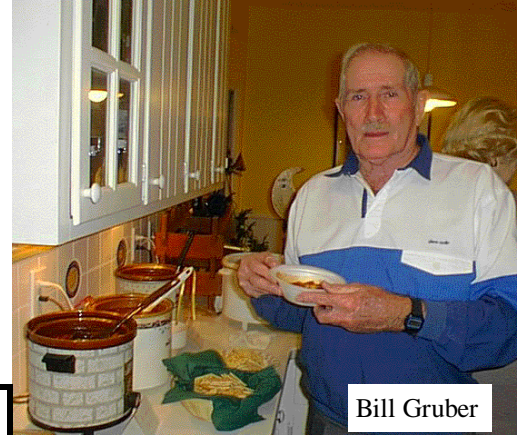




WATERLOG



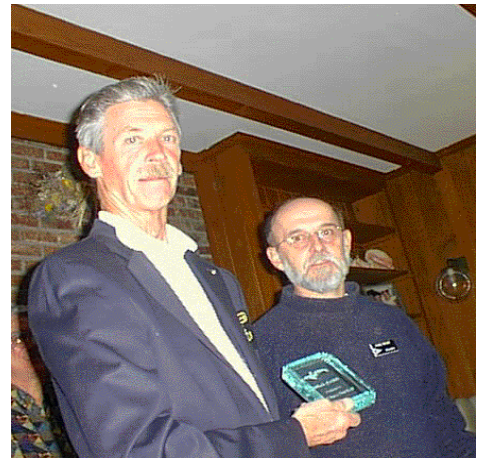
Bill Gruber

CHILI COOK OFF 10 NOV 2001

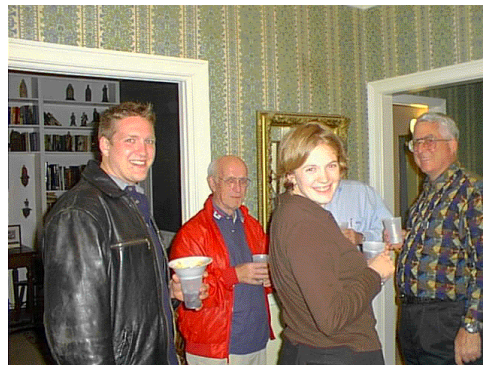


Carolyn
Wilson

Peter
Iskiyan



Don Williams Hans Meier
see page 4



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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

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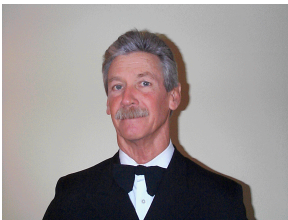
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Lt Douglas Watson
Open



COMMANDER'S MESSAGE

We are rapidly approaching our deadline to submit merit mark recommendations for the year 2001. Although I am encouraged by the number of members listed in those recommendations, I know we have many talented and capable members not included. Although some of our 2001 events are behind us, we still have programs that need membership involvement. Examine the following list.

Vessel Safety Check Program
Cooperative Charting
Advertising
Membership Recruiting
Waterlog publishing
Waterlog articles and pictures
Boat Smart student interviews

All these programs are open. Your involvement means program development and merit marks for contributing members. If every Atlanta Squadron member devoted only eight hours each year to one of these programs, we would have 1800 hours of self-education, civic service, and fraternal boating. We would be the number one squadron in the United States Power Squadron. That is a small commitment to a big Merit Mark. Think about it.

Cdr Don Williams, SN

A Cruise on OSTARA

By P/C L. Shelton Sawyer, SN

In the spring of 1995 Judy and I decided to purchase our next sailboat. We found *Ostara* in St. Petersburg. She is an aft cockpit sloop rigged 1980 Morgan 382 (#210), designed by Ted Brewer and Jack Corley and built by Morgan Yachts. Her hull design was tank tested at the Stevens Institute to insure a fast boat in all conditions as she was meant to be competitive at the time in the one ton IOR class and has a PHRF rating of around 138. While certainly not a true racing yacht, I knew she would be fun to sail. And with her 12 foot beam and moderate cruising displacement of 19,000 pounds she would also feel solid and stable and have a comfortable motion at sea.

The interior layout is traditional and is very suitable for a cruising couple with occasional guests. She may seem small inside for her size compared to more modern 38 foot designs, but her long sleek lines means she's easily driven in light winds, an important factor to me since the vast majority of sailing, even ocean crossings, is done in wind speeds under 15 knots and more often under 10 knots. This design is not to be confused with the Out Island series of Morgans designed for the charter trade. They are entirely different types of boats with emphasis on accommodations rather than sailing characteristics.

To get the boat from St. Pete to Lake Lanier, we decided to cruise around Florida then up the east coast to Savannah and truck the boat from there. This is the story of our trip.

We began with our friends Gary and Robin Heyden, from the Atlanta Power Squadron, by sharing a condo on the beach at Anna Maria Island during the second week in July. Gary and I worked on the boat most days while Judy and Robin messed around during the day and then would come up to St. Pete and we'd go to dinner.

We got to take them out sailing one evening. Wouldn't you know a thunderstorm would catch us in the Gulf. Not the best introduction for non-sailors. But they really enjoyed it anyway.

Then Mike and Laura Woodward, also good friends from the Atlanta Power Squadron, closed on their 41' sailboat, *Blue Horizon*, at the same brokers' office in St. Pete (Charles Morgan & Assoc.) so we all got to see each others boats and go out to eat that Friday. They drove our Blazer home for us when they left on Sunday. Robin and Gary left to visit other friends in the area. So we were on our own, but it was the next Tuesday, July 18th, before we were finally ready to leave on *Ostara*.

Since Judy and I had never been on the waterway south of Tampa Bay we stayed inside for the first two days as far south as Venice. This gave us a chance to get used to the boat and settle into the cruise. We were impressed with the many very nice homes in the area, especially around Sarasota. Southwest Florida is a beautiful cruising area with a lot to offer both the power and sail boater.

On Day 3 we sailed offshore from Venice south to Boca Grande entrance at Charlotte Harbor where we motored back inside and south between the islands of Pine Island Sound and behind Captiva and Sanibel before anchoring for the night in a drizzling rain near St. James City. The next day I took time to establish a deviation table for our new compass before motoring out the pass south of Sanibel Island. That was our last inside passage of the trip. The rest was offshore.

(to be continued)



Ostara

PRAISE FOR A GREAT INSTRUCTOR

This is to express my appreciation to Jim Hinkle for teaching Seamanship this fall. As a returned sailor who is still scraping the rust off my knowledge, I found the course to be very helpful in getting me back up to speed. Jim brought additional materials to class which enriched the experience. His years of experience, mixed with self deprecating good humor, made the course not only rewarding, but very enjoyable.

I understand that Jim will no longer be teaching the course, due to an upcoming post in local government. (He was elected Mayor of .) He'll be hard to replace.

By the way, I'm still struggling with that "thrown bowline" Jim showed us in class. I wish that he could be talked into teaching more, like the "Sail" course when it's offered next.

Dan Thompson

WHALE OF A JOB

No task is too difficult for some squadron members. No port is too far to reach. Although he still refers to himself as a "new guy on the block", he performs like an old hand. I brought the idea of a garage sale and the possibility of additional squadron income, to the Executive Committee and the general membership. Only one member stepped forward to take the helm. He mustered his crew, set his course, labored during the voyage, and navigated to a prosperous harbor.

Congratulations go to Lt/C Hans A. Meier, AP, Squadron Secretary, for the successful garage sale October 13, 2001. It was a "Whale of a Job".

Cdr Don Williams, SN

COMING EVENTS

- 06 Dec Executive Committee meeting
Old Hickory House
5490 Chamblee-Dunwoody Rd.
Dunwoody, GA
1830 Dutch treat dinner
1900 meeting
- 08 Dec **Holiday party** see page 5
- 02-06 Jan Boat Show see page 5
- 12 Jan **Annual Meeting**
election of officers
annual reports

CHILI COOK OFF 10 Nov 2001

This event was a whopping success with about 40 members in attendance at Bob Wilson's house. There were 10 chili pots produced and all enjoyed them very much, with key lime pie for dessert. The winners of the day were:-

- Most Unusual Chili - Ed Troncalli -
Penguin Chili
- Best named chili - Jeff Wise -
Kick in the Ashcanistan Chili
- Best overall chili - Cdr Don Williams -
Titantic Chili



HOLIDAY PARTY

Saturday 08 Dec 2001

1830 at the Kingsley Swim and Racquet Club

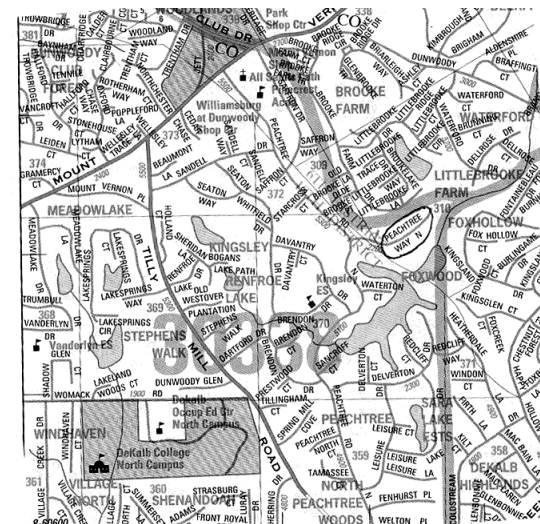
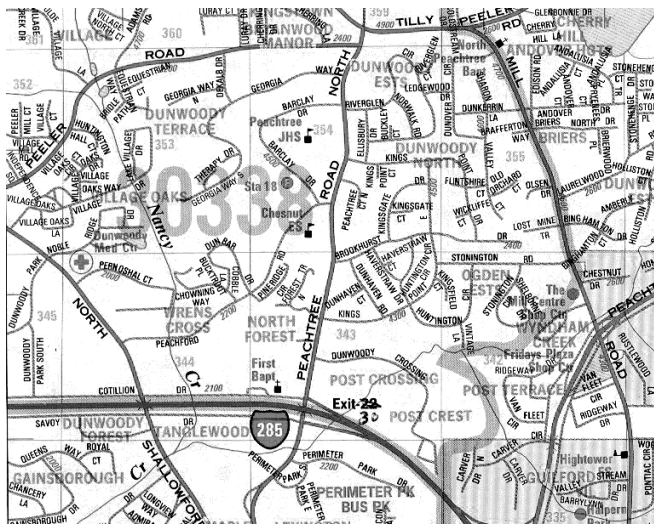
2325 N. Peachtree Way

Dunwoody, GA

Uniform F, or suitable formal attire

Music by The Tempos

RSVPs are absolutely necessary before **01 Dec**, to Danny Tompkins at (770) 992-4118 or danny@adminamerica.com. Price is \$25 per individual, or \$45 per couple if check mailed prior to 01 Dec, to Danny Tompkins, 425 Persimmon Lane, Roswell, GA 30076-3513, or \$35 and \$60 if paid at the door.



ATLANTA BOAT SHOW World Congress Center

Wed 02 Jan	11:00 - 9:00
Thu 03 Jan	11:00 - 9:00
Fri 04 Jan	11:00 - 10:00
Sat 05 Jan	10:00 - 10:00
Sun 06 Jan	11:00 - 6:00

Doug Watson is requesting help in Manning the Power Squadron Booth. This is an opportunity to help the squadron and to see the boat show free. Please call Doug at (770) 482-4450 days or (770) 458-1640 to sign up for a FUN time. The more people that can help, the shorter the length of time we need to stay (leaving more time to see the show). Let's have a big representation of the

ATLANTA SAIL AND POWER SQUADRON, and help recruit more new members (this is actually the largest source of students for the Boat Smart course, and then new members.)

Education Update

The Seamanship class students completed their final exams on November 5. The Marine Electronics class students took their exams on November 12. We should have the final results of both of these classes in the next issue of the Waterlog. The Junior Navigation class is on schedule, and these students, are due for their final exams in February 2002.

Our next set of classes will start on Monday night January 14, 2002. We will be offering Piloting, Cruise Planning and Instructor Qualification classes. Detailed descriptions of these courses follows. There has been a request to delay the start of the IQ class to allow some of the JN students the opportunity to take it after they complete their exams. We will try to work this out if it suits the majority of the interested students and the instructor. Please call me if you are interested in taking any of these classes. Many of the Seamanship students have indicated that they will be moving into Piloting and the ME students may be moving into Cruise Planning. Why not come and join them?

Piloting

Piloting is the first of a two-part program studying inland and coastal navigation. It focuses on the fundamentals of piloting -- keeping track of a boat's movements, determining your position at any time and laying out courses to a planned destination.. Included are such subjects as: charts and their use, aids to navigation, the mariner's compass, variation and deviation of the compass, plotting and steering courses, dead reckoning, and plotting and labeling charts. The second part is Advanced Piloting.

Cruise Planning

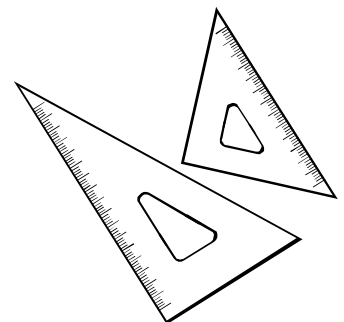
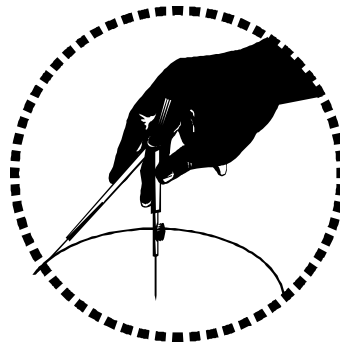
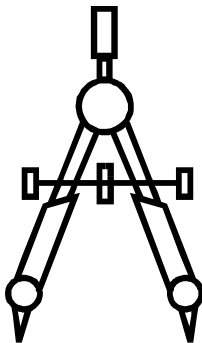
Designed for members who plan to cruise for just a day or for a year -- in either a sail or powerboat -- this course covers such topics as: planning a voyage, financing a voyage, managing commitments back home, equipping a cruising boat, selecting the crew, provisioning, managing a voyage, entering and clearing foreign ports, emergencies afloat, and security measures.

Instructor Qualification

This course deals with effective communication for speakers and teachers -- a quality that benefits the individual in all walks of life. It offers practical instruction in: preparing for teaching assignments, preparing for meeting presentations, effective teaching techniques, conducting efficient meetings, and selecting and using audiovisual aids.

In closing, I would like to wish everyone a happy and safe holiday season. I hope to see many of you at the ASPS Holiday Party on December 8.

Lt/C Richard Morrison, SN
SEO
Home 770-966-8711



ROSTER INFORMATION FORM

Last name _____ First name _____ M.I.____ Grade _____ Mem. No. _____
 Street _____ merit marks _____
 City _____ State _____ Zip _____
 Home phone _____ Bus. Phone _____
 Spouse _____ Nickname _____
 Courses completed _____
 Boat type and length _____ Boat name _____
 Home port _____
 Rank _____
 Position(s) held _____
 Email _____
 Member since _____ Birthday _____

NOMINATING COMMITTEE REPORT

The nominating Committee is pleased to report the following list of candidates for the coming year:-

Commander ----- Daniel R. Tompkins, JN	Members at large:
Executive Officer - - - - - Edward P. Troncalli, N	P/C Don Williams, SN
Education Officer - - - - - Richard E. Morrison, SN	P/C George Sargent, SN
Administration Officer - - - - Hans A. Meier II, AP	Lt Ryan Troncalli, N
Secretary - - - - - Jeffrey D. Wise, AP	Lt Russell C Gall
Treasurer - - - - - Margaret M. Sherrod, AP	Lt Douglas Watson
Assistant Secretary - - - - - Open	Kevin Schoonover, AP
Assistant Treasurer - - - - - Open	Wil Somner
	Mac Barrier
	Randy Tahsler
	Lt Elliot Hammer, S

Nominating Committee

P/C John Fowler, SN Chairman
 P/C Hector Colon, AP
 P/C Mickey Hayes, SN

Looking Astern

The Real-Life Shogun - William Adams -- by J. Gregory Dill

In the history of ocean navigation and exploration, names like Leif Ericsson, Ferdinand Magellan and Vasco da Gama shine as brightly as Venus on a clear night. But what of those lesser-known, European-born navigators who have not made the first string in the pages of history?

One of those second-stringers was William Adams, an English navigator born at Kent, England, in the same year as William Shakespere, 1564. Young Adams apprenticed at a London shipyard, learning shipbuilding skills by day and studying navigation at night. By the time he was 25 he was already an experienced navigator, having served with Sir Francis Drake's victorious Armada-routing navy.

Adams evidently tired of life in England, possibly sensing that more interesting adventures awaited him overseas. At a time when other English seamen were looking to make their fortunes by sailing west to the lucrative Newfoundland fishery, perhaps, Adams chose to shape a course to the east.

With résumé in hand, Adams bade his wife, children and England adieu, and set off for Holland, where his credentials earned him a position as Pilot Major (chief navigator). In 1598 he sailed with a five-ship convoy for the East Indies via the Straits of Magellan. As fate would have it, Adams' ship was the only survivor of this five-ship flotilla. Eventually, with a crew sick with scurvy but guided by Adams' competent navigation, the Dutch ship made landfall at the Japanese island of Kyushu in 1600.

Adams was possibly the first Englishman, although certainly not the first white man, to reach the land of the rising sun. Portuguese traders were already established there and feared Adams' arrival might jeopardize their trade monopoly. The Portuguese convinced the local strongman, a Shogun, Tokugawa Ieyasu, to imprison Adams and his crewmates because they would pose a serious danger to Ieyasu's regime.

Ieyasu met and questioned Adams many times while he was in prison, and each time they met, he became more intrigued with the Englishman's store of nautical knowledge. These interviews led to friendship, with the result that Adams and his men were finally released from detention. Adams began to teach Ieyasu the rudiments of geometry and navigation. Eventually, Ieyasu also asked Adams to instruct his shipwrights in the latest western shipbuilding techniques. In response to that request, Adams designed and built an 80-ton ship with which his Japanese host was very pleased, so much so that Ieyasu granted the navigator a 12-ducat-per-year retainer (about \$28) to act as his advisor.

As time passed, Adams became homesick for his family in England. Ieyasu, shrewd enough to recognize Adams for the valuable political asset he was, flatly refused him leave. But in a clever move, Ieyasu decreed that Adams was officially dead. The Englishman was then given the Japanese name Miura Anjin, with the rank of samurai. Ieyasu also arranged for Adams to marry the beautiful Oyuki, daughter of a senior bureaucrat, and presented the newlyweds with an impressive country estate.

In the years that followed, Adams fathered a son and daughter by Oyuki and supervised the building of numerous western-style vessels. He also became Ieyasu's trusted advisor on all matters of diplomacy and foreign trade. Adams' influence became such that even his old Portuguese enemies solicited his assistance in gaining Ieyasu's ear.

Adams, who was the real-life, rough model for the hero of James Clavell's book *Shogun*, died near Nagasaki in 1620, after years of loyal service to his Japanese lord, but without ever having returned to England.

(This article which appeared in the November/December 2001 issue of *Ocean Navigator*, was reprinted with the permission of the author, and submitted by Lt. Jack Friel, SN.)

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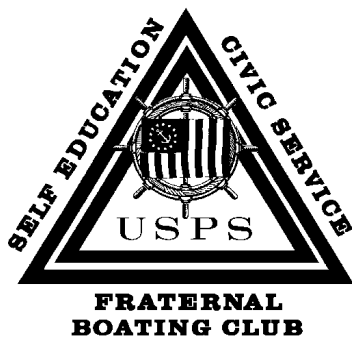
SPACE

AVAILABLE

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1216 The Falls Parkway
Duluth, GA 30096

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Atlanta Sail and Power Squadron
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Dec 2001

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