



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 09, Issue 01

February, 2009

The Sea

Can there be two words more potent? Man has always put to sea. Even for those who have never been on the sea, who have never even seen the sea, it is a presence, an allure, a promise, evoking romance, poetry, and fear.

Its vastness is always there. Because it is so compelling, because it covers seven-tenths of the earth's surface, because it knows how to keep its secrets, because it is the giver and taker of life, it has always evoked tales of mythological proportions. Tales of fact and fiction, legend and lore, sea shanties and epic poems.

The First Great Sea Story

In the first great sea story of all time, Homer told of Odysseus and his ultimately triumphant struggle against the perils of Poseidon. How he resisted the charms of Circe, survived the seductions of the Sirens, escaped the horrors of the sea monster Scylla, and the deadly whirlpool Charybdis. And after seven long years, he even managed to escape the enslaving love of the sea-nymph Calypso, who had offered him youth and immortality. Tall tales, metaphor, or history?

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Brendan's Voyage

The first of many sea stories about Bermuda is connected with a saint. One thousand years before Columbus set out to chart a path to the Indies, an Irish monk, in a boat just thirty-six feet long made of ox hides fastened to a wooden frame, crossed the Atlantic and reached North America. In his story, *Brendan's Voyage*, published nearly 400 years after the fact and, perhaps, subject to some degree of embellishment, the peripatetic saint claimed to have wandered among many islands and explored a beautiful land of promise in the Atlantic. Was Bermuda part of Brendan's vision of a promised land?

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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

As our plans get underway for the 2009 season, I wish you all a happy New Year. Thank you for allowing me the opportunity to serve as commodore of this fine organization.

Welcome to Jeff Calabrese from San Diego Cruiser Association (SDCA) as the new secretary/treasurer of NACA. You all remember Jeff, along with SDCA, as the force behind the North American Invitational (NAI) held in San Diego, California, this past year. Congratulations on well-run event. It was great to be among so many talented skippers and navigators. What a marvelous venue for all types of boaters!

We will be heading to Seattle, Washington, for the 2009 NAI. I am sure Bob Lindal and his team will offer a challenging competition, so be sure to keep September 23 – September 26, 2009 open on your calendars to join the us at Seattle Yacht Club for this year's event.

Keep in mind that it is the general membership and not just the flag officers who are the ones to keep organizations such as NACA active and vibrant. Be sure to talk up the sport and art of predicted logging among yourselves and your boating acquaintances, so we can grow with new participants into the future.

In Florida, we are about to get our season started with hopes of encouraging more new skippers and navigators to join us.

Contact information is on the left side of page two. Please be sure to write or call with any comments or suggestions.

Have a great and safe year on the water.

Robert VanLandingham, Jr.
Commodore

New Predicted Log Manual

Carl Johnson, New England Cruiser Association (NECA), has been instrumental in putting together a new manual for predicted logging and providing it to United States Power Squadrons (USPS) for their members. USPS is now offering the manual to NACA members at a favorable cost for quantity copies of the guide. Therefore, for quantities of five or more, they can purchase the guides at a 30% discount, or \$5.60 each for those quantities.

Having seen the manual and reviewed it, I advise that anyone serious about predicted logging, novice or champion, should have one. Carl is to be congratulated for putting this guide together and can help with orders or advise how to get a copy. Thanks, Carl.

Regards to all,

Chuck Rubin
Jr. Staff Commodore

How Smart Are You?

This must be done in your head only. Do not use paper and pencil or a calculator.

Take 1000 and add 40 to it. Now add another 1000. Now add 30. Add another 1000. Now add 20. Now add another 1000. Now add 10. What is the total? Did you get 5000?

The correct answer is actually 4100.

NEW COMPETITORS

Order copies of "Enjoy Log Racing"
Each helpful copy is full of facts and fun.
Only \$5 (plus shipping & handling)
Call Bob Ehlers at 619.222.9446

“Hey, Bonnie...”

“Hey, Bonnie, wanna go see some planes and a really big sailboat?”

Bonnie and I usually stay away from boats and water when big events come to town. In my experience, boating on Opening Day, July 4th, and other major holidays, which would certainly include Fleet Week, is a tension-filled affair, dodging other boaters, many of whom boat only occasionally and are not paying close attention to the task at hand.

Having said all of that, where did Sunday, October 12th, find me, Bonnie, and our pal, Robin? Yep, you guessed it, on the Bay. Here’s how it happened.

Neither Bonnie nor I are particularly interested in locating and staring at famous people or their toys, but, I have to tell you, the *Maltese Falcon* is one of the exceptions.

Last week, I was coming back from the East Bay, through San Francisco, and caught a look at “her” between the buildings. I couldn’t believe my eyes. I drove through Sausalito and got a bit closer. She is simply amazing. Even the tender is high tech. That night, I suggested to Bonnie that we take the boat out for Fleet Week and see the *Maltese Falcon*. I got that “you wanna do what?” look. After explaining why, she agreed. Besides, it was a day on the Bay on *Time Out*, with...me. What could be better?

We went out on Sunday. The wind blew pretty good late in the week, so the visibility was about as good as it gets, and the sea conditions were just excellent.

Our first stop was the *Maltese Falcon*. “Wow” is the word I heard the most used. Go see the pictures, read the articles, or find her and see her if you’re interested. A slow trip around her, along with many other boats of every shape and description, was a study in angles, curves, and high tech coupled with tradition, with a nice ding amidships

to lend an air of reality. I wonder what the guy told his insurance agent about t-boning a boat that big. Floyd White mentioned that the guy might have told his agent that since he just paid his premium, he wanted to make sure he got his money’s worth. Sounds good to me, Floyd.

After staring at the 800-pound gorilla of sailboats, we headed for Point Bonita for a look around then back to the “airbox” off Crissy Field for the air show.

I have seen a few air shows, but this one had to be one of the best. For nearly three hours we stared up and out as one act after another wheeled and dove around us. In no particular order, we saw: Tim Weber, Michael Wiskus, Team Oracle, John Piggot, Melissa Andrzewski, The Patriots, The Snowbirds, and the Blue Angels.

Bob Edwards and I chatted on the radio on the way back to Marin Yacht Club (MYC), and I asked him about the Snowbirds, those red and white planes from Canada. He speculated that they might have been from the Inuit Air Force. Sounds fishy to me, eh? I’ll have to verify that information.

I would have loved to have been in an airplane over the Bay after the show. It must have been a spectacle. Several thousand boats opened the throttles wide and headed for home, in every direction.

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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)

Call Bob Ehlers

619.222.9446

Ship's Tonnage

Tonnage: the measure of a ship's volume or capacity, described in cubic feet.

Gross registered tonnage (grt): the measure of total internal volume of a ship, in units of one hundred cubic feet, excluding machinery spaces, bridge and navigation spaces, and other minor spaces essential to the operation of the ship. This measure is applied only to merchant vessels.

Net registered tonnage (nrt): tonnage frequently shown on merchant ship registration papers. It represents the internal volume available for cargo and for passengers. Set at one hundred cubic feet per ton, it is used by port and canal authorities as a basis for tolls and charges.

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"Hey, Bonnie..."
(Continued from page 4)

What a mad house. Being one of the slowest boats in the fleet, we just flopped around in the wakes and enjoyed our low fuel consumption.

At the end of the day, we ambled up to the club, visited some friends, drank some MYC red wine, and had dinner. It was a great day. What did you do that day? Did you enjoy yourself?

Thanks for listening.

Noel Diefendorf
Predicted Log Racing Association/
Northern California

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

-Edward Gibbon:

Decline and Fall of the Roman Empire

Real McCoy

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

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

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

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

Some authorities link the origin of the expression to a popular post-Prohibition Scotch whisky called McCoy's.

The most widely accepted version of its origin also dates from the days of Prohibition and has a nautical flavor. Bill McCoy, a boat builder from the Canadian Maritime Provinces, became very wealthy, not to mention popular, through the smuggling of bootleg liquor to cities along the northeastern seaboard of the United States. As an entrepreneur of some principle, McCoy had no known ties to the

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The Sea

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Juan de Bermudez

Bermuda began to appear on maps in the early 16th century, named after Juan de Bermudez, who first identified the archipelago. It soon became known as the Isle of Devils, a dangerous, reef-encircled place of peril, where dwelled furies and phantoms, into which ships wandered or were tragically blown. Neither the Spanish nor the Portuguese claimed these hostile, uninhabited islands, for they aspired to far bigger realms. By then, the sea was becoming a place of heroes and villains. Indeed, the sea, the most ancient of mariners, played both roles, depending on who was telling the tale.

The New World

For 5,000 years, the Mediterranean had been separated from the New World by the Atlantic. But a hundred years before Sir Francis Drake, Columbus had already set foot on San Salvador. Balboa had been to the Pacific, Cortez had invaded Mexico, and Pizarro had made a stake for Spain in Peru when Drake finally engaged the Spaniards at St. Augustine, Florida, in 1588. The New World wasn't quite so new anymore, and the English had a lot of catching up to do.

Bermuda's First Colonists

Explorers, adventurers, and soldiers of fortune became bolder and more numerous as England sought maritime supremacy. In the late 16th and early 17th centuries, it was a commercial enterprise known as the Virginia Company that sent settlers to the New World. From the beginning, according to Francis Bacon, the motives of the investors were not, as

some claimed, the propagation of the Christian faith but "gold and silver and temporal profit". Between 1585 and 1587, three expeditions to the New World, the first led by Sir Richard Grenville, landed settlers at the present day North Carolina coast. All failed. The last disappeared without a trace. An unfortunate relationship had grown up between privateering and colonization.

Celebrity Today!

May 9, 2008

Real McCoy

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organized crime syndicates that flourished during Prohibition.

Even more remarkable was the fact that the liquor McCoy delivered was pure, unadulterated, and of the highest quality—an impressive testimonial during a time when the consumption of "homemade hooch" was a frequent cause of blindness and death. Eventually rounded up and convicted of smuggling, McCoy may have been persona non grata to the Feds, but his name became a household work synonymous with 100 percent authenticity and high quality.

FUTURE NAI EVENTS (Tentative)

- 2009 Seattle, Washington
- 2010 Long Beach, California
- 2011 St. Petersburg, Florida
- 2012 San Francisco, California

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History of the United States One Dollar Bill

Take out a one dollar bill and look at it. The one dollar bill you're looking at first came off the presses in 1957 in its present design.

This so-called paper money is in fact a cotton and linen blend, with red and blue minute silk fibers running through it. It is actually material. We've all washed it without it falling apart. A special blend of ink is used, the contents we will never know. It is overprinted with symbols, and then it is starched to make it water resistant and pressed to give it that nice crisp look. If you look on the front of the bill, you will see the United States Treasury Seal.

On the top, you will see the scales for a balanced budget. In the center, there is a carpenter's square, a tool used for an even cut. Underneath is the key to the United States Treasury.

That's all pretty easy to figure out, but what is on the back of that dollar bill is something we should all know. If you turn the bill over, you will see two circles. Both circles, together, comprise the Great Seal of the United States.

The first Continental Congress requested that Benjamin Franklin and a group of men come up with a seal. It took them four years to accomplish this task and another two years to get it approved.

If you look at the left-hand circle, you will see a pyramid. Notice the face is lighted, and the western side is dark. This country was just beginning. We had not begun to explore the West or decided what we could do for Western civilization.

The pyramid is uncapped, again signifying that we were not even close to being finished. Inside the capstone is the all-seeing eye, an ancient symbol for divinity. It was Franklin's belief that one man couldn't do it alone, but a group of men, with the help of God, could do anything. "In God We Trust" is on this currency.

The Latin above the pyramid, *Annu't Coeptis*, means, "God has favored our undertaking."

The Latin below the pyramid, *Novus Ordo Seclorum*, means, "a new order has begun."

At the base of the pyramid is the Roman numeral for 1776 (MDCCLXXVI)

If you look at the right-hand circle and check it carefully, you will learn that it is on every National Cemetery in the United States. It is also on the Parade of Flags walkway at the Bushnell, Florida, National Cemetery and is the centerpiece of most heroes' monuments.

Slightly modified, it is the seal of the President of the United States, and it is always visible whenever he speaks, yet very few people know what the symbols mean.

The bald eagle was selected as a symbol for victory for two reasons: First, he is not afraid of a storm; he is strong, and he is smart enough to soar above it. Secondly, he wears no material crown. We had just broken from the King of England. Also notice the shield is unsupported. This country can now stand on its own.

At the top of that shield, there is a white bar, signifying congress, a unifying factor. We were coming together as one nation.

In the eagle's beak, you will read, "*E Pluribus Unum*", meaning one nation from many people. Above the eagle, there are thirteen stars, representing the thirteen original colonies and any clouds of misunderstanding rolling away. Again, we were coming together as one.

Notice what the eagle holds in his talons. He holds an olive branch and arrows. This country wants peace, but we will never be afraid to fight to preserve peace. The eagle always wants to face the

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For the Birds

Reprinted with credit to “Seaworthy, the BoatU.S. Marine Insurance and Damage Avoidance Report”.

* Crows have long known how to drop clams onto rocks to break them open, but the technique hasn't worked with walnuts, which only bounce. So crows in Japan and more recently in California, have learned to open walnuts by placing them on streets at busy intersections. Crows will retrieve the smashed walnuts only when a traffic light turns red.

* Various bird species have learned to make tools like hooks and barbed spears to forage for food. If a tool works well, a bird will carry it around to use over and over, sort of like a fisherman with his favorite fly rod.

* Playful parrots in New Zealand will drop stones onto roofs, hoping to make startled residents run outside. The same parrots will rip off a car's windshield wiper just for the fun of it. Researchers call this “intelligent play”. In a similar vein, a researcher returned to his office one day to discover his garrulous parrot had been using the speed dial on his telephone to make crank calls.

* Pinyan Jays can hide thousands of seeds in hundreds of separate caches over as much as a 12-square-mile area and retrieve *all of them* up to nine months later. By way of contrast, humans often have trouble finding eyeglasses or car keys in their own homes after only a few minutes.

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History of the United States One Dollar Bill (Continued from page 7)

olive branch, but in time of war, his gaze turns toward the arrows.

They say that the number 13 is an unlucky number. This is almost a worldwide belief. You will usually never see a room numbered 13, or any hotels or motels with a 13th floor. But think about this:

13 original colonies
13 signers of the Declaration of Independence
13 stripes on our flag
13 steps on the pyramid
13 letters in the Latin above
13 letters in *E Pluribus Unum*
13 stars above the eagle
13 bars on that shield
13 leaves on the olive branch
13 fruits
13 arrows
And, for minorities, the 13th Amendment

There are many, many more examples of avian intelligence, none of which will surprise anyone who has been trying to keep birds—and bird messes—off their boats. Snakes and owls may have stalked birds for millions of years, but birds learn to ignore the rubber versions after only a day or two. Birds have also learned to bypass fish line, pie pans and CDs tied to long strings, flags flapping in the breeze, etc.

It should be noted that many humans are also intelligent and have proven to be equally as determined. Bill Weddell, a member of BOATUS in San Pedro, California, was having problems with some blue herons that were perching on his boat's spreaders. He mounted nails and wires on the spreaders, but the herons countered by perching on the radome. Bill used nails and wires on the antenna, and the herons moved onto the bimini. Bill's boat was in danger of becoming a floating nail keg, so he completely removed the bimini, and the birds began perching on flybridge furniture.

One night, while he was checking on his boat, he noticed the herons flew away when he turned on his flashlight. On a hunch, Bill mounted three solar lights (Lowe's, \$39) just below the spreaders. The

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Weight Damage

You're on the last leg of a critical predicted log race. So far, things have gone well, and you haven't made any major blunders. All of a sudden, you're hit by a wake, the boat lurches, and your mother-in-law falls overboard. Without hesitation, you spring into action! Quickly reaching for your weight sensitivity tables, you estimate her weight. Scanning down the column, you locate the appropriate rpm adjustment required to offset the increase in speed due to the loss in overall vessel weight. You deftly pull back the throttle the exact number of rpm indicated, thereby maintaining your predicted speed. Tragedy averted!

Sounds silly? Not really;. A change of even a hundred pounds can significantly affect the speed of a planing boat. Exactly how much is a function of the weight and speed of the vessel. In Skeen's book on powerboat design, he cites a formula developed by Crouch for determining the speed of a planning vessel. It is as follows:

$$\text{Knots} = \frac{C}{\sqrt{\text{weight/horsepower}}}$$

C is a constant which, according to Crouch, varies between 150 and 180, depending on hull shape. For shaft horsepower, use 85% of engine horsepower. Generally, for a given rpm, the horsepower will remain approximately constant, so we can see that speed and weight are inversely related. What all this means is that a reduction in weight will yield an increase in speed.

You can forget the formula, but remember this: more weight slows you down, more power speeds you up. So, when mother-in-law fell overboard, the boat instantly became lighter by more than a hundred pounds (at least). For most boats running above displacement speeds, the loss of just 100 pounds will result in a speed gain of from 1/10% to over 1/2%. And that can make the difference between first place and did-not-place.

So, here are some thoughts on how to control this

important variable. First, establish a baseline weight. Probably with all tanks full, skipper, crew, an observer, and the normal complement of stuff aboard. Then, when you have extra guests or stuff for an extended voyage aboard, you can estimate the additional weight above baseline.

Similarly, when fuel or water tanks are less than full, you can figure the weight loss below baseline accordingly. The idea here is to be able to determine the difference from baseline weight at the start of the contest. All speed runs on the measured mile will be referenced to the baseline weight. Then, by figuring the weight difference at the start, an appropriate adjustment in baseline rpm can be established. During the race, adjustments can be made in rpm to offset fuel burn-off on each leg.

Now for the \$64 question. How much is your boat affected by weight changes? I once derived a formula that said the boat's speed will change one second per mile for every 2/3% change in the boat's weight. Since then, I have found a few vessels that, when tested empirically, didn't fit the formula. So, the best way is probably to determine it empirically for yourself. Run the mile with your tanks low, refuel and rerun the mile the same day (same bottom, same passengers, same stuff). Calculate the added weight and the change in speed to determine the weight/speed sensitivity in pounds per second per mile.

From that point on, consider the weight difference from baseline whenever running the mile or when figuring and running the contest. Good luck.

Tom Collins
Southern California Cruiser Association

Reprinted from 1994 Cruiser Log

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Nothing cures insomnia like the realization that
 it's time to get up.
 - Author Unknown

Weather Forecasting

It was autumn, and the Indians on the remote reservation asked their new chief if the winter was going to be cold or mild. Since he was an Indian chief in a modern society, he had never been taught the old secrets, and when he looked at the sky, he couldn't tell what the weather was going to be.

Nevertheless, to be on the safe side, he replied to his tribe that the winter was indeed going to be cold and that the members of the village should collect wood to be prepared.

But also being a practical leader, after several days, he got an idea. He went to the phone booth, called the National Weather Service and asked, "Is the coming winter going to be cold?"

"It looks like this winter is going to be quite cold indeed," the meteorologist at the weather service responded. So, the chief went back to his people and told them to collect even more wood in order to be prepared.

A week later, he called the National Weather Service again. "Is it going to be a very cold winter?"

"Yes," the man at National Weather Service again replied, "it's going to be a very cold winter."

The chief again went back to his people and ordered them to collect every scrap of wood they could find.

Two weeks later, he called the National Weather Service again. "Are you absolutely sure that the winter is going to be very cold?"

"Absolutely," the man replied. "It's going to be one of the coldest winters ever."

"How can you be so sure?" the chief asked.

The weatherman replied, "The Indians are collecting wood like crazy."

Lesser Known Murphy's Laws

Murphy's Law states that anything that can go wrong, will go wrong, at the worst possible time, while causing the greatest damage. Here are a few of the lesser known postulates of Murphy's Law:

1. Light travels faster than sound. This is why some people appear bright until you hear them speak.
2. Change is inevitable, except from a vending machine.
3. Those who live by the sword get shot by those who don't.
4. Nothing is foolproof to a sufficiently talented fool.
5. The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
6. If you lined up all the cars in the world end to end, someone would be stupid enough to try to pass them, five or six at a time, on a hill, in the fog.
7. The things that come to those who wait will be the scraggly junk left by those who got there first.
8. The shin bone is a device for finding furniture in a dark room.
9. A fine is a tax for doing wrong. A tax is a fine for doing well.
10. When you go into court, you are putting yourself into the hands of twelve people who were not smart enough to get out of jury duty.

For the Birds

(Continued from page 8)

lights stay on all night, don't drain the boat's batteries, and cast a pleasant glow over the entire boat. Best of all, he says, the herons have continued to stay away.

Score one for the humans.



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

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

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

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

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

Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

Spouse Name _____

Home Telephone _____

Office Telephone _____

Yacht Club or Other Boating Organizations _____

Boat Name _____

Please include your check payable to: NORTH AMERICAN CRUISER ASSOCIATION

ANNUAL DUES: \$10.00

CONTRIBUTION: \$ _____

TOTAL ENCLOSED: \$ _____

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



Cruiser Log

The Newsletter of North American Cruiser Association

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



Get Serious!

With the only navigation software that includes features designed specifically for Predicted Log Racers

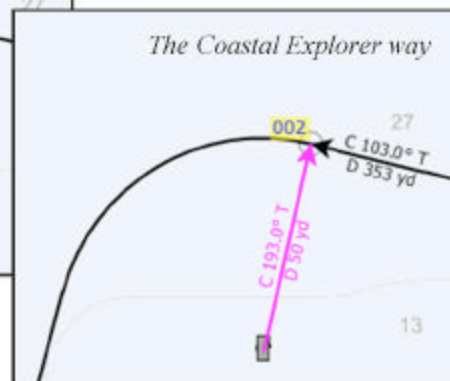
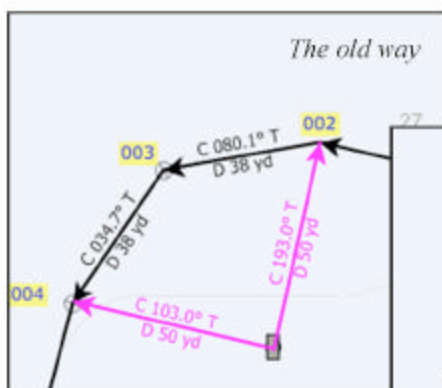
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