



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 21 Issue 2

April 2021

Covid-19 Diary, Part III

The following article is a continuation of a series written by Raymond Ashley, Ph.D., K.C.I., President/CEO, Maritime Museum of San Diego, and is published here with permission. Copyright © 2020 Maritime Museum of San Diego. All rights reserved.

Dear Shipmates:

As a way to carry on with our mission under present circumstances in showing how the sea connects all things, including ourselves with our past, these updates will continue to include an installment of the story begun in the last entry. So, if you don't like stories, then no need to read further. But, if you do like stories, you may recall from my last message how clinical medicine, now the focus of daily news, was founded in a sea story more than two and a half centuries ago, when naval surgeon James Lind tried to determine an effective treatment for his scorbutic sailors in the man-of-war, *HMS Salisbury*. Simple as his protocol seems to us today and certainly flawed by modern standards, his actions set in motion events that would ultimately provoke vast changes in the study of human physiology, the nature and practice of medical research, the management of epidemic disease, the nature of sea power as a tool of nation states, and

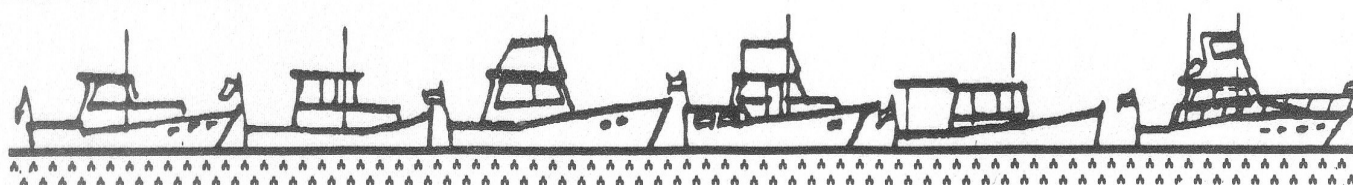
the politics of all of them. As in the current case of the San Diego-based aircraft carrier *USS Theodore Roosevelt CVN 71*, this wouldn't be the last time that naval power and epidemic disease would be linked, but it was also not the first. Thus, before we return to 1747 and James Lind, it may be useful to review some of the historical knowledge of maritime-related epidemics he had at his disposal.

The Plague of Athens

The sword, famine, and plague figure as three of the four riders of the apocalypse described in the New Testament book of *Revelation*, but James Lind would have had more than biblical references to draw upon in his understanding of how these factors sometimes combined to generate catastrophe. He would have had eye witness testimony from the Athenian general Thucydides, who not only wrote of what he saw and experienced first-hand, but, in doing so, applied standards of evidence and impartiality which have informed the discipline of history ever since.

Inside This Issue	
Who's Who in NACA	2
NACA Objectives	2
Cruiser Log Deadlines	2
News from SCCA Flyer	3
Commodore's Corner	3
NOAA Vector Charts	4
Flinstone's Flotsom	5
Have Another Address?	6
Swamped...Overwhelmed	6
Rummage Sale	8
<i>St. Elmo's Fire</i>	9
What You Are to Do	9
The Yacht <i>Amaryllis</i>	10
NACA Application	11

(Continued on page 6)



North American Cruiser Association

For help or information, visit our web site at
<http://www.navrally.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!

Commodore

Mike Elovitz (h) 760.438.4977
 (c) 949.632.1846
 E-mail: mike@elotek.com

Vice Commodore

Chuck Goes (h) 773.818.8634
 (w) 773.743.9843
 E-mail: cgoes@digilinx.com

Rear Commodore

Randee Wood (c) 310.935.9962
 E-mail: 789ono@gmail.com

Secretary/Treasurer

Jim VanAntwerp (h) 360.328.8040
 (c) 360.328.8040
 E-mail: jvanantwerp3@gmail.com

Jr. Staff Commodore

John Burwell (h) 360.377.5918
 E-mail: jn.burwell@wavecable.com

Chairman of the Board

Tom Collins (h) 818.363.6292
 E-mail: twc741@gmail.com

2021 Directors at Large

Walter (Sonny) Lisowski	CYC
Jim Vaupell	IPBA/N
Helle Getz	SPYC
Magnus Karlsson	SDCA

Chief Scorer

Bob Lindal (h) 206.325.4508
 E-mail: BobL@lindal.com

Cruiser Log Editor/Publisher

Elaine Townsend (h) 858.649.6413
 E-mail: thepresence98@yahoo.com

Website Manager

Jeff Calabrese (h) 619.656.8056
 E-mail: jeffc5250@sbcglobal.net

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:
December 15	January
March 15	April
June 15	July
September 15	October

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

News from SCCA Flyer

The SCCA Breeze flyer is sent monthly to the seventy-five (75) SCCA participants, informing them of past results and upcoming rallies.

We had a successful running of the Long Beach Yacht Club (LBYC) Season Opener last Saturday with ten (10) boats, including two new skippers from LBYC navigating the course throughout Long Beach Outer Harbor. The skies were blue, the water smooth, and visibility crystal clear for sighting the ranges.

On a Zoom gathering that afternoon, results were presented in an electronic version of the peel-off. We had some great camaraderie before and after the presentation. Four overall trophies plus a First Year and an EZ Entry trophy were awarded.

Our next rally was the Hollywood Yacht Club (HYC) Easter Cat, that ran over to Avalon on Friday, April 9, 2021. Zoom login instructions were sent on Tuesday, and a Zoom workshop to review the course was held on Wednesday.

HYC was able to secure reserved moorings for all skippers in advance. The awards dinner was held upstairs at Mi Casita restaurant, where they can slide back the canvas roof to provide Covid-safe dining. Saturday mornings usually provide some harbor activity, making it an enjoyable weekend.

Tom Collins

Southern California Cruiser Association

Commodore's Corner

There is excitement in the air here in San Diego, as things are starting to return to normal. Besides predicted log, I volunteer with Cortez Racing Association (CRA) for the Beer Can Races, and May 5th is our first in-person meeting.

The ZOOM sessions are going, and we are having our first in-person lunch after the next contest on May 15th. It's been well over a year. Vaccinated Observers will be welcomed aboard. They are as excited as we are. And then...that face-to-face lunch and peel-off. We are all looking forward to boasting our performance, until the truth comes out.

Last month, we had a Bob Ehlers special with six (6) lat/lons and lots of big turns. With all of this, Garry Adalian managed to get a 1.9941% score, with Ehlers only 0.0997% behind him. David Weimer finished 3rd, with a respectable 1.9941.

Everyone here is excited about the forthcoming NAI. Ed Denaci is spearheading a great committee. Watch your emails for details.

It is time for everyone to get out and compete. The weather is nice, and the water is smooth, at least today.

Good luck in your local contests.

Best regards,

Mike Elowitz

NACA Commodore

NACA FLAGS

NACA flags are available for purchase.
Show off your membership in NACA.
Only \$25.00 each.
Call Ken Griffing
626.333.0513

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.navrally.org

Reminder: Time to Start Getting Familiar with NOAA Vector Charts

According to the following USCG Local Notice to Mariners, NOAA will be discontinuing their raster charts over the next few years. Raster charts are what we see on the traditional paper chart. This discontinuance includes the electronic versions of their raster charts (NOAA RNC) which are typically used on charting programs such as Coastal Explorer.

This will leave only the NOAA vector charts which are presently available and may be displayed by most charting programs. (On Coastal Explorer, simply hit either "R" or "V" on the keyboard to switch between the two – assuming you have downloaded both versions.) I personally prefer the vector charts, due to their improved accuracy relative to the location of aids to navigation. NOAA further indicated that discontinuance of the raster charts will “enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA’s electronic navigational chart (NOAA ENC®) product”.

If you aren’t already using vector charts, this might be a good time to try them out.

Tom Collins

Southern California Cruiser Association

From the USCG Local Notice to Mariners:

Cancellation of NOAA Paper and Raster Navigational Charts

The National Oceanic and Atmospheric Admini-

stration (NOAA) is undertaking a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, BookletChart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer.

Six months notice of the intent to cancel a specific chart is provided in a “Last Edition” notice. The final cancellation of a chart is made in a “Canceled” notice. Both types of notices will appear in LNM Section IV, “Chart Correction.” A comprehensive list of all canceled NOAA charts is available at: <http://www.charts.noaa.gov/MCD/Dole.shtml>.

Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA’s electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA’s program to sunset traditional paper charts is on the NOAA Coast Survey website at: <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>

An online NOAA Custom Chart application at: <https://devgis.charttools.noaa.gov/pod> is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

EXPERIENCED PREDICTED LOGGERS

Check out “Predicted Log Essentials”
Get the competitive edge!
Download for free on the NACA website:
www.navrally.org

FUTURE NAI EVENTS (Tentative Dates)

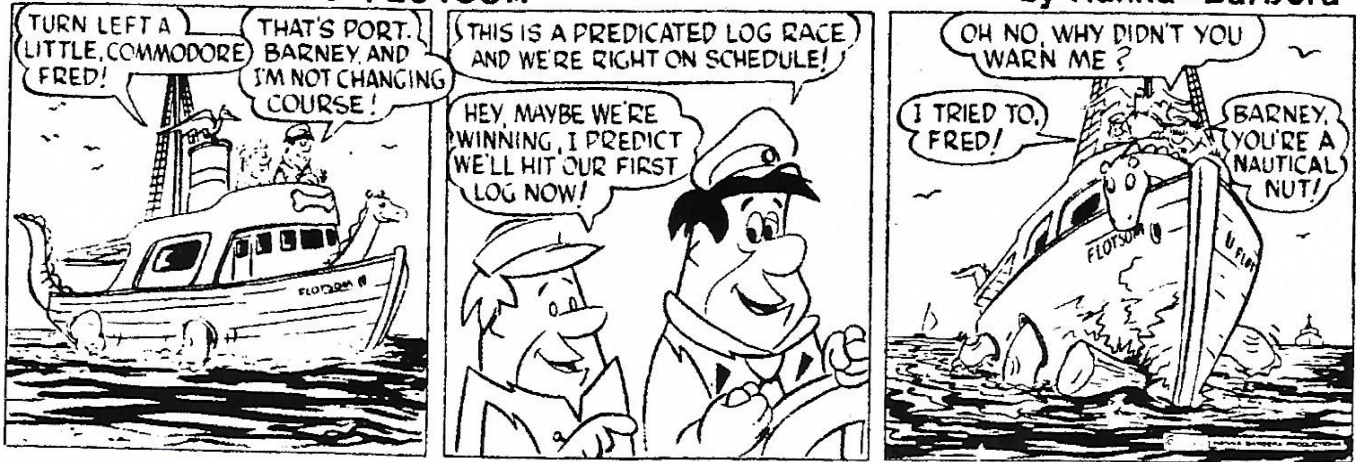
2021—San Diego, California (September 25)
2022—Puget Sound (September 24)
2023—Santa Barbara Channel (September 23)
2024—Long Beach, California (September 21)

From the Did You Know Department of Long Beach Yacht Club...

Member Bill Hanna of Hollywood Hanna-Barbera fame began creating Fred Flintstone cartoons for the LBYC newsletter YAK during 1973. Many, if not all, related to activities of the club and some individual members. The cartoon below celebrates the Predicted Log Rally!

THE FLINTSTONE'S FLOTSOM

by Hanna-Barbera



National Weather Service: Sea and Swell

The arrival or absence of swell provides a clear distinction between the advance of a local thunderstorm and an approaching well-developed storm center. A threatening sky with increasing and thickening clouds, but without any swell, cannot be a part of a large storm system, so any bad weather will probably be short lived. However, increasing swell from the direction of advance of the storm clouds would suggest an approaching storm with a large area of strong winds. The ap-

pearance of a heavy, rolling swell often indicates the approach of a tropical storm. Such swell are the remains of huge, decayed waves generated by the storm, but which travel faster than the storm.

The presence of swell for a long time without any significant change in weather conditions is difficult to interpret. A storm system may be approaching, but very slow, or it may have already passed by.

NACA BLAZER BULLIONS

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

Really good looking!

Only \$25 (includes shipping and handling)

Call Ken Griffing

626.333.0513

Have You Received Your NACA 2021 Roster?

Please review it, and, if you find anything that needs correction or addition, please email the information to:

Ken Griffing

NACA Executive Secretary

kgriffing@earthlink.net

Covid-19 Diary, Part III
(Continued from page 1)

According to Thucydides, when the militarized city states of Attica and the Peloponnese repelled the massive Persian invasions of 492-490 BC and 480-479 BC, the Greek world was left secure from outside invasion, but dominated by the two foremost military powers responsible for this success. One of them, Sparta, possessed the most formidable army of its time, while the other, Athens, relied upon control of the sea for sustaining and projecting its economic and political power. So much was this the case with Athens, that its nature as an early *democracy* was essentially a politically efficient expedient to address the larger strategic objective of *thalassocracy* (seaborne empire), in which larger and more effective fleets could be deployed if manned by free mariners, with each man pulling an oar having citizenship, a vote, and a vested interest in the outcome of events.

With the two superpowers competing for regional dominance but each unwilling to confront its opposite in the realm of the other's expertise, both city-states began to extend influence and defend their side of the balance of power through interlocked and opposing alliances of lesser city-states, also amplifying their rivalry thereby. Sparta's allies were principally land-based entities, while those of Athens tended to be the island-states strewn across the Aegean and Ionian seas. As is always the problem with such arrangements, any localized squabble between client-states threatened to erupt into a superpower confrontation, which is just what occurred in 431 BC, when Megara (Delian league – Athenian) and Corinth (Peloponnesian league – Spartan) embroiled themselves in violent conflict. Soon, both superpowers, with all their respective allies, were at war.

Athens could not match the Spartan army, which roamed at will over Attica, plundering Athenian territory, while the populace remained safe behind city walls. In turn, Sparta could not counter Athe-

(Continued on page 7)

Have Another Address?

If you have an alternate address for certain times of the year, be sure that NACA knows what each of those addresses are and when each is effective. Each time the *Cruiser Log* is mailed, a number of members copies are returned by the postal service with a sticker saying something like, “Temporarily Away” or “Unable to Deliver as Addressed”.

To avoid missing your NACA information, please let the Executive Secretary know each of your addresses and when you wish each to be active. In that way, the current information can be included when the mailing list is prepared for each issue or special mailing.

Send your request to Kenneth Griffing, at (kgriffing@earthlink.net), or mail to 14404 Eadbrook Dr., Hacienda Heights, CA 91745-2536, indicating that it is NACA mailing information. Any questions call Ken at 626.333.0513. Please include each complete address and the dates each is to be effective.

.....

From Olivia A. Isil in *When a Loose Cannon Flogs a Dead Horse... Swamped...Overwhelmed*

First recorded by Captain John Smith in 1624, *swamp* was a term peculiar to the North American colony of Virginia. The word probably had been in local use in England prior to that time, where it was used to describe low-lying ground where water collected. A ship is said to be “swamped” when she is filled with water and in danger of sinking.

Figuratively, an individual is “swamped” when significantly outnumbered or overwhelmed and unable to complete the tasks at hand as scheduled or desired. The horseless Richard III, facing the superior forces of Henry, Earl of Richmond, at Bosworth field, was clearly swamped. His inability to cope against insurmountable odds resulted in his demise and the introduction of the Tudor dynasty.

Covid-19 Diary, Part III
(Continued from page 6)

nian fleets, which could attack the coast of their enemy anywhere and without warning, laying waste to a dispersed Spartan population and then escaping to sea, where pursuit was not possible. Plus, the increasingly destructive hot war between Athens and Sparta seemed as perfectly balanced and irresolvable as the cold war preceding it had been. According to Thucydides, the tide may have been running ever so slightly in favor of Athens until the second year of the war.

The Athenian position was buttressed by two powerful attributes. First, the Athenian economy could continue to thrive through seaborne trade with its client island city-states, providing limitless resources to sustain itself and prosecute the war. Secondly, the city of Athens was invulnerable to overland attack due to extensive fortifications, which not only surrounded the urban center itself, but connected, via a corridor of two long walls, to its port of Piraeus, which was similarly fortified and invulnerable to assault or siege. Through seaborne trade, anything in the Mediterranean world could and did enter freely into Piraeus and thence to Athens. But, because the Athenian countryside elsewhere was indefensible to roaming Spartan armies, the entire population of the hinterlands surrounding the city had to be evacuated within its walls, creating an unprecedented and extremely dense concentration of people, tripling

the normal size of the city's already teeming population and imposing enormous demands for food and supplies that made its maritime artery even more essential.

Then, in 430 BC, among the flood of goods streaming into Athens from across the sea, came a previously unknown and horrifically lethal pathogen. We still don't know what it was, but candidates include bubonic plague, typhus, measles, smallpox, Ebola, or possibly some virus which has since mutated over the centuries to a more benign form and is with us still as a cold or flu.

Historically, outbreaks of epidemic disease were managed and defeated by what we are today calling "social distancing", and, elsewhere in the Eastern Mediterranean, where this epidemic took hold, that is exactly how it was managed. Sparta, with few seaborne connections and a population dispersed across the countryside rather than concentrated within fortifications, was already much better equipped to deal with an epidemic.

But, for the capital of the Athenian maritime empire, whose entire crowded population was besieged within its walls, viable social distancing measures were impossible. Thucydides gives us a sobering look at what happens during an epidemic to a big and crowded city that can't or won't lock itself down, for once the disease got loose among the packed mass of people inside the walls, it
(Continued on page 8)

NACA BLAZER BULLIONS

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

Really good looking!

Only \$25 (includes shipping and handling)

Call Ken Griffing

626.333.0513

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

Go to www.navrally.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.

Covid-19 Diary, Part III
(Continued from page 7)

spread like wildfire.

Within a matter of weeks, the plague is estimated to have killed between 75,000 and 100,000 within the city, about 25% of its population. No classes or categories of people were spared. Physicians and health care workers died in greatest numbers, as they were in more frequent contact with ill patients. The famed orator and leader of Athens, Pericles, was one of its victims, as were many of Athens' other political leaders, its wealthiest citizens, and its most experienced admirals and mariners. The historian himself caught the illness and recovered from it, recording some symptoms which now sound eerily familiar: fever, cough, redness of the eyes, sore throat, nausea, and diarrhea, with symptoms in most patients climaxing, frequently in death, about eight days after first onset.

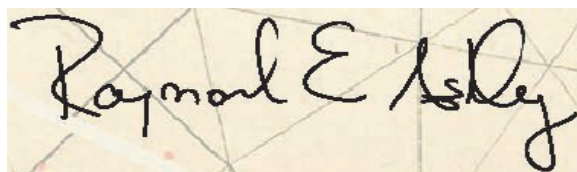
According to Thucydides, social order broke down because fear of the law evaporated once everybody believed themselves already under a death sentence. Likewise did religious faith, trust in medical expertise, and a belief in political process lose all credibility, as nothing seemed to offer protection. With so much destruction and so many mariners lost, the entire Athenian system built upon oceanic supply chains shut down, and famine began to take its toll. Without further intervention from Sparta, which withdrew its armies to a safe distance, Athens collapsed.

Ultimately, the epidemic burned out, probably once levels of population immunity made further spread of the disease within the city unsustainable, but Athens never did recover to its former prominence. The plague brought the war itself to a near standstill with Sparta ascendant, until, fifteen years later, Athens had revived sufficiently to contemplate mounting one more great military expedition, ill-advised though it was, in an effort to recover its lost strategic advantages.

This campaign, which had the seaborne invasion of

Syracuse and the conquest of Sicily as its objective, ended in catastrophic defeat, causing Athens to lose the war and bring to an end forever its status as the first great democratic sea power of history. That much would have been known to James Lind more than two thousand years later, when he struggled with a different kind of epidemic, but one which likewise challenged the potential reach and magnitude of thalassocracy.

Stay below and stay safe!



.....

Rummage Sale

In the days of wooden merchant ships, dockside warehouses held special sales of damaged cargo. Called *rummage sales*, they took their name from the Old French word *arrumage*, meaning to pack or stow cargo aboard ship.

Rummage gradually took on the meaning of unwanted, damaged, or low-quality castoffs, such as items of clothing or household goods.

The act of "rummaging" also came to mean ransacking or searching through a jumble of objects. Perhaps Charlotte Bronte had a yard sale in mind when she wrote in *Jane Eyre*, "They had been conducting a rummaging scrutiny of the room upstairs".

.....

In times like these it is good to remember
that there have always been times like these.

– Paul Harvey
Radio Broadcaster

St. Elmo's Fire

The phenomenon known as St. Elmo's fire is an electrical discharge that takes place around the mastheads and yardarms of a ship under certain atmospheric conditions. According to Italian legend, the fourteenth-century bishop, martyr, and patron saint of Mediterranean sailors, St. Elmo (whose name is thought to be a corruption of the name "Erasmus"), was rescued from drowning by a sailor. As a token of his gratitude, St. Elmo promised to send a light to warn those at sea of approaching storms. Mediterranean seafarers of the fifteenth and sixteenth centuries believed that the ghostly light emanated from the body of Christ. Called the *Corposanto*, or "Holy Body", by the Italians and Portuguese, the word was corrupted to "corposants" by English-speaking sailors and was immortalized in the following passage by Herman Melville in *Moby Dick*:

"Look aloft!" cried Starbuck, "The St. Elmo's Lights, Corpsants! The corposants!" All the yardarms were tipped with a pallid fire; and touched at each tri-pointed lightning-rod end with three tapering white flames, each of three tall masts was silently burning in that sulphurous air, like three gigantic wax tapers before an altar.

For the most part, St. Elmo's fire was considered a favorable omen, but many older mariners believed that if the eerie, shimmering light fell upon a man's face, he would die within twenty-four hours.

The tall masts of ships are excellent conductors of lightning, and superstitious mariners of old used many charms to protect themselves against its dangers. After St. Barbara's cruel father beheaded her with his own hands for her Christian beliefs, he was struck dead by lightning. The name of "St. Barbara" is still invoked today against the perils of lightning and fire.

- From *When a Loose Cannon Flogs a Dead Horse There's the Devil to Pay*—by Olivia A. Isil

What You Are to Do and Not to Do

The following is from Wrinkles in Practical Navigation, by S.T.S. Lecky, Master Mariner, Commander, R.N.R., F.R.A., F.R.G.S., Etc. 19th Edition, Revised and Enlarged. Published in 1918.

The sextant, of all astronomical instruments, is especially adapted to the purpose of the navigator, and for this reason it is incumbent upon him to render himself in every way familiar with its principle and make.

The multitude are sometimes puzzled to know why a sextant (derived from the Latin word *sextans*, signifying the *sixth* of a circle) should be thus named, when it is capable of measuring angles up to 120, or the *third* of a circle.

Do not stow your sextant case in a drawer, or on an out-of-the-way shelf, from which a sudden jerk of the vessel might send it flying. Rather, get a brass band 3/16 of an inch thick, and 3/4 of an inch broad. Let it be beveled to fit three sides of the box a little better than half way up. Cover this with coloured flannel or wash leather, and screw it to the bulkhead in such a manner that the sextant case can be dropped into it, and remain secure in any weather, and at the same time be handy for use.

A square sextant case is in all respects and improvement on the old shape: it can be secured to the bulkhead pretty much in the same way as the other. Fit a brass handle on the keyhole side to carry it by.

For convenience of reference, in case of a suspected mistake in reading off, the lid of the sextant case should be fitted so that it will close with the index clamped at any part of the arc.

Further, the receptacles for the telescopes should be long enough to allow all of them being put into the case when set at focus. This is commonly handy when you are in a hurry. In an extra receptacle, you should keep a nice soft camel-hair brush, about the

(Continued on page 10)

What You Are to Do and Not to Do
(Continued from page 9)

size of the tip of your little finger; it is most useful for brushing off dust, etc.

Never put your sextant away without *lightly* wiping the glasses with a clean piece of fine soft chamois leather. Do not use your pocket handkerchief for this purpose. Moisture allowed to remain on the mirrors will soon impair the silvering, and render star observations difficult. The chamois leather should be washed with soap and water when requisite, and rubbed perfectly soft with the hand after being well dried. If pressure be applied to the glasses in cleaning them, their adjustment will be disturbed. So be careful.

A little sweet oil and lamp-black occasionally smeared over the arc and lightly wiped off again, does good, and makes it easier to read. You may also, now and again, very sparingly oil the tangent screw, as well as the *back* of the *arc*, and the *front* of the *vernier-plate*, where in each case the *springs traverse*. Rub off the superfluous oil with another piece of chamois leather kept specially for the purpose. Do not let the two pieces come near each other, as oil or grease would not suit the mirrors.

When you send your sextant to an optician to have the glasses re-silvered, instruct him not to polish the arc. The ordinary compass-maker, thinking to please you, is *sure* to do this, to the great detriment of the instrument, unless you give him *most positive* instructions to the contrary...

...A few more hints *re* sextant management. In reading off, whether by day or night, do not hold it *side-ways* to the light. Let the light come straight along the index-bar to the vernier; and to tone down excessive glare, a *moveable* ground glass screen should be fitted in front of the vernier. Neglect of these things may cause an error in the reading of two or three minutes...

...To conclude the chapter. There is a proverb that "You should never lend to any one your horse, your

gun, or your dog". It applies also to the sextant, 'only more so'. Bear it in mind, dear boy.

The Yawl Amaryllis

Caribbean Sea
March 14, 1921

The feeding was simple. There were three standard dishes which followed each other in order, and which were known as "pomme de terre", "riz", or "macaroni" ragout. In each case potatoes, rice, or macaroni were boiled; onions were stewed in oil separately; and tinned beef or mutton was minced. The meat was then added to the onions and warmed up, and the two were then mixed with the potatoes, rice, or macaroni, given a bit of further warm up over the stove, without the addition of more oil, and the dish was ready.

In the case of macaroni, a tin of tomatoes was added to the onions with the meat; and in all cases a little Bovril and a tablespoonful of Worcester-shire sauce were added.

At times we caught a fish, usually a big chap of perhaps 40 lbs, about 3 feet or 4 feet long, and this gave a change of diet.

In Harbour we lived largely on fish. Meat could not always be had, and often was of poor quality; and if no fish could be obtained, we all preferred our ragouts, which were very tasty and, I believe,, quite wholesome. On leaving port we always took away a large stock of fruit: bunches of bananas, a sack of oranges and coconut, or anything else we could get.

- G. H. P. Muhlhauser

To paraphrase Marlon Brando in *The Wild One*:

"What does it cost to own a boat?"

"How much've you got?"



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

It is time to renew our NACA dues for 2021 - due on January 1. At just \$20 per year, they're a bargain, and though we've had to suspend trophies this year due to Covid19, we still have other expenses, such as *Cruiser Log*, the annual Roster of Members, and other operational expenses.

Please update your information with any changes, so that the 2021 Roster will be accurate and complete. As always, the donations made by our members are greatly appreciated and go a long way to helping keep us solvent. Thanks!

Complete this form to join or renew membership in the North American Cruiser Association:

Last Name*: _____ First*: _____ S/O: _____

Street Address: _____

City: _____ State: _____

Phone (H): _____ (B) _____ (C): _____

Email: _____

Boat Name: _____ Association: _____

Yacht Club: _____ NACA # _____

Dues: \$20 Contribution: \$ _____ Total Enclosed: \$ _____

*Required

Have a safe and healthy 2021, especially on the water.

If you have multiple addresses during the year, please provide that information and the dates for each or notify Ken Griffing each time you change locations.

Mail with your check payable to North American Cruiser Association to:

Ken Griffing, Executive Secretary
14404 Eadbrook Drive
Hacienda Heights, CA 91745-2536

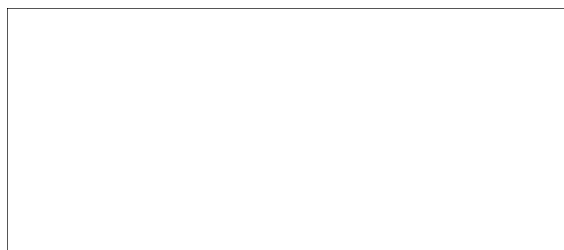


Cruiser Log

The Newsletter of North American Cruiser Association

Ken Griffing, Executive Secretary
14404 Eadbrook Drive
Hacienda Heights, CA 91745-2536

Return Service Requested



The only navigation software with features designed specifically for predicted log racing. Download a 10-day free trial at www.rosepoint.com

COASTAL EXPLORER

A better way to plan and navigate

NACA competitors have been using Coastal Explorer to plan and win events for over 10 years. Our exclusive curved waypoint transition is just one of the many tools that can be used to accurately plan for a race. Routes can be easily copied to MS Excel for further refinement. These features, combined with Coastal Explorer's ease of use and stability, make it the ideal choice for your next race and all your cruising needs.



ROSE POINT

Special offer! Only **\$299** for NACA members.
Enter offer code 4EMK-Z913 at checkout.*

*Offer only valid for trial download version.