



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 17 Issue I

March 2017

Cruising the Northeast Loop, Part III

“Oh, the E-R-I-E was rising
And the gin was getting low,
I scarcely think I’ll get a drink
‘Til I get to Buffalo.”

It took us four days to go the first eighty miles of the Erie Canal. Actually, we have been travelling on the Mohawk River, which became the canal about 1900. However, we are never far from the old canal route; at two of our stops, we explored the old locks and tow paths.

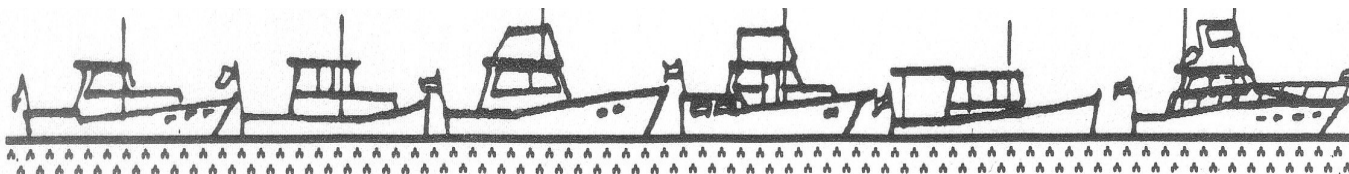
The Mohawk is a lovely little river. It is seldom more than 200 yards wide, with depths that run between ten and twenty feet. It winds through the Mohawk Valley, a fertile bucolic valley of rolling hills and verdant meadows. This was a surprise to us, since we had a pre-conception of the countryside being a rust belt of deteriorating towns and failed factories. It is like going back a hundred years to a simpler time. There are many places to stop along the river or at the locks.

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The next forty miles of the canal are actually a canal, a ditch about fifty yards wide, with thick vegetation on each side that completely obscures the view more than ten feet from the shore. Pretty boring, but it was only forty miles.

Then came Oneida Lake, about four miles wide by twenty miles long. The cruising guides warn that the lake can go from dead calm to six-foot waves on the nose when the prevailing westerlies decide to blow. We made the twenty-mile passage in the rain with ten-knot winds and safely tied up at a dock at the western end of the lake. We were listening to the FM radio, when an emergency alert was broadcast, warning of sixty-mile-an-hour winds and nickel-sized hail. Sure enough, the thunderheads built up, and, within the hour, we experienced heavy rain and very strong winds. It was all over in a few minutes; glad not to be out on the lake when the storm hit.

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North American Cruiser Association

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

The site provides a resource for boaters looking for information, to learn more about predicted logging or NACA, or to find a nearby member organization.

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 *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:
February 15	March
May 15	June
August 15	September
November 15	December

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

Commodore's Corner

It is my pleasure and honor to write my first article as your new commodore. I have discovered there is a lot of work and responsibility in assuming this position. The transition has been made easy and seamless due to the activities of Ken Griffing, our outgoing commodore. Thank you, Ken. I am glad you are still active as junior staff commodore and, especially, as treasurer. You are an indispensable member of the team.

Here in the Santa Barbara Channel Cruiser Association (SBCCA), we have been working hard to attract new boaters to precision navigation, but it has been difficult to accomplish. We have searched for ways to get boaters in the door and show them what precision navigation is all about. We asked ourselves the question: What are the basic elements of a precision navigation contest?

- ◆ Knowledge of the operation and performance of your boat.
- ◆ Ability to understand the contest instructions.
- ◆ Translate the instructions into a planned, plotted course; using charts, measuring distances, computing time to travel the legs, computing turn delays, and creating a log for the event.
- ◆ Attending the awards ceremony and collecting your laurels.

These activities can overwhelm the beginner contestant. We modified a contest devised by Southern California Cruiser Association (SCCA) and present it here for your consideration and, maybe, inspiration. The following is a contest for people who have never done one before and who may be interested in trying it out. We tried to make it as simple and math-free as possible.

*To build my own boat on the river shore,
and drift down the Ohio to the unknown
Mississippi, and on southward to the river's
end—I cherished this prospect for so many years.*
- Harlan Hubbard,
American artist and author

A Log Race for Boaters Who Are Curious About Log Racing

Which would you rather do?

- ◆ Play 18 holes of golf by yourself or a game of cards (\$\$\$) with your friends?
- ◆ Go home and read a book on Chinese literature or party hearty?
- ◆ Eat a lonely TV dinner or have a great dinner with spouse?
- ◆ Get lost on the way to Catalina or save fuel and time and have fun on the way?

Santa Barbara Channel Cruising Association at Ventura Yacht Club is holding a log race and party on 19 November. There are no forms to fill out and no restrictions on your electronics use (just no timepiece).

Pick the day you want to run the course (between 14 and 19 November). There will be a skipper's meeting 13 November at 3:00 PM; we will give you a paper chart of the course. Attendance not required. Just let us know your planned speed and actual start time and finish time. Questions? Call Ed Kutchma at 798-0812.

Most of all, show up on 19 November at 5:00 PM to party and collect your prizes. Here is the course:

- ◆ Start at buoy R2V Ventura Harbor entrance
- ◆ Proceed to Pierpont pier, 200 yards abeam
- ◆ Turn to port (left) and go to buoy

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NEW COMPETITORS

A quick read - "Enjoy Log Racing"
Each helpful copy is full of facts and fun.
Download for free on the NACA website:
www.predictedlog.org

Cruising the Northeast Loop, Part III (Continued from page 1)

Our last segment on the Erie Canal was thirty-five miles to Lake Huron at Oswego, New York. It was blowing 15-20 on the nose, which made the seven locks we had to pass a little thrilling. Locks are normally no big deal, but, in the wind, they can be treacherous.

Three days ago, we were entering a lock with a 45-foot lift in a strong headwind. Barbara got the bow secure like a pro, but we had to tie up on the port side. The Camano hates to move to the left, so I missed the aft line. The stern began to swing into the center of the lock, with two boats right behind us. Barbara let loose the bow, and I commenced to do a 360-degree circle back to the port side of the lock, which was no more than fifty feet wide. The boat behind was a little concerned, but all went well. We finally secured both bow and stern without hitting the walls of the lock or the adjacent boat. At the same time, the third boat missed his stern line too and crunched into the dock wall. The lockmaster said that in fourteen years at this lock, he had never seen a boat perform our maneuver without damage.

We are now on the shore of Lake Ontario in the town of Oswego. It blew like crazy during our arrival and for the rest of the day and night. This morning, it has moderated to fifteen knots, but tomorrow the forecast is for winds less than five knots, so we will be off to Kingston, Ontario, and the gateway to the Thousand Islands and the Saint Lawrence River.

We made the forty-five mile open water crossing from Oswego, New York, to Kingston, Ontario, on a gray, rainy day with ten- to fifteen-knot headwinds. The sea was two to three feet, and, all in all, it was an uneventful crossing. Two days in Kingston, then on to Alexandria Bay in the Thousand Islands.

The water in this area is crystal clear and scary. You can see down twenty to thirty feet, and it is all

Canadian Shelf, i.e. solid sheets of granite. full of islands and coves, a maze of woods and inlets. Twenty feet from shore, the water is often a hundred feet deep, with lots of provincial and state parks with docks to tie to and trails leading into the woods. One night, Barbara had to secure the club burgee at the bow during a severe thunderstorm; I slept through it, and she told me about it next morning. We spent two days at a four-star resort with a Jacuzzi fifty feet from our boat. That's the way to enjoy nature.

In the main channel of the Saint Lawrence, there is a two- to three-knot current and many GBBs to share the water with. Fortunately, the summer crowd of small boats has been kept away by the unseasonable weather. We changed our planned route. Instead of going down the Saint Lawrence, we decided to take the Rideau Canal to Ottawa, then the Ottawa River to Montreal to avoid the ocean-going traffic and enjoy a relaxing leg through the lake country of Ontario.

The first morning of the trip, we passed through five of the forty-seven locks of the Rideau. We quit early and just lounged around the boat, enjoy-
(Continued on page 5)

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NACA has gold embroidered blazer bullions with our flag on a gilt-edged 2 1/2" medallion.

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Cruising the Northeast Loop, Part III (Continued from page 4)

ing the 87-degree summer heat, and waiting for the afternoon thunder showers to arrive. The humidity was high, and we had a hot two days until the weather changed.

A general description of the Rideau Canal will give you a better picture of the country we are travelling through. The first twenty miles of the canal are low, and the River Styx lives up to its name: very weedy and narrow. The locks we traverse are all original construction from the 1830's and are operated manually by the lock attendants. The next sixty miles is the lake country, large navigable lakes, with little towns that encourage you to stop and enjoy.

After that, we entered the Rideau River; fifty miles to Ottawa. The river winds through verdant farmland, but the closer you get to the city, the more houses you see. I get the feeling that many farmers are giving up farming and going into real estate. Old barns and farmhouses are still scattered here and there, around every bend of the river, with vacation homes, from cottages to McMansions, hugging the shore. They all have pristine lawns, boat docks, and are full of typical summer water toys for big boys.

We spent two days at the lovely little town of Westport, on Upper Rideau Lake. The municipal docks were next to downtown, two blocks long but with all the necessities (booze, food, wi-fi). The lake country of the canal is spectacular boating: beautiful scenery, little coves to anchor in, and all kinds of wildlife (loons, herons, ducks, osprey, tur-

tles, and muskrats).

We were leaving a lock when the bow thruster decided to take a vacation. I did all the troubleshooting I could to pinpoint the problem. No joy. Now I need to find a mechanic to fix it. The mechanic said the motor was toast, so we ordered another from Vancouver, B.C. It will catch up with us sometime next week. In the meantime, docking and locking is very challenging.

Barbara and I are quite a pair; she is dying from the heat and humidity, while I swell up with every insect bite. She spends her time outside, trying to get cool, while I hide in the cabin.

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2017 Barusch/Castagna

The Barusch/Castagna Cruiser Navigation Contest, second only to the North American Invitational, sponsored by Pacific Coast Yachting Association and San Diego Cruiser Association, will be hosted by Silver Gate Yacht Club (SGYC) in San Diego from September 27 through September 30, 2017. The contest itself will be Saturday morning and early afternoon. Two members of each West Coast association that held contests in 2016 are invited to compete individually for the Barusch trophy and each team of two or more will compete for the Castagna trophy. Bob Lindal, as the 2016 winner, is also invited to compete and join the IPBA/N team.

A block of rooms has been reserved at The Bay Club & Marina, literally next door to SGYC, with rates of \$139 Sunday – Thursday and \$149 Friday – Saturday. There is a \$10 per night parking charge and, of course, taxes. The rooms will be released back to the hotel on August 29th, so get your reservations in early. It is a beautiful hotel in a gorgeous location. The key word for these rates is “Barusch Room Block” when you call the Res-

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NACA clothing (other than ball caps) is available at the NACA Ship's Store.

Go to www.predictedlog.org.

Click on NACA Ship's Store. This opens a link to Land's End Business Outfitters. Select your product and choice of logo. It is simple to use, and the merchandise is of good quality.

Sky Pilotage, Part II

...It is quite certain that the navigator of average intelligence can, if he chooses, learn all that is requisite without the questionable assistance of intricate Atlases and special books. There is no mystery and very little difficulty about the matter: a chapter of “Wrinkles”—albeit a long one—combined with a little stargazing in the night watches, will fully meet the case and save his dollars.

Sir J. Herschel has aptly remarked, “Every well-determined star, from the moment its place is registered, becomes to the astronomer, the geographer, the navigator, and the surveyor, a point of departure which can never deceive or fail him, the same for ever and in all places, of a delicacy so extreme as to be a test for every instrument yet invented by man, yet equally adapted for the most ordinary purposes; as available for regulating a town clock as for conducting a navy to the Indies, as effective for mapping down the intricacies of a petty barony as for adjusting the boundaries of Trans-Atlantic empires”.

...In passing, it may be stated that Astronomers are indebted more to the photographic camera than to the telescope, as such, for probing the depths of space after this very searching fashion. This phase of celestial photography has been aptly termed the ‘astronomy of the invisible’.

As Miss Agnes M. Clerke puts it, in her *History of Astronomy*, “The chemical plate has two advan-

tages over the human retina. First, it is sensitive to rays which are utterly powerless to produce any *visual* effect; next, it can accumulate impressions almost indefinitely, while from the retina they fade after one-tenth of a second”. And referring to this same subject in her *System of the Stars*, Miss Clerke says, “The unique power of the photographic plate as an engine of discovery is derived from its unlimited faculty for amassing faint impressions of light. *By looking long enough*, it can see anything there is to be seen”. It is accordingly quite possible, by long exposure—say three or four hours—under favourable conditions, to photograph objects so faint as to be altogether beyond the optical power of *any* telescope to reveal.

...It is also just as well to have some little knowledge of such of the Constellations—if it were only their names—as figure in the list. Alphabetically they are as follows:

Andromeda—A favourite subject with Royal Academicians. A painting represents a figure (in the costume of Eve before the Fall) chained to a rock and in danger from a sea monster.

Aquila—the Eagle; associated with *Altair*.

Argo Navis—The ship Argo.

Aries—The Ram. One of the signs of the Zodiac. It used to contain the ‘first point of Aries’, but, owing to the Precession of the Equinoxes, this imaginary point has now retrograded into the constellation Pisces, and will continue to retrograde until, in

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FUTURE NAI EVENTS (Tentative Dates)

2017—Long Beach, California (August 5)
2018—St. Petersburg, Florida (November 3)
2019—Chicago, Illinois (August 3)
2020—San Diego, California (October 3)
2021—West Lake Erie Cruiser Assoc. (August 7)
2022—IPBA (September 24)

Sky Pilotage, Part II (Continued from page 6)

the course of nearly 26,000 years, it will have made the tour of all the signs of the Zodiac and got back again to Aries, ready for a fresh start, and so on for ever and ever.

Auriga—The Charioteer. Contains conspicuous *Capella*.

Bootes—The Herdsman. Identified with *Arcturus*, which outshines every other northern star.

Canis Major—The Great Dog. Contains *Sirius*, the brightest star in the heavens.

Canis Minor—The Little Dog. Noticeable for the very bright star *Procyon*.

Cassiopeia—Associated with the chair of the lady bearing that name.

Centaurus—The Centaur. Rides majestically through space in company with *Crux*.

Cetus—The Whale. Contains *Mira*, the most wonderful of all the variable stars but useless in navigation.

Columbia—The Dove.

Corona Borealis—The Northern Crown. Not much of a ‘show’.

Corvus—The Crow. Nautically, the ‘Cutter’s main-sail’.

Crux—The Southern Cross. Some thousands of years ago this Constellation was visible in England, but Precession—accountable for so many odd things—slowly but surely carried it South.

Cygnus—The Swan. Apparently so called because not in the least like one.

Eridanus—The ancient name for the River Po.

Gemini—The Twins. Already referred to.

Grus—The Crane. The only weight this kind of crane lifts is its food.

Hydra—The Sea Serpent.

Leo—The Lion. Contains the ‘Sickle’.

Libra—The Balance.

Lyra—The Lyre. Associated with *Vega*.

Ophiuchus—The Serpent Bearer.

Orion—A giant of that name who came to grief through falling in love. Not the first, nor yet the last.

Pavo—The Peacock.

Pegasus—The Winged Horse.

Perseus—Rescued Andromeda from the sea monster, and Andromeda very properly married him for so doing. This is as it was, is now, and ever will be.

Phoenix—The fabulous. Of no particular account as a constellation and only distantly related to the Fire Insurance Company of that name.

Piscis Australis—The Southern Fish. Associated with *Fomalhaut*.

Scorpio—The Scorpion. Associated with the red-dish *Antares*.

Taurus—The Bull. Contains the famous Pleiades, which, to unaided vision, consists of six or seven stars, but is, nevertheless, *known* to contain 2,326, *all duly counted*.

Triangulum Australis. The Southern Triangle.

Ursa Major—The Great Bear.

Ursa Minor—The Lesser Bear. Associated with *Polaris*.

Virgo—The Virgin. Contains the brilliant *Spica*.

To acquire a practical knowledge of the stars, either of two methods may be adopted; but as the one is largely mixed up with the other, both will be described. The first may be regarded more especially as the *Astronomical*, and the other as the *Astrographical* method. The latter mouthful, though not yet in the dictionary, will no doubt get there in time. We will give precedence to No. 1...

- from *Wrinkles in Practical Navigation* by S.T.S. Lecky, Master Mariner, nineteenth edition, revised and enlarged by William Allingham, published in 1918.

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2017 Barusch/Castana
(Continued from page 5)

ervations Department at 800.672.0800. Please visit this hotel at www.bayclubhotel.com.

A Greetings, Notice of Contest, and Schedule are available at www.sandiegopl.org. More information will be posted as soon as possible, including costs. Please e-mail Ed Denaci with contestant names at edwarddenaci@gmail.com.

Commodore's Corner
(Continued from page 3)

- ♦ "A" (34:14.5 N, 119:8.3 W)
- ♦ Pass buoy "C" on your starboard side (right) (34:14.4 N, 119:18.2)
- ♦ Proceed to the north end of the Ventura break-water (not closer than 200 yards)
- ♦ Proceed to buoy R2V (50 yards to port (left))

Prizes awarded on how accurately you ran the course (actual/planned times). We do the scoring; all you have to do is show up.

Notice that a contestant doesn't need: an observer, to maintain a log, a stopwatch, a tachometer, a measured mile, or even a chart (if they are familiar with the physical turn points in the course). Scoring is accomplished by the race master, who measures the course and computes the ideal time to run the course based on the skipper's planned speed, with allowance for turn delays. This ideal time is then compared to the actual time (finish time minus start time) to establish performance.

Obviously, this is not a true test of precision navigation, but it will introduce newcomers to the concept, give them a feel for the camaraderie and competition of precision navigation, and encourage participation and, hopefully, interest in real precision navigation.

Ed Kutchna
Commodore North American Cruiser Association

What a glorious monument of human intervention; that has thus triumphed over wind and wave; has brought the ends of the world into communion; has established an interchange of blessings, pouring into the sterile regions of the north all the luxuries of the south; has diffused the light of knowledge and the charities of cultivated life; and has thus bound together those scattered portions of the human race, between which nature seemed to have thrown an insurmountable barrier.

- Washington Irving

Historical Note

Since the invention of meteorological instruments did not begin until the seventeenth century, instrumental records of the weather elements cover little more than 200 years anywhere, while for many parts of the world, the period of observation is a good deal less than 100 years. The best records are available from well-populated land areas.

Notable inventions include the air thermometer (Galileo, 1592), alcohol and mercury thermometer (Fahrenheit, 1714), the mercury barometer (Torricelli, 1643), the aneroid barometer (Vidie, 1843), and the anemometer (Hooke, 1667).

During the eighteenth and nineteenth centuries, mariners began keeping weather and oceanographic records and logs. Knowledge of prevailing winds and ocean currents came about as a result of these records. The Voluntary Observing Ship (VOS) Program as we know it today is rooted in the work of Mathew Fontaine Maury, head of the U.S. Navy Hydrographic Office, who organized a meeting in Brussels in 1853, attended by delegates of ten major maritime nations. The purpose of the meeting was to discuss the establishment of a uniform system for the collection of marine meteorology and oceanography data and the use of these data for the benefit of shipping in return.

In the present century, the VOS program was recognized in 1948 in the International Convention For The Safety Of Life At Sea (SOLAS):

The contracting governments undertake to encourage the collection of meteorological data by ships at sea and to arrange for their examination, dissemination, and exchange in the manner most suitable for the purpose of aiding navigation. Administrations shall encourage the use of instruments of a high degree of accuracy, and shall facilitate the checking of such instruments upon request.

- From *National Weather Service Observing Handbook No. 1, Marine Surface Weather Observations*, August 1995, Revised April 1999.

Heavy Surf

Rules for running before and landing through a heavy surf, from an old manual:

1. As far as possible, avoid each sea by placing the boat where the sea will break ahead or astern of her.
2. If the sea be very heavy, or if the boat be very small, especially if she have a square stern, bring her bow round to seaward and back her in, rowing ahead against each heavy surf that cannot be avoided sufficiently to allow it to pass the boat.
3. If it be considered safe to proceed to the shore bow foremost, back the oars against each sea on its approach, so as to stop the boat's way through the water as far as possible, and if there is a drogue, or anything in the boat that may be used as one, tow it astern to aid in keeping the boat end-on to the sea, which is the chief object in view.
4. Bring the principal weights in the boat toward the end that is to seaward, but not to the extreme end.
5. If a boat worked by sails or oars be running under sail for the land through a heavy sea, her crew should under all circumstances, unless the beach be quite steep, take down the masts and sails before entering the broken water, and take her to land under oars alone, as above described. If she have sails only, her sails should be much reduced, a half-lowered fore-sail or other small head-sail being sufficient.

- From 2009 *The Mariner's Book of Days*, by Peter H. Spectre

The fore-royal furled, I pause and I stand,
Both feet on the yard, for a look around,
With eyes that ache for a sight of the land,
For we are homeward bound.

- Thomas Fleming Day

Cruising the Northeast Loop, Part III (Continued from page 5)

We have arrived in the big city, Ottawa. The boat is tied to the concrete bank of the canal in the middle of the downtown business district. We explored the giant street market just 1/4 mile from our boat and returned to be cooled off by a fierce lightning storm with hail and strong winds. Nevertheless, we ducked across the street and found a nice restaurant in the Rideau Mall without getting wet.

Next is the Ottawa River to Montreal, 100 miles downstream.

Ed Kutchma

Santa Barbara Channel Cruiser Association

Aboard SS *Hooper*

I have been watching the day break, and long jagged islands start into being out of the dull night...

The ducks have just had their daily souse and are quacking and gabbling in a mighty way outside the door of the captain's deck cabin where I write. The cocks are crowing, and new-laid eggs are said to be found in the coops.

Four mild oxen have been un-tethered and allowed to walk along the broad iron decks—a whole drove of sheep seem quite content while licking big lumps of bay salt.

Two exceedingly impertinent goats lead the cook a perfect life of misery. They steal round the galley and will nibble the carrots or turnips if his back is turned for one minute; and then he throws something at them and misses them; and they scuttle off laughing impudently, and flick one ear at him from a safe distance.

Fleeming Jenkin

Off Funchal, Madeira Island
June 29, 1869

Whangateau (New Zealand) Boatshed

Whangateau boatshed: in any weather, a jewel in the crown. This little gem still sparkles brightly as yet another gutsy sou'wester tried its dandiest to blow it away.

Whangateau boatshed clings tenaciously to a wisp of sand bank no more than 12 metres at its widest point, held together with mangroves and pohutukawa, the home to an eclectic collection of boats.

There's not much room to maneuver, let alone work amongst the collection of old boats inside the shed and outside, in all stages of repair, restoration, or just biding time. Most with a history of some sort, some with very colourful pasts and those that enjoyed the glory and kept their skippers well-furnished with silverware.

George and Pam, guardians of the shed, live and work here on the tasks at hand, restoring a dinghy or an H28 (designed by L. Francis Herreshoff), painting, rebuilding and remodeling, looking after the fleet of zeddies (Z class or Takapuna, New Zealand sailing dinghy) and idle-alongs, the odd frostbite, P-Class (designed by Harry Highet) or Starling (centerboard sailing dinghy), floating projects and whatever their hands can turn to gold—because this place is gold.

Walk through the sliding doors and enter another world. A world from another time, sawdust, old steam engines, tools, the smell of paint and life; inhale deeply, and you'll be lost forever in the past.

Whangateau boatshed is a unique piece of what was and the sort of place bureaucrats just love to try and pull down.

There's been some battles fought and won, and, for now, the shed survives. The foreshore and mud flats are bustling with cutters and zeddies; there's no room on the sand spit for any more. Just turn up, have a chat, and go for a sail.

You'll have to time the tides, as it dries at low tide,

but sailing out in the estuary with an incoming high tide and crystal clear waters is pure magic. Stretch your feet out over the gunwale, relax and drift around aimlessly, thinking of Ratty and Toad. But, sadly, that will have to be another time.

So, when the weather turns nasty and only a couple of hardy souls venture out, nothing is lost. There's always the shed. Despite the howler, Dean Herbison and friend Steve reefed down the idle along and went out for a blast. A lone sailor in a starling also ventured out but got into difficulty as the breeze increased and swamped. Russel Ward had *Romany* (his 18-ft steam tug) fired up in the calm behind the shed and also poked his nose out into the bay for a run.

Plan B was a shortened course, Plan C, fire up the BBQ. For those who made the journey, it was all worth it, regardless of the weather.

There's always next time to go out for a sail.

Steve Horsley

Editor's Note: While visiting New Zealand several years ago, I picked up a boating magazine that contained this article.

Storage and Transport of Rum

Storage and transport of rum by sea, imperial measure:

Puncheon—72 gallons
Hogshead—54 gallons
Barrel—36 gallons
Half-hogshead—25 gallons
Kilderkin—18 gallons
Small cask—12 gallons

- from 2009 *The Mariners Book of Days* by Peter H. Spectre



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

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