchor. We found no room to anchor. Due to strong current in the canal, it was difficult to enter. We had to go in quite fast to prevent being pushed into the breakwater by the current. As a result, we whizzed right by the gas dock which was just inside the entrance. So we made a U-turn in very crowded conditions and headed back, but even coasting we were going too fast. Unfortunately, putting the engine in reverse did little to slow us down, so to avoid the congestion I turned into the space between two piers with boats in their slips on each side. My boat finally stopped about one foot from the bank. That had been an adrenalin pumping experience.

Monday 27 July. Happy Anniversary - one month of cruising on this trip!

Forecast: drizzle, clearing in the afternoon; S to SW winds to 10 knots. Left the slip at 0730, and sailed down Buzzards Bay after transiting the Cape Code Canal. Wind averaging about 5 knots; five mile visibility; using autopilot.

We continued a nice sail in drizzle, going 4 to 6 knots, and reached the harbor at Cuttyhunk Island by noon, finding all our waypoints with no difficulty. All the moorings were taken so we had to anchor out. My two crew rowed the dinghy into town while I stayed on board reading a good book. At 1500 I took a short swim and we enjoyed the cruising life.

Tuesday 28 July. We left early at 0530 planning to get to Block Island by 1530 so that my crew Curt could get the ferry to New London heading for home where he had a commitment. By 0630 we were able to start sailing, going 5.8 knots on a close reach. We had to fall off a little to miss Buzzard's Tower. The day became sunny but cold. At 0900 a trawler which should have avoided us did not and we missed by 10 feet (WHEW!). Could see no one on deck.

At 0918 we could see Block Island in the distance. As the wind dropped we slowed down, but continued to sail and were anchored in the Great Salt Pond by 1330 (all mooring taken). We went ashore and took a taxi to Old Harbor where we dropped off Curt at the ferry. Then Tom and I rented a motorcycle and Tom gave me a tour. Beautiful ocean views and lovely houses. An old friend of mine whom I had literally bumped into in the grocery store earlier, came to our boat with two other people and we had a nice visit. So ended another great cruising day.

(to be continued)



**SQUADRON
YARD
SALE**

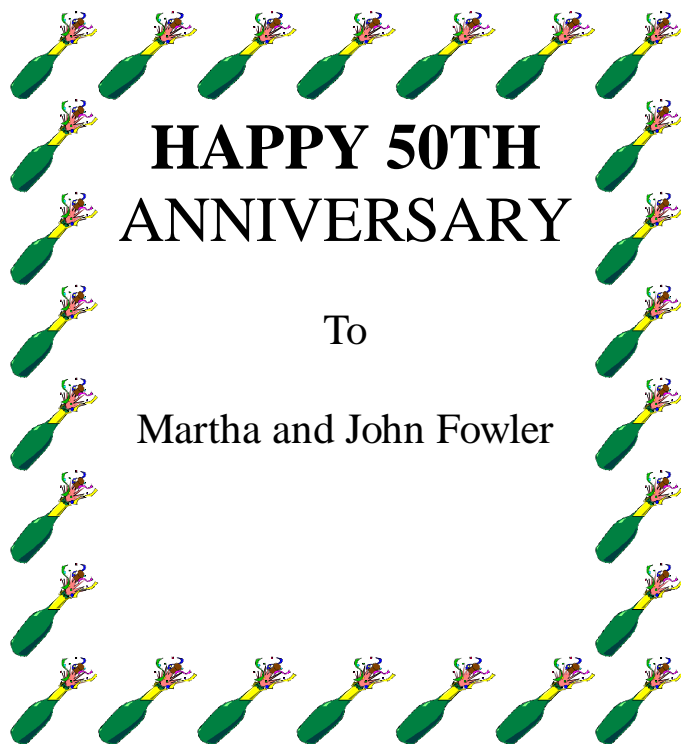
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**HAPPY 50TH
ANNIVERSARY**

To

Martha and John Fowler

COMING EVENTS

NO MEETINGS IN AUGUST

**BUT SEE WORD ABOUT THE
SQUADRON YARD SALE
ON THIS PAGE**

15 Sep Instructors Outing
Holiday Marina
Lake Lanier
(note location change)

**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
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(770) 978-0276

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Superstitions of the Sea

Beginning a Voyage

The renowned maritime superstition of not beginning a voyage on a Friday is, with some variation, still alive in today's shipping industry. Most contemporary sailors will not ship out on a Friday. From Norse mythology, Friday was believed the day the wicked witches held their weekly gatherings. It was wiser to "put things off" till tomorrow so as not to offend the spirits. Friday has long been thought to be the unluckiest day of the week.

The origin of the fear of Fridays dates to the Friday that Christ was crucified. The mariners' superstitious regard for the day may have gained more notoriety because of an attempt by the British admiralty to debunk the Friday superstition. As the story goes, one Captain Friday broke tradition by not allowing a gold coin, for good luck, to be placed beneath the mast of his new ship named *Friday*. Evading another traditional good luck practice, he refused to attach a red ribbon to the first spike used in construction of the vessel, and he went out of his way to assure that the building of the ship started on a Friday. The vessel was then launched on a Friday, and later departed on a Friday on its maiden voyage. Captain Friday, along with the ship *Friday*, was never heard from again.

Mariners could expect a double jinx if they were foolish enough to set sail on Friday the thirteenth. This excerpt from the poem "The 13th Crossing" by Flo Normandin reflects well the ominous regard for that unlucky day:

They never saw that ship again,
But 'membered well the captain's cry,
"I'll sail her on the thirteenth, lads,
Or damn it, I shall die!"

He proved one thing to everyone,
His thoughts were not a lie,
But what he proved to one and all,
Was "Damn it, I shall die!"

(Excerpted from *Superstitions of the Sea* by Jim Clary. Reprinted with permission from the author, and submitted by Jack Friel.)

Did you know... that officials at the Bath Iron Works in Bath, Maine, and at Bay Shipbuilding in Sturgeon Bay, Wisconsin, still avoid Fridays for the laying of keels or the launching of vessels?

Education Update

Fall Classes

Our Fall schedule of classes will start at 1900 (7:00 PM) on September 10, 2001 at the Heiskell School on Northside Drive. 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

Seamanship is the recommended first course for new members, both power boaters and sailors. Students learn practical marlinespike, navigation rules, hull design and performance, responsibilities of the skipper, boat care, operating a boat under normal and abnormal conditions, what to do in various emergencies and weather conditions, nautical customs and common courtesy on the water. This course provides a needed introduction to the USPS Education Program and a strong foundation for members going on to other Advanced Grades courses and/or Cruise Planning or Sail.

Marine Electronics teaches essential knowledge about a boat's electrical and electronic systems including: proper wiring; grounding corrosion and electrolysis control; batteries and their maintenance; depth finders; marine radiotelephones; radar; loran; GPS; and other electronic positioning systems. This will be Ed's first time teaching the ME course. He has been studying and preparing all summer.

Junior Navigation is the first of a two-part program of study in offshore (open coast) navigation. It is designed as a practical, how-to-course, leaving the theoretical and more advanced techniques for the Navigation Course. Subject matter includes: basic concepts of celestial navigation; how to use the mariner's sextant to take sights of the sun, moon, planets and stars; the importance and techniques of accurate time determination; use of the Nautical Almanac; how to reduce sights to establish lines of position (LOPs); and the use of special charts, plotting sheets, and other navigational data for offshore positioning and passage planning. (It will also help you to understand the navigation questions that appear in the Ensign.)

Congratulations are due Ed Troncalli, N and Peter Reinhardt, N for their successful completion of the Marine Electronics course.

Please contact me to sign up for one of these classes.

Lt/C Richard Morrison, SN

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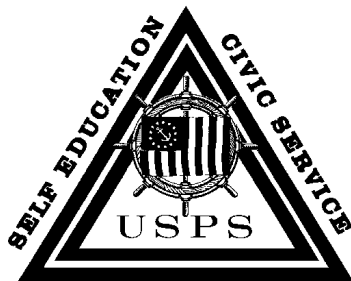
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