

# JUNE 2009

## Message from Our Commodore

**Tony Andrade**

Ahoy Mates,

First let me begin by saying thanks to Cathy Horne and all the B-dockers for putting on a great dinner and activates. It seemed that everyone had a great time, and enjoyed the wonderful food. We had 142 members in attendance, and the bridge also voted in three new members. We are growing, and hope to see these numbers continue to climb.

We will be looking for volunteers for the adopt a highway program, don't think of it as work, just another way to enjoy the great outdoors and protect the area we have all come to love. It shouldn't take more then a few hours to get it done since there is very little to clean.

I'm asking all of you if you know of anyone who could speak to the younger membership about saving the bay and conservation. Nothing to drawn out or testing, just informing them on the life cycle of the bay and its tributaries. These are after all the people that will be pushing us docks when we are in wheelchairs. Good habits can't start soon enough.

June is here and so is hurricane season, if your prepared it never happens. Also in June we have the C-Dock function which is sure to over the top as is custom and another cruise taken care of by Bruce Williamson so don't be left behind.

Thanks again for your support,

Tony Andrade Jr.  
Commodore  
[tony@jsconcrete.com](mailto:tony@jsconcrete.com)



## SECRETARY NOTES

I appreciate the corrections that are being brought to my attention, but I cannot correct the rosters that are already out. I will try to send out and update with corrections and new members at one of the upcoming functions. The Bridge has felt in the past that we do not want to publish personal information on the web. You must understand my position, as it is one of trust. I have been given information or no information upon the authority of each member. Thus I can only change, add, or delete with their written/email consent and not with info given to me by a 3rd party. However on the same note if I made a mistake from incorrectly reading/transferring info on the renewals, then I apologize and will try to correct it if at all possible.

The next newsletter, June's, will come out at the beginning of June. All articles need to be to me by July 1st. I have enjoyed putting the newsletter together but..... I NEED HELP ..... Please send in articles, dock news, recipes or any tidbit of trivia or happenings. Also please send in a .doc, .pdf, .jpg or .gif formats. If you need to contact me personally, call me or use my e-mail address [captainsherri@yahoo.com](mailto:captainsherri@yahoo.com). Anything related to the newsletter .... LIKE ARTICLES, etc. .... use the newsletter address. If you are not receiving the newsletter by e-mail and/or you want to receive the newsletter by email .... then contact me at [lcycnewsletter@yahoo.com](mailto:lcycnewsletter@yahoo.com).


Scribbly yours  
Sherri


## ON THIS DAY .....

June 3, 1621	The Dutch West India Company was founded.
June 8, 1871	The White Star liner <i>Adriatic</i> , winner of the Blue Riband of the Atlantic, was launched in Belfast, Ireland.
June 14, 1910	The Society for Nautical research, publishers of <i>The Mariner's Mirror</i> , was founded in London, England.
June 20, 1874	An Act of Congress authorized the awarding of a Gold Lifesaving Medal.
June 27, 1863	The Confederate schooner <i>Archer</i> seized the U.S. revenue cutter <i>Caleb</i> in Casco Bay, ME.

## MAY

### HAPPY BIRTHDAYS

<i>Robert Olshan</i>	6/04		<i>Donna Leary</i>	6/15
<i>Joyce Bruner</i>	6/06		<i>Cheryl Brooks</i>	6/21
<i>Kin Farrar</i>	6/08		<i>Robert Payne</i>	6/21
<i>Earl Smith</i>	6/08		<i>Kathi Williams</i>	6/25
<i>Emmett Smith</i>	6/09		<i>J B Britto</i>	6/27
<i>Terri Sanderson</i>	6/11		<i>Helen Walker</i>	6/28
<i>Paige Utt</i>	6/11		<i>Keith Mead</i>	6/29
<i>Teresa Sullivan</i>	6/12		<i>J T Taylor</i>	6/30
<i>Barbara Woodburn</i>	6/12			



**Minnows**

<i>Meah</i>	6/02	<i>Jarvis</i>	6/06	<i>Jacob</i>	6/19
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### “Message in a Bottle” from the Fleet Captain

Hi everybody ,

The first cruise of the season went very well. A total of eight boats met at St. Mary's Yachting Center. The staff there went out of there way to make us all feel at home. We had hor'dourves on the dock Saturday afternoon and that night went to the tiki bar for the karaoke music and some drinks. On Sunday we returned for some live folk music .

We will be going to Solomon’s Yachting Center on June 27th to the 29th I have posted a sign up sheet in the clubhouse. Try to make this one if you can . It will prove to be a fun time with lots of things to see and do .

Safe Boating

Your Fleet Captain  
 Bruce Williamson  
[BLWilliamson@comcast.net](mailto:BLWilliamson@comcast.net)



# DOCK NOTES



## LCYC NEW MEMBERS - WELCOME!

Jim & Julie Betch - B-37 (Old Members returning)

Chuck & Pat Berry - B-42

Robert & Evelyn Gaddy - B-17

## WEST MARINE/BOAT US MEMBERSHIP

If you are joining Boat US / West Marine use the Lodge Creek Yacht Club discount number **GA83880Y** and your membership will be half price. That's \$12.50.

## LCYC WEBSITE

LCYC's website <http://lodgecreek.org> is up and running thanks to Karla Connelly ..... Past newsletters up to 11 months will be posted along with the current newsletter.....pictures of functions will also be found there ..... LCYC schedules, cruises and notices. Please send pics to Karla at [seawench@lodgecreek.org](mailto:seawench@lodgecreek.org).

## MURPHY'S LAWS OF BOATING

I am putting together some Murphy's Laws of Boating ..... If you got some ideas ..... Send them in to [lcycnewsletter@yahoo.com](mailto:lcycnewsletter@yahoo.com) "Murphy".



## UNCLE SAM WANTS YOU

### To Join in July 4th Celebration at Lodge Creek Yacht Club!!

Come join us at the Marina for a July 4th Celebration! On Saturday, July 4th there will be a boat decorating contest and boat parade with prizes! Following the boat parade, there will be an ice-cream social to celebrate the day. Later that night, join us for a live DJ who will be bringing us all music from 8 to midnight. There will be plenty of liquid refreshments and plenty of dancing too!!! So, make plans to head to the Marina for the July 4th weekend!!

## LCYC MARDI GRAS



*ED note: Check out the rest of the photos on our website.*

The LCYC Mardi Gras Ball was a huge success. The krewe of B Dock worked extremely hard all day on Saturday decorating and cooking an awesome meal. Amy Cook has been named the Jambalaya Queen. She worked from sun up to sun down and it was well worth her effort. Amy's Jambalaya is absolutely delicious!!! The Hurricanes were also a tasty treat and we sure put them away!! We had a total of 142 members and guest to attend the Mardi Gras Party and without a doubt the fellowship is what was most enjoyed by all. The balloon races were a hit - it's so much fun to laugh and the entertainers for sure had us all laughing. Thanks to the B Dock Team for their commitment and hard work in hosting this event.

Cathy Horne



## SAILOR TALK IV

*As Dave Johnson was drifting through Georgia recently, He dropped off some more nautical wisdom. Dave was a member of LCYC and he still keeps in touch.*

“Cold enough to freeze the balls off a brass monkey” and “you can't beat a dead horse.”



*The Brass Monkey of Stanthorpe, Queensland - the place known for its “brass monkey weather”, complete with a set of balls*

I remember the first time I heard the “monkey” phrase. I was in the 7th grade, and sniggered with my friends at the vision of the poor monkey statue with the missing body parts. Here's the real story:

In the slang of the 16th through 18th centuries, the term “monkey” generally was applied to anything diminutive in size. A monkey was a small single-masted coastal trading vessel of about 40 tons. A “monkey boat” was a narrow vessel used on canals (usage dating to 1858); a “monkey gaff” is a small gaff on large merchant vessels. It was also a small cask in which grog was carried up for issue to the sailors. A “monkey block”, a small single block with a swivel was used in the rigging of sailing ships. A “monkey jacket” was a short jacket worn by midshipmen and is still worn in some merchant navies. A “monkey island” is a ship's upper bridge; “monkey drill” was calisthenics by naval personnel (usage dating to 1895); and “monkey march” is close order march by US

Marine Corps personnel (usage dating to 1952). A “monkey's fist” was (and still is) a knot that resembled a small fist. A “monkey pump” was the straw or quill that sailors inserted into a small (usually hidden) hole in a cask to (usually surreptitiously) withdraw the (usually alcoholic) beverage directly into the sailor's mouth.

Not all “monkey” terms were due to the item's size. “Monkey's blood” and “sucking the monkey” are two of these. “Monkey's blood” was what the sailors laughingly called the red wine the officers drank and kept from the crew, the sailors preferring the blood of the sugar cane (rum). “Sucking the monkey” was a practice devised by English Navy sailors in the West Indies late in the 18th century and confounded their officers for more than 50 years. They would persuade native women to bring very special coconuts with them when they visited the ship (the milk would be removed and replaced with rum before being taken on board). To drink the rum, a seaman merely had to suck on the hole through which the milk/rum transfer had taken place.

How does all this relate to a brass monkey? It doesn't, but it was fun.

Every sailing ship had to have cannon for protection. Cannon of the times required round iron cannonballs. The master wanted to store the cannonballs such that they could be of instant use when needed, yet not roll around the gun deck. The solution was to stack them up in a square-based pyramid next to the cannon. The top level of the stack had one ball, the next level down had four, the next had nine, the next had sixteen, and so on. Four levels would provide a stack of 30 cannonballs. The only real problem was how to keep the bottom level from sliding out from under the weight of the higher levels. To do this, they devised a small brass plate (“brass monkey”) with one rounded indentation for each cannonball in the bottom layer. Brass was used because the cannonballs wouldn't rust to the “brass monkey”, but would rust to an iron one. When temperature falls, brass contracts in size faster than iron. As it got cold on the gun decks, the indentations in the brass monkey would get smaller than the iron cannonballs they were holding. If the temperature got cold enough, the bottom layer would pop out of the indentations spilling the entire pyramid over the deck. Thus it was, quite literally, cold enough to freeze the balls off a brass monkey. To be fair, there is a lot of discussion that states there is no proof that brass monkeys were ever used on a warship. It does make for a nice story.

We've looked at brass monkeys. Now let's look at dead horses.

When sailors returned home from a voyage, they would be paid off in one lump sum. Most would then stay at shoreside establishments catering to sailors until their money ran out. When that happened, the owners (“crimps”) would advance money so that the sailors could purchase more food, rum and “companionship” at that establishment at inflated prices. For centuries, it was common practice to give a sailor one month's wage in advance when they signed on for a voyage.

This advance was intended for the purchase of needed clothing and other gear before departure. Often times this money went to repay the crimps. By the middle of the 19th century, captains were paying the advances directly to crimps for providing crew, bypassing the poor sailor. Thus, most sailors would be working only for their food for the first month of a voyage. This food was supposed to mostly consist of salt beef. Food provisioners, whenever they could get away with it (which was quite often), would substitute much cheaper and chewier salt horse for a portion of the salt beef. Even when salt beef was provided, some of it would have been in casks for years before being given to the crew to eat, making it as hard to chew as salt horse. It was quite usual for the crew to refer to their food as salt horse when it was bad, or dead horse if it was worse than bad. So, for the first month the sailors were working only for their food, their salt horse, their dead horse. They were said to be "working off their dead horse," and were referred to as dead horses themselves. Flogging them to get them to work harder was a waste of energy. Thus, "you can't beat a dead horse" to get any more work done.

We're not through with dead horses yet. On merchant ships, there used to be a celebration of having worked off the dead horse. An effigy of a horse would be made of canvas and stuffed with straw. The crew would parade around the deck, dragging the effigy and singing a shanty: "Old man, your horse must die." The effigy would be hauled to the main yardarm, set afire and cut down into the sea. If the ship carried passengers, the effigy would be auctioned off to the passengers before casting it adrift and the crew would divide the proceeds.

Finally, let's look at "horse latitudes," the region of variable winds at about 30° to 35° North. There are several guesses as to the origin of that term. The most popular one is that ships carrying horses would have to throw them overboard to conserve water when becalmed for long periods; the bloated carcasses would be seen by following ships for months. Another guess is that the term is taken from El Golfo do las Yequas, the Gulf of the Mares in Spain, referencing the capricious behavior of an Arab mare being much like the winds of the region - mostly gentle, but quite wild when you least expect it. I favor a third guess. Given that most sailing vessels would take about 30 days to reach that region from northern ports, "horse latitudes" are where the sailors have finally worked off their dead horse.

## **LODGE CREEK YACHT CLUB 2008 SCHEDULE**

June 20 - C Dock Function

July 4 - 1:00 Boat Parade & Ice Cream Social

July 18 - Dock Crawl

August 15 - Fishing Tournament with dinner

September 19 - E Dock Function

October 24 - Trick or Treat @4:00 pm and D Dock Function

\*Social hour 5-6 pm - Meeting at 6 pm, meal served after meeting.

### **CRUISE DATES**

June 27-28 Cruise - Solomons

July 25-26 Cruise - TBA

August 22-23 Cruise - TBA

September 5-7 Cruise - TBA

Sign-Up sheets will be posted in the Clubhouse. Contact Fleet Captain Bruce Williamson for more info

### **Other Dates**

September 26 - Sailing Regatta

October 8-12 - Annapolis Boat Show-Sail

October 15-18 - Annapolis Boat Show-Power

November 6-7 - Urbanna Oyster Festival



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# LODGE CREEK YACHT CLUB'S

## "KENTUCKY DERBY"



June 20th, 2009 @ 5:00 p.m.

### **Cocktails served @ 5:00 p.m.**

Mint Juleps & Sea Breezes  
Appetizers

### **Dinner served @ 6:00 p.m.**

Bubba's BBQ with special sauce  
Baked Beans & Cole Slaw  
Corn Puddin'  
Hamburgers & Hotdogs

### **Desserts served**

Cobblers & Ice Cream



*Ladies & Gentlemen  
wear your fancy hats ....*

*Prize given for the best hat!*



**HORSE RACING, BETTING & PRIZES**

**And much, much more ....**

**Come join the fun & festivities!**