



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 08, Issue 02

June, 2008

2008 Barusch/Castagna Regatta

Pacific Coast Yachting Association (PCYA) sponsored the West Coast Predicted Log Racing Championship Regatta, held from 29-31 May, 2008, in San Diego, California. San Diego Yacht Club proved to be an ideal venue for this prestigious event, which was hosted by San Diego Cruiser Association. Their generous hospitality will be long remembered, as will the great San Diego weather.

Over one hundred people, including the fifteen contestants, turned out for this event. Associations represented were: San Diego Cruiser Association, Southern California Cruiser Association, Santa Monica Bay

Power Fleet, Predicted Log Racing Association of Northern California, and International Power Boat Associations of South Puget Sound, North Puget Sound, and Gulf of Georgia. Donated boats were provided by log racers from Mission Bay Yacht Club, Southwestern Yacht Club, San Diego Yacht Club, Coronado Yacht Club, Coronado Cays Yacht Club, and Shoreline Yacht Club (Long Beach, California). The thirty-five mile race course included marks throughout San Diego Bay, the bay entrance, and offshore waters.

The three-day event wrapped up on Saturday evening with socializing and a superb dinner, followed by trophy presentations. The coveted Harry L. Barusch Perpetual Trophy was awarded to Dick Timmerman, representing IPBA/North Puget Sound, who scored a percentage error of 1.0176. Dick competed on *Lorelei*, provided by Irving Rubinstein of Coronado Yacht Club. Tom Scott of Southern California Cruiser Association, aboard *Casa Del Pero Dos*, donated by Jim Lonergan of Southwestern Yacht Club, finished in second place, with a score of 1.1149. Third place went to Don Larson of IPBA/South Puget Sound, who scored 1.4456. He competed on *Ventana*, owned by Jerry Wellnitz of Coronado Yacht Club.

Also representing IPBA/South Puget Sound was Mike Henry, who raced on

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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

I guess by now all your boats are uncovered, back in the water, and predicted logging. Even those on the East Coast (yes, the ice is gone). That is, everyone but yours truly. I'm still working to prepare my boat for the final voyage from Boston to Daytona Beach, Florida. I'll be taking the boat down through the Intra-Coastal Waterway to hand over to my son, who has a home there. The projected launch and start of the voyage is the last week of June. I expect to spend about two and a half weeks on the water.

Welcome to a new member from a new location. Please help me give a round of applause to K.J. "Fuzzy" Jones of Chesapeake Cruiser Association. Welcome aboard!

The 2008 Barusch/Castagna Regatta went off with everyone having a great time on the water and enjoying the shore-side amenities. Congratulations to the winner and all who took part in this historic and tough competition.

Bob Ehlers, our under-appreciated acting treasurer, reminds me that we still have some outstanding dues that have not been paid. For the few of you who are memory impaired, how about getting the dues to Bob, so he can close his books? It's just the price of two beers. Let's keep predicted logging going.

We're all looking forward to the 2008 North

American Invitational (NAI), scheduled to be held in October at San Diego Yacht Club. Details to follow in the next issue of *Cruiser Log* and on our website.

Lastly, a plea to all. This is **your** *Cruiser Log*, and our intrepid editor, Elaine Townsend, does a tremendous job in trying to fill the pages and getting it out to all our members. Unfortunately, very few people send her articles or news about anything that may be interesting (or even un-interesting). Please send her items about weddings, anniversaries, who's selling a boat, who's buying a boat, who's taking a long trip, who is on a boat rendezvous, any happenings, or even gossip.

I have lots more to say, but I have to save some of it for next time.

Good luck and good boating!

Chuck Rubin
Commodore
North American Cruiser Association

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The past is like a river flowing out of sight;
the future is an ocean filled with
opportunity and delight.
- Anna Hoxie

.....

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Get the competitive edge!
Only \$5 (includes shipping & handling)
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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)
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2008 Barusch/Castagna According to David Weimer

The following commentary contains the observations of David Weimer of San Diego Cruiser Association, boat donor and race master for the 2008 Barusch/Castagna Regatta.

The regatta activities began with the boat drawing on Thursday, May 29, 2008, at San Diego Yacht Club, our host for the three-day regatta. The drawing was straightforward, with competing skippers picking sealed envelopes that contained the boat assignments. The only surprise was the highly unlikely draw by the first and second skippers from San Diego Cruiser Association. First to draw was Ed Denaci, who drew Garry Adalian's boat, *Jonathan Livingston Seagull*. Next was Garry Adalian, who inexplicitly drew Ed's boat, *Microship II*. This luck of the draw will be the topic of local conversation for the rest of the season.

Friday brought the speed calibrations along the measured mile in San Diego Bay. The weather was picture perfect, promising a good day for calibration and a good day for the contest. Calibrations were completed by noon, and by 1300, all contestants had received their regatta finish times.

As is the custom in San Diego, finish times were assigned at least three minutes apart for each contestant, based on boat speed. This procedure has worked successfully to keep boats well-spaced throughout the race, as well as the finish. For the Barusch, we scheduled the boats to finish at three-minute intervals, with the slowest boats finishing first.

Race day dawned cool, with our usual marine layer overcast. A south wind of ten to fifteen knots pushed the gray clouds toward the coast. By the time the first boats were starting at 0900, the clouds were beginning to part, and the wind was shifting to the west. The result for the rest of the day was lots of sunshine, a cool sea breeze increasing to twenty knots in the afternoon, and great visibility for all contestants at each check point and route point. Currents were not a major factor, with a mild ebb current in evidence during most of the race.

The first half of the course was held within the bay. Beginning at the entrance to Shelter Island, the course led south, past the naval carrier base, under the San Diego/Coronado Bay Bridge, and into the south bay for Check Point 1, abeam of the entrance to Glorietta Bay. After a blind point run to the west toward Silver Strand Beach and a leg to the south-east towards the A8 anchorage, the course turned north for Check Point 2, abeam of Navy Pier 6.

The next leg returned us to the north bay on a direct heading of 300 magnetic to achieve Check Point 3, at the eastern mile markers on Harbor Island. The last leg in the bay paralleled Harbor Island and Shelter Island before heading to Check Point 4, at the end of the Zuniga Jetty.

Traffic in the bay was unusually light for most of the regatta participants. Several boats, including ours, did have to call a brief time out for safety reasons, when large vessels blocked the course. For the most part, the contestants found good visibility, smooth waters, and unobstructed routes through the bay portion of the contest.

The ocean portion of the contest served up different conditions than the benign bay. The wind strengthened as the cloud cover dissipated, and by the time most of fleet was in the ocean, the wind strength reached the 20's, with a three- to four-foot wave

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NEW COMPETITORS

Order copies of "Enjoy Log Racing"
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*Barusch/Castagna According to David Weimer
(Continued from page 4)*

and swell height. These conditions added a little spice to the brew.

The ocean course led from Zuniga Jetty east to Navy Buoy TG1, followed by another blind point run, and a final southeasterly run along Silver Strand Beach to Check Point 5, abeam of the life guard station near Coronado Cays.

The second ocean leg headed west on a four-mile run to the San Diego entrance buoy, then towards Point Loma Lighthouse, until a range consisting of Channel Buoys 3 and 4 aligned for Check Point 6.

The final leg of the course turned back into the channel, where the finish was called at the United States Coast Guard Station at the tip of Ballast Point.

The ocean wind and sea proved quite a challenge for our skippers, most of whom had trouble keeping the boat and the course steady. One skipper lost his dinghy during the rough going and had to call an emergency stop to retrieve his "lifeboat". First time we've ever heard of that excuse. All agreed these last three legs separated the men from the boys, and the scores for these legs supported them. All fifteen contestants finished safely, if a not little bit salty from the wind and spray.

The scores were announced during the peel-off, following a cocktail hour and accompanying a delicious dinner at San Diego Yacht Club.

A new procedure for the peel-off was tried for contestant and guest acceptance. Instead of placing leg scores or errors on a large display board for each leg, the progress of each contestant in terms of cumulative error was depicted on a display board by numbered model boats moving along a measured/calibrated track. Individual leg scores and cumulative scores for each contestant were provided; the model boats moved across the board as their cumulative progress was announced. The status of each contestant after each leg was easily seen by observing the relative position of each boat. Statistics from each leg were provided via printed hand-outs following the presentation.

The new peel-off procedure was greeted with enthusiasm by most of the skippers. Comments ranged from "very entertaining" to "easy to follow". Following dinner, the final three ocean legs were announced, concluding with the countdown to the winners.

Given the ocean conditions, most of the skippers did well. Eight of fifteen finished under a 2 percent error, and five of the fifteen finished between 2 and 3 percent error.

Overall, the contest was yet another successful Barusch/Castagna Regatta for the West Coast Predicted Log Championship. The hospitality of host San Diego Yacht Club was outstanding, the weather was picture perfect San Diego, and the competition and camaraderie were, as always, true to our Corinthian traditions.

David Weimer
San Diego Cruiser Association

**FUTURE NAI EVENTS
(Tentative)**

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

NACA FLAGS

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2008 Barusch According to John Willister

The following is from the perspective of John Willister, navigator for Tom Scott, one of the two Southern California Cruiser Association (SCCA) contestants in the 2008 Barusch contest.

The crew for SCCA contestant Tom Scott was to be myself as navigator and J. D. Smith as helmsman. We had all crewed together on several other races, including three on San Diego Bay and the *infamous* (to non-locals) offshore waters outside Ballast Point. From previous attempts to figure out how to deal with the so-called "Tidal Current Predictions", we knew that some advance reconnoitering would be necessary to adjust the current predictions to real-time speeds and times.

We guessed that our approximate finish time at Ballast Point would be somewhat close to the predicted slack ebb to flood, but an error here could compound itself up to one knot of current. Tough to correct for on-the-fly at the last moment.

So, my initial job would be to time the slack ebb-to-flood at different spots around the bay and as close as I could get to Ballast Point. I had done this a few years ago, when I was the navigator for Pete Healy of SCCA, with Peggy Bent as the other half of the two SCCA contestants. We shared information then in hopes of getting the Castagna Team Trophy, which we did. I parked myself on one of the benches at Harbor Island and waited for the current to change. I then compared it to the closest printed tidal current station prediction. I found the change to be forty-five minutes early, which, at that time, would have made a difference of about four-tenths of a knot. That would prove critical in our predictions and, in fact, did help Peggy Bent win the first place title and Pete Healy finish third, earning the team trophy for SCCA.

This year, I did the same at Harbor Island and found the current change from slack ebb to flood approximately the same forty-five minutes early. I also spent some time on the fishing pier on Shelter Island, comparing the predicted time of change for the current station near Channel Buoy 15; I came up with about one hour early.

As luck would have it, a few months earlier, my good friend Garry Adalian of San Diego Cruiser Association (SDCA) and I were talking about several different subjects, and he happened to mention that he thought the currents in the south bay were about thirty minutes earlier than the predictions. Thank you, Garry! Without this information, I'm sure we would not have done as well as we did. As it turned out, by applying Garry's thirty-minutes-early information, we ended up with only a 12-second error on the entire second leg and the same on the third leg, which helped our overall score tremendously.

We then extrapolated thirty minutes early, forty-five minutes early, one hour early, and one hour and fifteen minutes early near Channel Buoy 7 outside Ballast Point. To the printer and then onto the boat to see if it was for real. Bob Ehlers was the boat owner's captain, and off we went around the course.

Our predictions, based on our adjusted times, proved very close until outside Ballast Point. We had changed a few predictions but, in retrospect, would have been better off on most to have left well enough alone. From previous experience, the leg from the antenna array across to San Diego Buoy has always proven to be elusive and has always been slow. This time, we added one-half knot for the current against us and one-tenth for the wind and chop. Even this proved not enough, and we were slow, but not critically so.

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Senescence begins
And middle age ends
The day your descendents
Outnumber your friends.
- Ogden Nash

*2008 Barusch/Castagna According to John Willister
(Continued from page 6)*

The last leg up the channel to the finish at Ballast Point was the killer for us; we didn't see the current we had predicted and took out part of the built-in correction. Not enough, so we ended up very slow on that leg.

Our helmsman, J. D. Smith, got a real workout for the time outside of Ballast Point, constantly correcting for the quartering swell. J. D. is better than any autopilot that money could buy, so he got us around the course with a pretty good score of 1.1149%. Not quite good enough, though, to beat the winner, Dick Timmerman from the Seattle group.

The whole event was very enjoyable for our crew, from the beginning cocktail party at the boat drawing to the race itself and the very excellent dinner at San Diego Yacht Club. The peel-off was different from what we at SCCA do and very, very interesting as it moved leg by leg through each contestant's changing relative position.

John Willister
Southern California Cruiser Association

This space is intentionally empty.

If you had submitted news about your organization and its members, it could have appeared here.

The Secretary Speaks...

Hi from San Diego! For all those who are not from the area covered by Pacific Coast Yachting Association, the Barusch/Castagna Regatta is the same kind of race, distance, and venue that will be called the North American Invitational (NAI) in October.

Dave Weimer, the web and race master, has not had time to build the NAI tab, but San Diego Yacht Club will again be our host, and the area lodging will probably not change in the next four months (unless we have an earthquake).

So, look at our website, <http://www.sandiegoca.org> and study the Barusch tab for a sneak look at what will look a bit like the NAI.

Bob Ehlers
NACA's Loyal Executive Secretary

Today's Stock Market Terms

Broker: What my broker has made me.

"Buy, Buy": A flight attendant making market recommendations as you step off the plane.

Standard & Poor: Your life in a nutshell.

Stock Analyst: Idiot who just downgraded your stock.

Stock Split: When your ex-wife and her lawyer split your assets equally between themselves.

Financial Planner: A guy who actually remembers his wallet when he runs to the 7-11 for toilet paper and cigarettes.

Market Correction: The day after you buy stocks.

Cash Flow: The movement your money makes as it disappears down the toilet.

Tilting at Buoys?

From time to time, I've heard skippers make reference to the current by relating it to the degree of tilt they observed in a buoy. Judging from my personal experience, not only is this method inaccurate, but, on occasion, I've actually observed buoys leaning into the current.

The reason for this can be better understood when we examine how buoys are secured to their anchors. My first clue came when we visited a buoy tender at the United States Coast Guard Station in Sitka, Alaska. There they had a couple of buoys in the yard that had been hauled for maintenance. These buoys had a pair of arms secured to opposite sides about halfway down the float. The arms were attached with hinge type pins, so that they could swing in the direction of the securing rode. This pivot point was located midway vertically on the underwater surface of the buoy. Because the surface areas are the same above and below the hinge point, the force of the current against the buoy's upper and lower surface areas is the same. The result is that the buoy remains vertical regardless of the velocity of the current.

This observation piqued my interest, so I contacted the Coast Guard and obtained drawings of the many types of buoys in their inventory. Most use a simple chain bridle instead of the arms. Some of the smaller buoys connect on only one side with a weight positioned on the opposite side of the float to counterbalance the weight of the chain rode. Although they vary widely, one thing is common—they all are secured at a point on the float that mostly negates any tilting due to the force of the current.

Why then do we sometimes see buoys lean with the current? It is probably because of marine growth or some other anomaly. If the floatation chamber has taken on water, the amount of underwater area above the pivot or tie point will be greater, and the buoy will lean with the current. If there is a heavy growth near the water line, the buoy will also lean

with the current. Conversely, if the growth is heaviest below the tie point, then the buoy will lean in the opposite direction of the current. A single tie point buoy could tilt into the current at high tide when it is supporting more weight than the counterbalance.

In conclusion, don't judge the current on a buoy by its tilt. Instead, observe the movement of the water as it passes the buoy. Specifically, the wake it creates as the water flows past. Incidentally, it will vary for different sizes and shapes of buoys. Another method is to observe a leaf or a bubble moving past the buoy. In six seconds, it will move one foot for each one-tenth of a knot of current.

Tom Collins
Southern California Cruiser Association

P.S. For the purists, I acknowledge that there are other factors which could be considered. Nevertheless, attempting to judge current solely by the degree of tilt can be misleading.

How Clever Are You?

Answer the following questions instantly. Do not take your time; answer all of them immediately.

Question #1

You are participating in a race. You overtake the second person. In what position are you?

Answer:

If you overtake the second person, you take his place; you are second.

Question #2:

If you overtake the last person, then you are...?

Answer:

How can you overtake the last person?

Sad News

Western Lake Erie Cruiser Association (WLECA) is very sad to report the death of Staff Commodore and current Treasurer John Thompson. Many of you remember John as the chairman of the 1979 NAI and the course chairman for the 2007 NAI, which were held in Toledo, Ohio.

Although John was a power boater and active predicted logger, he was also very active on several sail committees in the Lake Erie and Lake Huron area. John held several positions on the Mills Race Committee and the Port Huron to Mackinaw Race Committee.

John was a Staff Commodore of Toledo Yacht Club, as well as WLECA, and was extremely active in our Inter-Lake Yachting Association (ILYA).

John never hesitated when asked to teach a predicted log seminar. John taught many of our seminars and was responsible for recruiting several of our current members.

John will be remembered as a dedicated person to the sport of boating and will be missed.

William Stewart
Western Lake Erie Cruiser Association

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2008 Barusch/Castagna Regatta
(Continued from page 1)

Aldebaran, owned by Bill Doherty of Southwestern Yacht Club. The combined and averaged lowest errors turned in by Don Larson and Mike Henry earned the Joseph V. Castagna Perpetual Trophy, which is awarded to the best overall team. Specific scoring details are available on the San Diego Cruiser Association website at <http://www.sandiegoca.org>.

Jeff Calabrese
San Diego Cruiser Association

The Pacific Ocean

The Pacific Ocean is the largest of the major oceans and covers over one-third of the earth's surface. This enormous size is its major feature, as it is also the world's largest single physical feature.

The Pacific Ocean lies off the western coast of North and South America and is twice the size of the eastern coast's Atlantic Ocean. It covers an area of approximately 64 million square miles, and its deepest depth is about 36,000 feet at the Mariana Trench. The vertical dimension of over 29,000 feet is greater than Mount Everest, the world's highest mountain.

Boundaries of the Pacific Ocean are east by the North and South American continents to Asia, the Malay Archipelago, and Australia. The northern border is the Bering Strait, and the southern border is Antarctica. The Drake Passage separates it from the Atlantic Ocean.

The name Pacific, which means peaceful, was bestowed on the body of water by Portuguese navigator Ferdinand Magellan, who was the first to cross the vast body of water. The first Europeans known to have seen the Pacific Ocean were those on an expedition led by Vasco Nunez de Balboa, who crossed the Isthmus of Panama in 1513. For a long time, the Pacific was known as "the Spanish lake"; however, in 1572, Francis Drake changed that perception. He was followed by other English, Dutch, and French expeditions.

The Pacific is also the oldest of the ocean basins, with rock from the Pacific dated at about 200 million years. A feature of the basin and rim are the plate tectonics, a coastal shelf that extends to depths of 600 feet. The shelf is narrow along North and South America and very wide along Asia and Australia. The East Pacific Rise extends about 6000 miles from Antarctica to the Gulf of California and rises about 7000 feet above the ocean floor. Also along the East Pacific Rise are molten rock

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Pacific Ocean

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upwells that come from the earth's mantle. This adds crust to the Pacific and Nazca plates on both sides of the rise. These plates, along with some other phenomena of the earth are instrumental in earthquakes and volcanoes, giving the Pacific basin the name "ring of fire".

Earthquakes are more common in the "ring of fire" than volcanic eruptions. These earthquakes also cause more damage, primarily because of unsuitable building methods and materials. In Central America and Mexico, many houses are made of adobe bricks. The walls made with this material are not able, in most cases, to survive the lateral motions or an earthquake.

Wind and Current

The earth's rotation and wind friction are the main impetus for the ocean currents. The interaction between wind and current has a major effect on the climate and is used for long-range weather predictions for traveling on the oceans.

Surface currents of the North Pacific (the Pacific is divided into two sections – North Pacific and South Pacific) consist of two circular systems – the counterclockwise Subarctic Gyre and the North Central Gyre. The Subarctic Gyre contains the westward-flowing Alaska Current and the eastward-flowing Subarctic Current. The North Central Gyre is the more dominant of the two, encompassing the North Pacific Current, which flows east, the California Current, which flows west, and the Japan Current, which flows north, up the coast of Japan.

The wind system of the Pacific consists of the twin belts of westerlies, which blow from the west – one in the northern hemisphere and the other in the southern hemisphere. The winds will vary depending on the season. Between the westerlies are steady trade winds that move from the east in the northern hemisphere and from the west in the southern hemisphere. Hurricanes in the southern and eastern Pacific will originate in the trade wind

belt in late summer and early autumn.

The Pacific has two types of tides, diurnal tides and mixed tides. The diurnal tides have a once-a-day cycle, while the mixed tides have two high tides, with a slight low tide between them, followed by a deep low. Mixed tides are common along with western coast of the United States.

From Celebrity Today!, May 6, 2008

Published by Celebrity Cruise Lines

Did You Know?

Cats have over one hundred vocal sounds. Dogs have only about 10.

February 1865 is the only month in recorded history not to have a full moon.

In the last 4,000 years, no new animals have been domesticated.

If the population of China walked past you, in single file, the line would never end because of the rate of reproduction.

If you are an average American, you will spend, in your whole life, an average of six months waiting at red lights.

Leonardo DaVinci invented the scissors.

Our eyes are always the same size from birth, but our nose and ears never stop growing.

The winter of 1932 was so cold that Niagara Falls froze completely solid.

The winds and waves are always
on the side of the ablest navigators.

–Edward Gibbon:

Decline and Fall of the Roman Empire



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

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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



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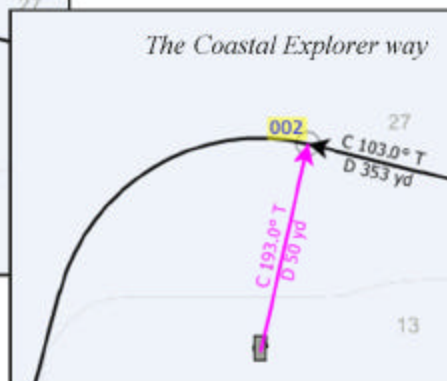
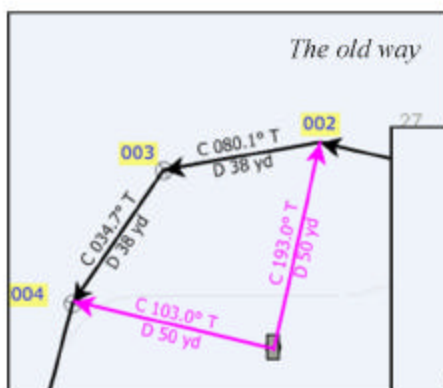
Navigation Software Just Got a Lot Better!

Use Coastal Explorer to help plan your next Predicted Log Race. Our exclusive curved waypoint transition creates more accurate routes and Estimated Time of Arrival because the intended route is depicted and calculated for each route leg as a curve rather than a straight line. Set a port and starboard turning radius for your vessel and Coastal Explorer will do the rest! Copy a planned route directly into MS Excel for further manipulation and fine tuning. These features combined with Coastal Explorer's easy to use, uncluttered user interface make it the ideal choice for your next race and all your cruising needs.

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