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The OS/2 Base Build Group

by Steve Swartz

We are not a large group by any measure, but we have the good fortune to be working simultaneously, one on one, with members of all of the OS/2 base development teams. We see a bit of action from almost every team every week, often working closely with those developers who prefer to be present while their large or critical deltas go into the build. In the process, hopefully, we grow more aware of and responsive to the build support needs of individuals as well as those of the entire project.

There are four of us: Dwight Krossa, our newly arrived build group manager, who also oversees PM builds and tools development; Gerry Weiler, lead member of the base build group and resident oracle for those with odd and obscure build-related problems; Andy Pierce, skilled builder and full time student at the UW; and myself. I think most of you know us well, but if you don't, and you are so inclined, please feel welcome to visit 2/2050 and see us at work. The lab is deliberately lit dimly, with lots of machines and noise... but the inhabitants are friendly.

We currently build three versions of the OS/2 base: 1.0, 1.1, and 1.2, and before long we expect that 1.3

builds will commence. A typical week, such as this one, consists of four full, separate builds: a 1.1 build, two 1.2 builds, and a warranty build for 1.0. These scheduled builds are performed simultaneously here and at IBM's build lab in Boca Raton. All Microsoft development work done since the last build is transmitted to Boca, and the work done by IBM development teams is in turn transmitted to us. If all goes well, and occasionally it does, both sites produce identical results and all components of the system build properly on the first run. When this happens, a build can be finished and released very quickly, usually the following morning.

What can go wrong? A few basic things, which can manifest themselves in a surprising variety of ways. The transmission of data between Redmond and Boca can experience errors, with interesting results. In fact, conversations between Redmond and Boca can experience errors as well, and this too produces its share of interesting results. OPATS, the database with which we, assisted by Madeline, track the files which will go into each build, can add a lot of excitement to the process. More often than not, however, a "broken" build is caused by a

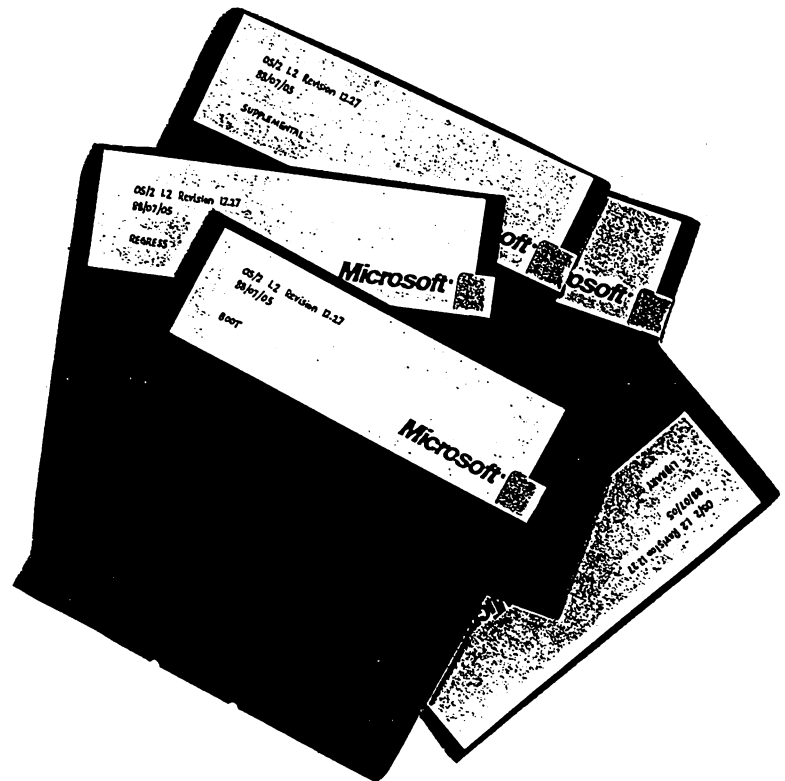
delta that doesn't do quite exactly what was intended. In these cases, the appropriate development team responds quickly to fix the delta, usually with very good results. Evidence of consistent, careful testing practiced by Microsoft developers can be seen in the relatively small number of "broken" builds that can be attributed to unsuccessful Microsoft deltas.

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Assuming that a build has actually assembled, compiled, linked, etc. successfully (and they all eventually do), a series of tests are run to ensure that at least basic functions of the system are in order, before releasing it to the testing group for more comprehensive testing. In this way we can be sure that a defective build is never propagated for use as a platform for subsequent development work. Before official acceptance of a build, regression tests must pass, compatibility with the most current release of PM must be verified, and a large suite of Build Verification Tests must pass. Naturally, all of these tests must pass at both sites (and they all eventually do).

The key concern here is that "eventually" must never mean "late". Keeping the project on schedule being the priority that it is, fast consistent builds are essential. When a "broken" build threatens to introduce even the smallest delay to the schedule, quick corrective measures are taken. Generally, this means that the pressure to fix the delta is applied with progressively greater urgency, or as a last resort, offending deltas can be pulled from the build. Fortunately, this measure is rarely necessary.

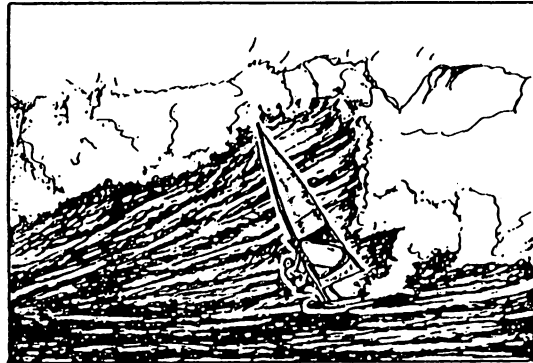
We have had a lot of success with the dual Redmond-Boca build arrangement. We have seen steady improvement not only in the reliability of the process, but also in our important working relationship with our counterparts, the Boca base build group.



SUNDAY JULY 17TH
1PM
HAWAIIAN LUAU AT STEVEB'S HOUSE
3832 HUNTS POINT ROAD
BELLEVUE 454-4158

IMPORTANT IMPORTANT IMPORTANT!!!!!!

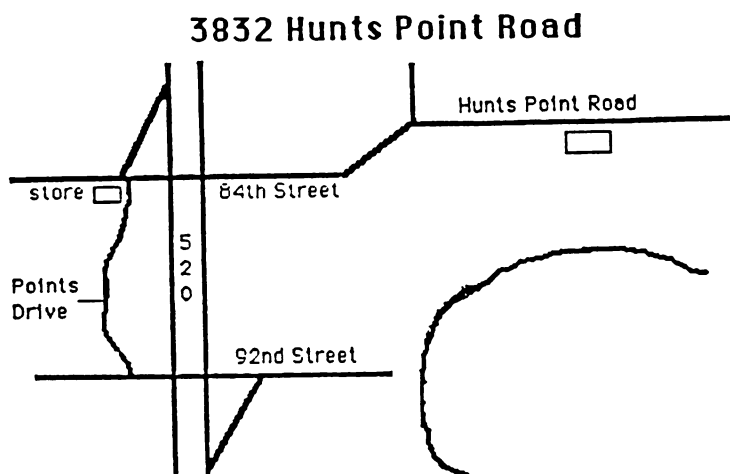
PLEASE PARK ON THE STREET AS THERE IS NO PLACE TO
PARK OR TURN AROUND ONCE YOU ENTER THE DRIVEWAY



520 West: take the 92nd Street exit. At the top of the ramp, turn left. Take the first right (Points Drive). Follow this road until you come to a stop sign...turn right at the stop sign. (note: stay in the left hand lane...you will be making a sharp, hard right...right hand lane actually is the 520 on ramp.)

520 East: Take the 84th Street exit. Turn left at the top of the ramp.

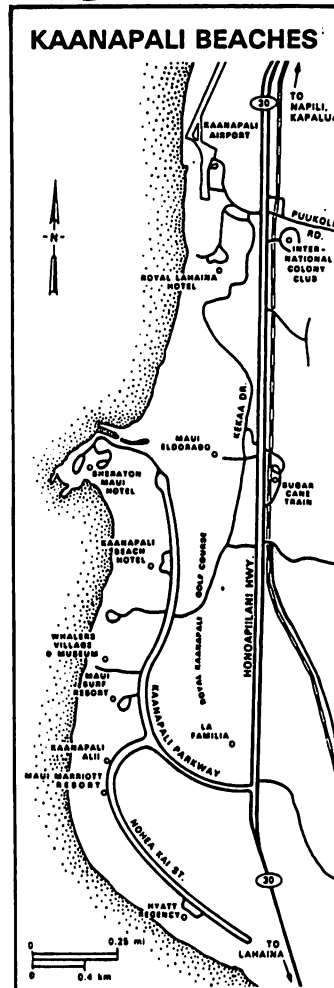
Follow this road (84th, which turns into Hunts Point Road) until you come to another stop sign. Turn right at the stop sign...this is Hunts Point Road. Steve's house is on the right hand side of the road about 1/2 mile...stone wall in front of his place with a gravel driveway,



MORE ON HAWAII

KAANAPALI

Five lush valleys, nourished by streams from the West Maui Mountains, stretch luxuriously for 10 miles from Kaanapali west to Kapalua. All along the connecting Honouliuli Highway (Rt. 30), the dazzle and glimmer of beaches is offset by black volcanic rock. Two sensitively planned and beautifully executed resorts are at each end of this drive. Kaanapali Resort is 500 acres of fun and relaxation at the E end. It houses six luxury hotels, six beautifully appointed condos, a shopping mall and outdoor museum, 36 holes of world-class golf, tennis courts galore and epicurean dining in a chef's salad of cuisines. Two of the hotels, the Hyatt Regency and Sheraton-Maui, are inspired architectural showcases that blend harmoniously with Maui's most beautiful seashore surroundings. At the western end is another gem, The Kapalua Resort, 750 of Maui's most beautifully sculpted acres with its own showcase, The Kapalua Bay Hotel. Here, too, is prime golfing, Fleming Beach, perhaps the best on the island, exclusive shopping, horseback riding and tennis aplenty. Kaanapali, with its four miles of glorious beach, is actually Maui's westernmost point. In general, it begins where Lahaina ends, and continues west along Rt. 30 until a mile or so before the village of Honokawai. Adjacent at the west end are the villages of Honokawai and Kahana that service the condos tucked away here and there along the coast and mountainsides. Both are practical stops where you can buy food, gas, and all necessary supplies to keep your vacation rolling. The accommodations are not as grand, but the beaches and vistas are. Along this entire southwestern shore, Maui flashes its most captivating pearly-white smile. The sights all along this coast are either natural or man-made, but not historical. This is where you come to gaze from mountain to sea and bathe yourself in natural beauty. Then, after a day of surf and sunshine, you repair to one of the gorgeous hotels or restaurants for a drink or dining, or just to promenade around the grounds.



History

Southwestern Maui was a mixture of scrub and precious *lo'i* land, reserved for taro, the highest life-sustaining plant given by the gods. The farms stretched to Kapalua skirting the numerous bays all along the way. The area was important enough for a "royal highway" to be built by chief Pili, and it still bears his name. Westerners used the lands surrounding Kaanapali to grow sugarcane, and The Lahaina, Kaanapali and Pacific Railroad, known today as the "Sugarcane Train," chugged to Kaanapali Beach to unburden itself onto barges that carried the cane to waiting ships. Kaanapali, until the 1960s, was a blemished beauty where the Pioneer Sugar Mill dumped its rubbish. Then AMFAC, one of the "Big Five," decided to put the land to better use. In creating Hawaii's first planned resort, they outdid themselves. Robert Trent Jones was hired to mold the golf course along this spectacular coast, while the Hyatt Regency and its grounds became an architectural marvel. The Sheraton-Maui was built atop, and integrated with, *Puu Kekaa* (Black Rock). This area is a wave-eroded cinder cone, and the Sheraton architects used its sea cliffs as part of the walls of the resort. Here, on a deep underwater shelf, daring divers descend to harvest Maui's famous black coral trees. The Hawaiians believed that *Puu Kekaa* was a very holy place where the spirits of the dead left this earth and migrated into the spirit world. Kahekihi, Maui's most famous 18th C. chief, often came here to leap into the sea below. This old time daredevil was fond of the heart-stopping activity, and made famous "Kahekihi's Leap," an even more treacherous seacliff on nearby Lanai. Today, the Sheraton puts on a sunset show where this "leap" is re-enacted.

Unfortunately, developers picked up on AMFAC's great idea and built condos up the road starting in Honokawai. Interested in profit, not beauty, they earned that area the dubious title of "condo ghetto." Fortunately, the Maui Land and Pineapple Co. owned the land surrounding the idyllic Kapalua Bay, and Col-

in Cameron, one of the heirs to this holding, had visions of developing 750 acres of the plantation's 20,000 into the extraordinary Kapalua Bay Resort. He teamed up with Rockresort Management, headed by Laurence Rockefeller, and the complex was opened in 1979.

Transportation

The Blue Shoreline Bus runs all along the southwest coast from Kapalua to Lahaina and points east. Kaanapali is serviced by the Kaanapali Jitney. The Sugarcane Train offers a day of fun for the entire family. For details see "Getting Around." "public transportation" in the General Introduction. Kaanapali Airport is a small strip located at the western end of Kaanapali. It is owned by AMFAC Company, which plans to build a resort on the land. It was closed to inter-island flights in January, 1988.

Kaanapali extras

Two situations in and around Kaanapali mar its outstanding beauty—you might refer to them as "Kaanapali Perfume." There are still plenty of sugarcane fields in the area, and when they're being burned off, the smoke is heavy in the air. Also, the sewage treatment plant is inadequate, and even the constantly blowing trade winds are insufficient to push this stench out to sea.

BEACHES

The four-mile stretch of pristine sand at Kaanapali is what people come to expect from Maui, and they are never disappointed.

Hanalei Beach

This is an uninterrupted stretch of sand running from the Hyatt Regency to the Sheraton. Although these are some of the most exclusive hotels on the island, public access to the beach is guaranteed in the state's Constitution. There are "rights of way," but parking your car is definitely a hassle. A good idea is to park at Whaler's State Park and walk westward along the beach. You can park (10 cars) in the Hyatt's lower lot and enter along a right of way. There's access between the Hyatt and the Marriott (no

parking) and between the Marriott and the Kaanapali Alii, which also has limited parking. There is parking near the Sheraton (11 cars) and at the Whaler's Shopping Center, but you must pass through the gauntlet of shops.

Black Rock

One of the most easily accessible and visually engaging snorkeling spots on Maui is located at the Sheraton's Black Rock. "No Parking" signs are everywhere, but you can find a spot. Follow the main road past the Sheraton until it climbs the hill around back. You'll take your chances parking in the lot just near the "Discovery Room" sign, because parking tickets are given here sporadically. Turn around instead and head back down the hill. Park on the right, where you'll see many cars. The sign says "No Parking," but usually you aren't ticketed here. Walk back up the hill and through the hotel grounds until you come to a white metal fence. Follow the fence down toward the sea. You'll come to a spur of rock jutting out and that's it. The entire area is like an underwater marine park. Enter at the beach area and snorkel west around the rock, staying close to the cinder cone. There are schools of reef fish, rays and even a lonely turtle.

Sports

For a full listing of the sporting facilities and possibilities in the Kaanapali area, contact the Aloha Activity Center in the Whalers Village, tel. 661-3815. Golf at the Royal Kaanapali North/South costs \$27 plus \$11 for a mandatory cart. Both courses are a per 72, tel. 661-3691. For tennis, the most famous is the Royal Lahaina Tennis Ranch with 11 courts, tennis clinics and tournaments. The Sheraton has three courts, the Hyatt five. The Whaler three courts, one each at the Kaanapali Royal and Kaanapali Plantation and three at the Maui Surf. For water sports, catamarans are available twice a day from Kaanapali Beach. Contact any major hotel activities desk in the resort area, or Kaanapali Jet Ski at the Whalers Village, tel. 667-7851.