



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 07, Issue 01

February, 2007

From “Wrinkles”

This excerpt, from the preface to the ninth edition of “Wrinkles in Navigation”, was written by Squire T.S. Lecky, Master Mariner in April, 1894.

...Somebody very truthfully lays it down that ‘The mastery of the ocean cannot be learnt upon the shore’; and so the many impediments to turning Theory into Practice were not even so much as hinted at, it being perforce ignored by the various learned writers—mostly landsmen more accustomed to streets than straits, shops than ships (no disrespect intended)—that navigation in the safe seclusion of the study and navigation on board a storm-tossed and danger-beset ship were two vastly different things. In fact, the young commander, as soon as the pilot uttered his parting benediction, “A pleasant voyage, Captain,” and had slipped over the side into his dinghy, was left to flounder about as best he could in a veritable sea of difficulties.

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The mission of “Wrinkles”, written by one who has been through the mill in right good earnest, was to go to the rescue and ‘stand by’ until such time as our young friend felt himself in every sense *Master* of the situation, and able to shift for himself....

As with other branches of science, so also in the seafaring direction, the march of events has brought about many improvements. There is a regular epidemic of inventions; some good, some indifferent, and others so absolutely worthless as to be at once relegated to the limbo of useless rubbish: but all bring grist to the mill of the patent agent, though not necessarily to the inventors. ‘It is an ill wind,’ &c.

Out of the ruck we have now instruments of beautiful precision and much greater capabilities than heretofore. It would, however, be wrong to infer that thereby the duties of the navigator had been rendered less arduous, or that he was in any degree being coddled or ‘fed with a spoon’; on the contrary, the demands upon his energy, vigilance, nerve, and endurance are greater than ever.

(Continued on page 4)



North American Cruiser Association

For help or information, visit our web site at
<http://www.predictedlog.org>

It provides a resource for boaters looking for information, to learn more about predicted logging or NACA, or to find a member organization near them.

Feel free to call any of us with your thoughts and ideas!

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NACA Objectives

The objective of the North American Cruiser Association is to promote the sport of Predicted Log Contests in North America. Pursuant to this objective, NACA will:

1. Publish and distribute a periodic newsletter known as the *Cruiser Log*, which shall contain news and information pertaining to the sport.
2. Schedule and coordinate an annual "North American Invitational" (NAI) Predicted Log Contest.
3. Sanction contests of member associations that are to be scored for NACA points.
4. Maintain and publish scoring and standings of Predicted Log contestants participating in NACA sanctioned contests.
5. Provide perpetual and suitable keeper trophies and other awards for winners of such North American Predicted Log series and events as may be established by NACA.
6. Establish "Recommended Contest Rules" for NACA sanctioned Predicted Log Contests.
7. Generally be responsive to the needs and requirements of member associations and of the sport of Predicted Log Contests.
8. Support boating and Corinthian yachting in general.

Cruiser Log Publication Deadlines

Submit by:	For publication in:
January 15	February
March 15	April
May 15	June
July 15	August
September 15	October
November 15	December

If you miss a deadline, your article will be published in a future issue.

Commodore's Corner

When you read this, we will be well into 2007, and many of you will already have begun the 2007 season, but I wish all of you Happy New Year anyway. I also thank you for giving me the opportunity to serve as commodore of our great organization and ask you to welcome Robert VanLandingham, Jr. of St. Petersburg Yacht Club as secretary-treasurer.

Plans are well underway for the 2007 NAI, sponsored by Western Lake Erie Cruiser Association and scheduled for August 18, 2007. Put it on your calendar now and plan to be in Toledo, Ohio, August 15 through August 18. I have heard that the currents in Lake Erie are nothing like the currents in Lake Michigan.

As it has been in recent years, our membership is declining despite institutional efforts. The bright spots seem to be when we enthusiastic "loggers" pass that enthusiasm on to our friends in boating. In Chicago, John Vignocchi recruited a couple of new members who did quite well. Tell us your stories of bringing in someone new. Elaine can use the stories, and we can use your ideas.

Speaking of Elaine, she has agreed to edit *Cruiser Log* again. Please do help her with your articles related to predicted logging in general or specific events. Perhaps some of you can follow Bob Ehlers' lead and bring more history to the pages of

our newsletter.

And speaking of Bob Ehlers, he has agreed to be not just junior staff commodore, but also acting executive secretary for one more year. Anyone interested in being assistant acting executive secretary with an eye toward taking over, please contact me or Bob.

I have not been speaking of Craig Ryan but will now. Craig continues to provide us with an outstanding web site and works hard as official scorer of the organization. Please remember to report your results promptly and send along a thank you when you do.

Contact information for all of the bridge is on the left side of page two. Feel free to write or call with any comments or suggestions. Let's have a great year on the water.

Lisa Curcio-Gaston
Commodore



NACA BLAZER BULLIONS

NACA has replenished its supply of blazer badges and added to its inventory staff commodore badges, with three embroidered silver stars.

Really good looking!

Only \$25 (includes shipping and handling)

Call Bob Ehlers

619.222.9446

Attention: Association Scorers

Please send your contest scores to Chief Scorer Craig Ryan as soon after a race as possible, so he can compile NACA standings for publication in the next issue of *Cruiser Log*. Please note his new e-mail address. Send to:

Craig Ryan
2820 Boa Vista Drive
Costa Mesa, CA 92626-3549
714.434.3941
E-mail: his@craigandjan.com

NEW COMPETITORS

Order copies of "Enjoy Log Racing"
Each helpful copy is full of facts and fun.

Only \$5 (plus shipping & handling)

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A Report from WLECA

Western Lake Erie Cruiser Association (WLECA) had a rather slow year this year; only three contests were run.

Our main focus this new year is the planning and organizing of the 2007 North American Invitational (NAI), to be hosted by Ottawa River Yacht Club in Toledo, Ohio. The dates and details are in another article in this newsletter.

WLECA is saddened by the loss of one of our great competitors, Robert O. Buckland. Bob passed away on December 8, 2006. Born on October 16, 1915, Bob moved to the Detroit area from Chicago early in his married life. Bob was WLECA champion for many years and, as so, competed in the NAI several times. Many of you reading this must have competed with Bob. His last association with predicted logging was the use of his boat in the 1997 NAI in Toledo, Ohio.

Bill Stewart
Western Lake Erie Cruiser Association

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Future NAI Events (tentative)

- 2007 Toledo, Ohio
- 2008 San Diego, California
- 2009 Newport, Rhode Island
- 2010 San Francisco, California

From "Wrinkles"
(Continued from page 1)

These refined appliances—the outcome of the skill of the modern mechanic—are simply called into existence by the exigencies of rapid transit. Without them and without *the right kind of men to use them*, the speed, which costs so enormously, would in a measure be thrown away.

A '22-knotter', costing half a million sterling and, despite triple-expansion engines, swallowing fully 20 tons of coal *per hour*, with perhaps 200 of a 'black squad' and nearly as many hands in the victualling department, cannot afford to wander at large over the ocean *a la Columbus*. To do so would seriously interfere with the gilt on the gingerbread and probably permit a less speedy, though more skilful, rival to slip in first. Just fancy the discomfiture of the one, the jubilation of the other, and how the 22-knot engineers would swear! The atmosphere of the mess-room would be perfectly blue with parliamentary language.

Hence the great need, in these highly-pitched competitive times, of the professional knowledge which will keep a vessel's stem pointed *dead straight* for her destination *during every single minute of night and day*. Owners, alive to this fact, are becoming more and more particular in selecting men for command who can do it. It is the same on shore. There are drivers of goods trains and drivers of express trains; the latter are considered the best men and entitled to best pay, *and they get it*.

No amount of 'cracking on' or 'firing up' will compensate for bad courses and eventually having to 'skirmish round' for one's port in thick weather; it is simply misdirected energy of an expensive kind.

On the whole, an impetus has been given to everything connected with this branch of the seaman's art, whether in the humble 'tramp', the gorgeous 'greyhound', or the persevering 'wind-jammer'. It behoves their respective skippers to rise to the occasion and shew their mettle—not pot-metal.

Nautical Colloquialisms

The following is an excerpt from “When a Loose Cannon Flogs a Dead Horse There’s the Devil to Pay: Seafaring Words in Everyday Speech”, by Olivia A. Isil. The book “...traces some popular colloquialisms to their nautical origins. In many cases, derivation from a nautical root is unquestionably valid, the history and semantic development of the word or phrase being relatively easy to document. Some expressions have a basis in fact, but because their meanings have altered so much over the years, a direct line of development can only be suggested. A few salty terms have been embellished by good storytellers over the centuries...”

Real McCoy...(authentic, bona fide, and of the highest quality)

Some authorities believe that the expression “real McCoy” originated with an 1890s Chicago prize-fighter by the name of Kid McCoy. As the story goes, a saloon heckler questioned the local celebrity’s identity. With one mighty blow, the kid decked the heckler who, on regaining his senses, stated: “That’s the real McCoy, alright!”

Still another version of the expression’s origin stems from an Irish ballad dating from around the same period in which the wife of a certain McCoy proclaimed that she was the head of the household, wore the pants in the family, and was, therefore, “the real McCoy”.

Some authorities link the origin of the expression to a popular post-Prohibition Scotch whisky called McCoy’s. The most widely accepted version of its origin also dates from the days of Prohibition and has a nautical flavor. Bill McCoy, a boatbuilder from the Canadian Maritime Provinces, became very wealthy, not to mention popular, through the smuggling of bootleg liquor to cities along the northeastern seaboard of the United States. As an entrepreneur of some principle, McCoy had no known ties to the organized crime syndicates that flourished during Prohibition.

Even more remarkable was the fact that the liquor McCoy delivered was pure, unadulterated, and of the highest quality—an impressive testimonial during a time when the consumption of “homemade hooch” was a frequent cause of blindness and death. Eventually rounded up and convicted of smuggling, McCoy may have been persona non

grata to the Feds, but his name became a household work synonymous with 100 percent authenticity and high quality.

Did You Know?

The pig is rated the fourth most intelligent animal.

Pigs can drink up to four gallons of water a day.

Pigs have no sweat glands; they rely on shade and water to keep cool. Some barns have sprinkler systems for cooling pigs. So, “sweating like a pig” is to not sweat at all.

Factory sows give birth to and wean litters of eight to twelve piglets, producing three or more litters a year.

Piglets are separated from the pigs to keep them from being eaten. They also need special attention, including being kept in warm temperatures.

In the past fifteen years, the number of pig farms has dropped from 600,000 to 157,000, yet the country’s pig inventory has remained the same; 3% of the nation’s pig farms produce more than 50% of the nation’s pork.

North Carolina and Iowa rank highest in pork production.

Each 220-pound live hog produces about 145 pounds of saleable pork, including ham, port chops and sausages, bacon, ribs, ground pork, hocks, and stewing meat.

2007 NAI

Western Lake Erie Cruiser Association (WLECA) will sponsor the 2007 North American Invitational in Toledo, Ohio. The event will take place from Tuesday, August 14 through Saturday, August 18, 2007. The host club for the event will be Ottawa River Yacht Club in Toledo. Chairing the event will be WLECA Commodore Gary Ryan.

Wyndham Toledo is the host hotel; rooms are reserved under North American Cruiser Association and will cost \$89 per night. Ottawa River Yacht Club is not within walking distance of the hotel, so you may want to plan on renting a vehicle. There is no parking problem at either the hotel or the yacht club.

The address and telephone number of the hotel is:

Wyndham Toledo
2 Seagate/Summit Street
Toledo, OH 43604
419.241.1411

If you have any questions please contact William Stewart at (734) 591-0492 or jwstew4@peoplepc.com.

Three Square Meals

In the days of wooden ships and iron men, the crew ate their meals on long, narrow tables which had wooden railings around the edges, called *'fiddles'*. These railings formed a rectangular pattern on the table top and kept things from falling off the table.

Sailors were served their meals on square wooden plates that just fit into these rectangular, tabletop spaces, which, by design, kept the plates in place, even if the ship was pitching and rolling. Therefore, since the sailors were served their chow on a square plate and ate three times a day, they got *"three square meals a day"*.

The New Alphabet

A is for apple, and B is for boat,
That used to be right, but now it won't float!
Age before beauty is what we once said,
But let's be a bit more realistic instead.

Now A's for arthritis;
B's the bad back,
C is the chest pains, perhaps car-d-iac?
D is for dental decay and decline,
E is for eyesight, can't read that top line!
F is for fissures and fluid retention,
G is for gas which I'd rather not mention.
H is high blood pressure -- I'd rather it low;
I for incisions with scars you can show,
J is for joints, out of socket, won't mend,
K is for knees that crack when they bend.
L for libido, what happened to sex?
M is for memory, I forget what comes next!
N is neuralgia, in nerves way down low;
O is for osteo, the bones that don't grow!
P for prescriptions, I have quite a few,
 just give me a pill, and I'll be good as new!
Q is for queasy, is it fatal or flu?
R is for reflux, one meal turns to two.
S for sleepless nights, counting my fears,
T for tinnitus; there are bells in my ears!
U is for urinary; big troubles with flow;
V is for vertigo, that's "dizzy", you know.
W is for worry, NOW what's going 'round?
X is for X-ray, and what might be found
Y is another year I'm left here behind,
Z is for zest I still have -- in my mind.

I've survived all the symptoms, my body's deployed,
And I'm keeping six doctors fully employed!

NACA FLAGS

NACA flags are available for purchase.

Only \$25.00 each

Call Bob Ehlers at 619.222.9446



Encourage a friend to join the North American Cruiser Association... *Today!*

Membership in NACA keeps everyone who is interested in Predicted Log Contests well informed about the sport throughout North America. Competitors from thirteen member Associations compete for National Trophies simply by competing in their local contests. The champion from each organization competes in the North American Invitational, hosted by a different organization each year.

Your dues entitle you to receive *Cruiser Log* (the NACA newsletter), the Annual Yearbook that lists all NACA members and their addresses, along with information about the member organizations, and the NACA Handbook that details the national rules for Predicted Log Contests as well as the perpetual trophies.

To join the North American Cruiser Association or renew your membership, complete this membership form and mail it with your check to:

Bob Ehlers, Acting Executive Secretary
1135 Alexandria Drive
San Diego, CA 92107

Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

Spouse Name _____

Home Telephone _____

Office Telephone _____

Yacht Club or Other Boating Organizations _____

Boat Name _____

Please include your check payable to: **NORTH AMERICAN CRUISER ASSOCIATION**

ANNUAL DUES: **\$10.00**

CONTRIBUTION: \$ _____

TOTAL ENCLOSED: \$ _____

*Your contributions enable us to maintain the perpetual trophies and provide other services to our Member Associations.



Cruiser Log

The Newsletter of North American Cruiser Association

Bob Ehlers, Acting Executive Secretary
1135 Alexandria Drive
San Diego, CA 92107



Get Serious!

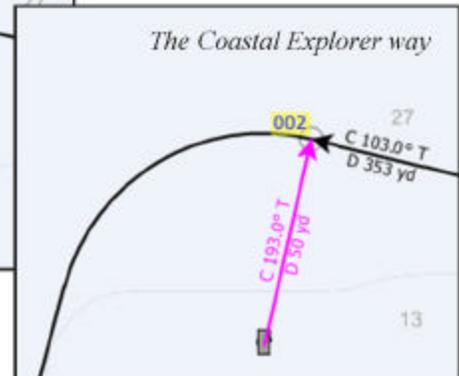
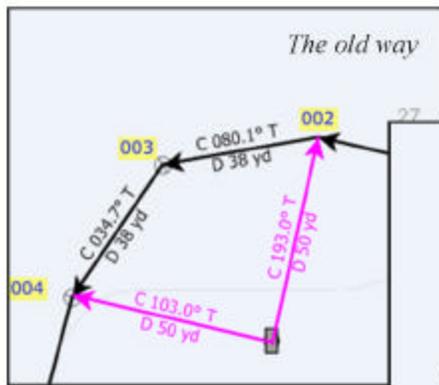
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