



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 10, Issue 1

April, 2010

Move over Brothers Grimm...Another Ferry Tale (Part II)

This is the personal recollection, Part II, of Jack Hicks about a boat trip from Anacortes, Washington to Sausalito, California aboard M/V Hombre Oro.

The Storm

Thursday, Day 2. Pitch dark at 0300. No wind, no waves. We hear horns far out. Weather report says the low is still off the coast but beginning to move. We're bound for Gray's Harbor. At 116 nautical miles, it's the longest leg of the trip. We won't make it.

The radar is too bright even on low. We see the waypoint clearly circled on the screen and proceed out in utter darkness. No sky light at all. GPS to computer to autopilot and radar working. Except, the auto pilot doesn't make the turn. The Cap'n software shows the course, speed and signals the turn, but the autopilot shakes off that call and goes its own way. Back to manual, turn and re-set after getting back on course for Dutz Rock. We would be a lot closer to home before we finally dug out the manual and read that the turn angle range is limited to twenty degrees +/- of center. So, a 90 degree turn seems to cause the autopilot to turn 270 degrees to grope its way back to the desired course. Not what you really want to do in a rock-bound coast in the black of night.

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We sight the stern light of a fishing boat off our starboard bow and follow along, waiting for dawn. We become aware that the wind is now with us and picking up. The seas are also responding, and waves begin to loom up in the reflection of our running lights. I sit on the starboard side. The captain cons from a large chair at the center of the control console. The first mate monitors the electronics from the port station. This allows me ample time to dream. I now see the wake of the fishing boat and idly muse, "What are you doing way out here on a night like this?" The answer comes, "What am I doing out here?"

We turn off at Tatoosh, and what was a not unpleasant ride, changes. Abruptly. The seas are now on our starboard quarter, and we decide that the stabilizers are needed. They help, but the ride is still bumpy. We call the

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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 Commodore of NACA for 2010, I would first like to thank all of you who have shared your knowledge and helped me learn the sport of predicted log racing over the past eleven years, initially, those racers in my club and International Power Boat Association (IPBA) but many more of you who have helped. Thank you.

In 2009, many new racers have taken up the sport in all corners of North America, and I want to welcome all of you. As I learned, so will you, so don't be shy in asking for help. All racers soon learn that we can grow this sport only by encouraging others and sharing our "secrets". I am a firm believer in sharing, and we open our skull sessions at my yacht club to any who want to come and share. Together, we become better boaters, have fun in the process, learn our boats, and make new friends in the boating community.

I view all of us as ambassadors for our sport to all those in the boating community who might be interested in an enjoyable boating activity. We just had a race on the first Saturday in March with sixty-five degrees and sunny skies in Seattle (don't believe all the national TV weather reports). Save for a few small sailboats in their own race and a few others, we, with our fleet of thirty-seven boats, were the only boaters enjoying the day and the entire weekend, at that! It is to all our advantages that we share this sport. As I have heard my yacht club's commodore say many times: the number one reason someone doesn't join a club (or activity) is

that no one asks them. Ask your boating friends to join in and offer to help them.

The NAI will be held in Long Beach, California, on August 7th at Shoreline Yacht Club (SYC). SYC has hosted the TransPac Yacht Race for many years, and I know that SYC Staff Commodore Warren Wolfe and NACA Vice Commodore Craig Ryan will do an excellent job. We are looking forward to it. Thank you, Craig and Warren.

I am looking forward to another great year on the water with our boating friends in NACA and the entire boating community.

Thank you.

Bob Lindal
Commodore
North American Cruiser Association

HELP WANTED

NACA needs someone with public relations or advertising experience to help write copy for press releases and to place ads that promote our sport.

Contact Bob Lindal
206.892.1234.

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!

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FUTURE NAI EVENTS (Tentative)

- 08/07/2010 Long Beach, California
- 10/15/2011 St. Petersburg, Florida
- 08/04/2012 Chicago, Illinois

The Season Is Underway!

On Saturday, January 16, 2010, thirty competitors from the area met at Queen City Yacht Club for the First of the Season predicted log competition. It was a beautiful cruising day on Lake Washington with calm winds, a rainbow, and occasional glimpses of the Cascades. Five organizations from the Puget Sound area were represented, with nine boats from Meydenbauer Bay Yacht Club and thirteen from Queen City Yacht Club.

The nineteen-mile course was laid out in two nearly equal segments. The first started off the north center of the 520 bridge and ran in a counterclockwise direction as far north as Juanita Bay and ended at Webster Point Light. Then, to accommodate sail boats in the competition, a timeout was instituted so that tall-masted boats could transit the taller east high rise of 520 and return to the restart line. The restart used an extension of Madison Street and sent the boats counterclockwise about the central section of the lake. Finishing at Madison Street, everyone returned to Queen City Yacht Club for scoring and the traditional "Social Event".

These fun and exciting events would not be possible without a cadre of impartial observers to record the times at the various marks in such a way that the contestant has no reference to time during the race. Volunteers from various clubs and organizations are called upon to help with each of the contests throughout the year. For their service, they are treated to a pleasant day on the water and dinner at the "Social Event". We see many familiar faces during the season and are always on the lookout for new observers. If you think you may be interested in predicted log racing, acting as an observer would be an excellent introduction to the sport. For fur-

ther information contact Bill Anderson at BigBillAsr@earthlink.net. Over the next two months, contests will be held at Bremerton Yacht Club on February 13, Meydenbauer Bay Yacht Club on March 6, and Gig Harbor Yacht Club on March 27.

Well, like all good competition, it is not the prize or plaque that counts but the thrill of victory and associated bragging rights! In this instance, the top scorers were Bill Grady and Todd Prodzinski of Seattle Yacht Club in their beautiful new Nordhavn *Zorro*. And they have a right to brag, with zero error on two of six legs and an overall error of just 0.3171%. An all star performance! The scores in general reflected the excellent conditions on the lake, with ten boats scoring less than one percent error.

Almost as impressive as the *Zorro* win were the team trophy winners. Four competitors from Queen City Yacht Club scored less than 0.5% error; Dick & Silvia Timmerman, 0.4072%; Bob Lindal and Jeff Ewell, 0.4257%; Dean Lentgis and Dave White, 0.4278%, and Bill and Trish Anderson, 0.4925%. To put this in perspective, out of 7500 predicted seconds for an 18-mile race means thirty-seven seconds or less of accumulated error to score less than 0.5% error.

The 2010 cruiser navigation contest season is underway. Please join us in this challenging, exciting and satisfying sport. Visit the International Power Boat Association web site at www.IPBApredictedlogracing.org for more information. While there, read about the Alaska 1000 competition being run this summer from Olympia to Juneau.

It is not true
that life is one damn thing after another.
It is one damn thing over and over.
-Edna St. Vincent Millay (1892-1950)

Life is a shipwreck,
But we must not forget
To sing in the lifeboats.
-Voltaire

...Another Ferry Tale (Part II)
(Continued from page 1)

Coast Guard for the latest NOAA weather. Port Angeles comes right back. The voice is remarkably clear and evenly paced. We all agree later that we had never heard such a clear report on VHF. Perhaps it was the content. This low-lying low had developed legs. Out of the blue, gale force winds are being predicted. That's the problem. The forecaster just predicts, while we just experience. Predicts is a lot easier.

Another little-known factor pops up. The captain is prone to seasickness. Gulled by an easy first day and no wind or wave at Neah Bay, he decided that he didn't need to put on his patch. It is now daylight. We see the coast. It is a dour vista. Heavy seas have slowed us down to eight knots. The captain is physically woozy and unstable on his feet; the first mate is down-right nauseous. They go below. I'm enjoying the ride but must contain myself. No point in really making them sick. After a short stay in sick bay, they return. Empty, but ready to take up the quest.

We'll never make Grays Harbor in daylight at this rate, and the weather is worsening. We look for the first place that we can put into. It is the small, shallow Quillayute River. An Indian reservation. On the charts, the center of commerce and local Coast Guard station are marked, La Push. That name rings a bell, but its meaning eludes my grasp. We concentrate on keeping the boat on course. We would come to remember its significance all too soon.

God Bless the Coast Guard

We call the Coast Guard at La Push. Again, they come right back. That's quite assuring. We explain we are a 48-foot motor vessel, experiencing heavy seas. "Is the bar open?" The Coast Guard says the bar is open now but will probably close shortly. "Where are you?" We give them our GPS latitude and longitude. The Cap'n software chart shows we are about thirty minutes from seabuoy "Q". The Coast Guard says to call them again when we're fifteen minutes out, and, if the bar is still open, they will meet us at the buoy. We start chugging for the buoy. The sea moves more to our stern, and the ride smooths out from up and down, with a little twist thrown in from time to time.

Fifteen minutes out, we call La Push Coast Guard. The seas are getting heavier, 10 to 12-foot swells with 2-4 wind waves on top, and the period is shortening. Now, 10 seconds, then 7 seconds. The stabilizers shudder periodically under the strain. But the bar is still open, protected somewhat by James Island in a northwest wind. If the bar closed, we would face a return to Neah Bay.

The Coast Guard calls. They will now send two boats. (Double your pleasure, double your fun.) What do they know that we don't? A lot. Local knowledge is priceless. The lifesaving boat will position on seabuoy "Q" to rendezvous with us. A second boat, the inflatable, will go out to "R2" to relay the bar conditions. A quick check of the charts shows that from the seabuoy, you can't see the entrance to the river, hidden behind James I-

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...Another Ferry Tale (Part II)
(Continued from page 5)

land. You also see that "R2", which is on an easterly line from "Q", is about half way between "Q" and the shore. You would normally turn at "Q", head for "R2", and then turn left for the river mouth. But in these seas, that means a big, beam, breaking sea. If you get into trouble, you don't have a lot of sea room to recover before being swept onto the shore.

The land shoals up rapidly as you near James Island. The river entrance is eight feet at low tide. We're just about at low tide, wouldn't you know. In addition, the river is partially blocked by a dredge. We don't think it can suck up another four feet by the time we get there.

Were we glad to see the lifeboat at "Q"? We were when it would bob into sight from under the waves. They gave us the drill. Life vests on. (I practically sleep in mine at sea.) Follow them. Stay one hundred feet off their stern. We can see the crew on deck, strapped to stanchion stations, so they don't float away if it rolls. Brrrrrr. They would lead us in from "Q" to a point about seventy-five yards off James Island and a turning point called Wash Rock. They would be talking with the inflatable at "R2", who can see the entrance and better gauge the timing of when to move.

We change positions to put the first mate on the throttles, so the captain can concentrate on steering. I stay on position but face aft to call out the wave heights and count the period. We're now as ready as we would ever be. The Coast Guard called, "Follow us." We moved into position off James Island. Then, they read us the last rites: We had to

acknowledge that we were on our own from this point on and the Coast Guard could not accept any responsibility for anything that might happen to us or the ship. Not a comforting good-bye. The final relay from "R2", "Bar open. Gentlemen, pick your wave...and good luck!"

The trick is to leave Wash Rock close on our port. Follow it around to port until we can clearly see the entire river mouth. Continue on until abeam of the centerline of the river and then make a 90 degree turn into the river. Don't go beyond center line. That part of the river delta is shoal. A long spit and mole connect the mainland and the island on the north side of the river. Also, keep to the right of the center line as you enter, as the north side of the river is shoal. That's why you have to dodge the dredge. It's in our way as we come behind the mole that marks the south river bank. From the vantage of the flybridge, we can see gravel bottom on our port as we clear the bar. The Coast Guard knows what it's talking about.

It is only 0905, 43.7 nautical miles, four hours and thirty minutes. Seems like we've been up for days. We find a slip in the marina and put the boat to bed. The first mate walks up to town to call home and report that we decided to do a little sightseeing in La Push.

Two young Coast Guardsmen came to inspect us and found our flares were out of date. They were very pleasant and all spit and polish; they looked at least fourteen years old. This post is seventeen miles from the nearest town of Forks, and to say it is a remote, isolated part of the world is too kind. They were delighted to have real customers. We were grateful to fill that role.

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NACA FLAGS

NACA flags are available for purchase.
 Only \$25.00 each
 Call Bob Ehlers at 619.222.9446

Always do sober
 what you said you'd do drunk.
 That will teach you to
 Keep your mouth shut.
 -Ernest Hemingway

...Another Ferry Tale (Part II)
(Continued from page 6)

The Specter

La Push is a fishing port. Crab and salmon. Good docks, sad boats. Our tide gauge was in the third slip toward shore. It was the mast of a sunken vessel. It had sunk several times after being raised by the Coast Guard, but there it was again on the bottom. Not pretty, but very reliable.

About 1600, we piped the Master Chief Petty Officer aboard. We were interested in how he dealt with the rigors of the job in an isolated part of the world. It is a tough assignment. Forget weather and sea. You can deal with them. It's the corollary assignments that take the toll. The Coast Guard becomes the law by default in maintaining order on the reservation. The CPO becomes ambassador without portfolio. You need great diplomatic skills to co-exist peacefully and obtain needed cooperation from the locals. I'm not sure they teach that at the academy.

Persistent cuts in Federal budgets and the ongoing downsizing of the Coast Guard has seriously affected morale and attitude of the personnel. The Chief, with twenty-seven years, most of it on the Washington and Oregon coasts, plans on retiring early. No future for the new people coming in. No old pros left to show them the ropes. It was an intimate glimpse into the heart of a man struggling to balance out a proud career with discouraging prospects.

And that's when we began to realize why James Island and Wash Rock jogged our memories. We remembered seeing the pictures on television and in the papers of the lifeboat (the same one that had just led us in) high up on the side of James Island, just above Wash Rock. Thrown into the cleft and left hanging. This is where three Coast Guardsmen lost their lives. They were part of the Chief's crew.

He was off duty, at home in Forks, when the radio-man picked up the Mayday from a sailboat in trouble. The *Gale Runner*. A man and a woman on-

board. Taking water. Position vague. Think they're close to "R2". The bar had been closed all day. Extremely heavy breaking seas. The duty officer was qualified to handle the boat. He had coast experience but not a lot of time on this specific bar. He made the call to send the boat out. Tough decision. No time to ponder. The job is to respond. Always risk in any sea. Can't ignore the call. A heroic, vain attempt...the sea claimed the day, but the Coast Guard salvaged the mission. At the last minute, the couple was air hoisted off their craft just before it smashed into the Quillayute Needles. A total loss.

To be continued in the next issue...

From the Vice Commodore

The cruiser navigation season is upon us again (at least here in Southern California), and both the Southern California Cruiser Association and San Diego Cruiser Association have hosted events already. If you are not on the water yet, hopefully you will be soon. We are all looking forward to a great season with the same high level of competition we've enjoyed in the past. Good luck to all.

I also wanted to mention the 2010 North American Invitational (NAI). As you know, Shoreline Yacht Club of Long Beach, California, is going to be the host club from August 4-7, 2010. The Los Angeles/Long Beach harbor area and adjacent waters should be a great venue.

Downtown Long Beach and the downtown Shoreline Marina, specifically, have recently seen major improvements. They have become one of the most desirable locations in Southern California. Within walking distance of Shoreline Yacht Club are many fine hotels, restaurants, Rainbow Harbor, and the Aquarium of the Pacific. Just across the channel you will see the legendary *Gray Ghost*, otherwise known as the *Queen Mary*, which, by the way, is also a wonderful hotel. You may want to tour the *Scorpion*, a Soviet submarine, take a harbor cruise,

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2010 Alaska 1000

On June 26, 1928, ten sturdy Puget Sound cruisers departed Olympia, Washington, bound for Juneau, Alaska, on the first cruiser race from the capitol city of Washington to the capitol city of Alaska.

International Power Boat Association (IPBA) now announces the celebration of the eighty-second anniversary of that event with the “Alaska 1000, Capitol to Capitol Cruiser Navigation Contest”.

The opening ceremony of this year’s competition will be held at Olympia, Washington, off Olympia Shoal in Budd Inlet at 0800 on Friday, May 28, 2010. Competitors will start the first leg shortly thereafter at Dofflemyer Point Light.

Unlike some earlier versions of this competition, which ran for twenty-four hours a day, this event will take a more leisurely pace, making port calls in such places as Naniamo and Prince Rupert, British Columbia; Ketchikan and Sitka, Alaska; and ending on July 2, 2010, at Juneau, Alaska. Other stops will include quiet, secluded coves and quaint marinas, complete with barbeques and beach picnics along the beautiful Inside Passage.

Boats will not be in competition throughout the entire length of the trip, but segments of each day’s travel will be race legs. The actual contest legs are only a small portion of the overall cruise and occur as part of the normal route being taken. They are of much lesser intensity than our local navigation contests. As you know, cruiser navigation contests, or predicted log races, are not speed and endurance races like the earlier events but navigational skill contests.

Planning for this event is well underway. We are expecting that about twenty-two boats from the United States and Canada will start the competition. There will be committee boats available for media representatives at the start in Olympia and some opportunities to ride competitors’ boats for the first leg of the competition, which ends at the Tacoma Narrows Bridge. There may be other op-

portunities to ride with a competitor along the route. Some background information is available from IPBA, and it is our intent to provide more detailed information about the Alaska 1000 as the start date approaches.

The planned itinerary and supplemental information can be viewed at www.ipbalogracing.org.

For additional information, please contact:

Bill Anderson at bigbillasr@earthlink.net
or

Don Larson at captdonL@novuswindshield.com or
telephone 360.340.8478.

Origin of Coxswain

Have you ever wondered where the title, “coxswain” comes from? Well, you have to go way back for this one, back to the twelfth century.

The word swain comes from the Old Norse word sveinn, and this was later added to the word cock, from the Old French coque (canoe), to eventually form the word coxswain.

The cock was the captain’s small boat that would ferry him to and from the ship. A young lad (boy) who was given charge of this boat had to keep it in top shape for when the captain needed it. He was called the cock swain. Literally, swain meant servant. As time went on, the coxswain came to mean a person in charge of navigation of a small boat.

Sometimes, the origins of words we use today have a history of lowly beginnings. Early swains were just kids keeping a small rowboat shipshape for the captain, while, in fact, he was the captain of his vessel.

Superior people never make long visits.

- Marianne Moore

Heavy Weather 2010: Forty Boats Entered

The weekend of February 12–14, 2010, Bremerton Yacht Club (BYC) was the scene of the 76th Annual BYC Heavy Weather Navigation Contest. While the days leading up to the weekend were windy and rainy, boats arriving on Friday for the start of a weekend full of social events were accompanied by slight breeze and calm seas.

The social calendar opened with a Friday night social hour, followed by dinner and dancing to the group, “Slightly Bent”. Saturday morning began with a continental breakfast and arrival of the observers. Finding enough observers was the single biggest challenge faced by the contest committee. Shortly thereafter, the contestants began arriving for log check-in and observer assignment. Among the special entries were a United States Navy admiral’s barge and a Junior Naval ROTC-crewed boat.

The first boats out departed Bremerton Yacht Club around 0930 for the starting point of the 21.6 nautical mile course under our famous Pacific Northwest constant drizzle, which would make its presence known for the rest of the day and into the evening. The good news was that, contrary to the weather threat implied by the contest name, the wind stayed away, the water was flat, temperature was in the 50’s, and the current was about high slack. A near-perfect Heavy Weather Contest day in February.

The contest course started on the inside waters of Sinclair Inlet and headed through Rich Pass, out to Puget Sound, around Blakely Rock, back through Rich Pass, and ending with a 2.4 nautical mile run through Port Washington Narrows to the finish at BYC. All forty boats successfully finished the contest, with some being far more successful than others with their scores.

Following log check-in after the contest, all gathered in the clubhouse for a social hour of storytelling and excuse-making about the day’s race, which was followed by dinner and skit performances by some of the visiting clubs to the theme of “Sock Hop”; the talented Tacoma Yacht Club “skitters”

performed their way to top honors, thereby winning possession of the BYC Rubber Clam Gun trophy for this year. The evening was rounded out with dancing until the wee hours to music by the band, Classic Ride.

Sunday morning dawned with clear skies and no rain or wind; great weather for the trip home. Following breakfast in the clubhouse, the contest awards were presented by BYC Commodore Don Park, Rear Commodore Leo Longenecker, and Regatta Chair Tony Frey. The scores were in keeping with recent BYC history, with only two of the forty skippers having scores under 1.000% error, which significantly contrasts with the recent IPBA contest hosted by Queen City Yacht Club (QCYC) on Lake Washington, where ten of thirty contestants were under 1.000% error.

Winning top honors overall was Lynn Montgomery, of QCYC, on *Likely Lady*, with a score of 0.7382% error. Taking second place overall was Bill Anderson, also of QCYC, aboard *The Tillie*, at 0.8960%. Rounding out the top three winners in third place was Dave Padgett, another QCYC contestant, on *Slip Away*, with 1.0568% error. The P/C Grady Barrentine Team Trophy is awarded to the best scoring team, consisting of the top four finishers from each club; this year, the QCYC team of Lynn Montgomery, Bill Anderson, Dave Padgett, and Jerry Zuvich (fourth place overall) were the unquestionable winning team with an average score of 0.9433% error. Winning the Novice Award was Richard Kay of QCYC aboard *Matana* at 1.1646%. A special award was also presented to BYC log racer Tex Dominy for forty-five years of participation.

Following the awards, the weekend visitors got underway for home waters, agreeing that log racing at BYC is, indeed, “A SOCIAL EVENT”.

Mike Henry
International Power Boat Association

History of Time Zones

Standard time is the time of a town, region, or country that is established by law or general usage as civil time. The concept of standard time was adopted in the late nineteenth century in an attempt to end the confusion that was caused by each community's use of its own solar time. This became increasingly necessary with the development of rapid railway systems and the consequent confusion of schedules that used scores of different local times kept in separate communities.

The need for standard time was felt most particularly in the United States and Canada. Sir Sandford Fleming, a Canadian railway planner and engineer, outlined a plan for worldwide standard time in the late 1870's. Following this initiative, in 1884, delegates from twenty-seven nations met in Washington, D.C., for the Meridian Conference and agreed on the system which we use now.

The present system employs twenty-four standard meridians or longitude (lines running from the North Pole to the South Pole) fifteen degrees apart, starting with the prime meridian through Greenwich, England. These meridians are theoretically the centers of twenty-four standard time zones; in practice, the zones have, in many cases, been subdivided or altered in shape for the convenience of their inhabitants.

If a ship has been sunk,
I can't bring it up.

If it is going to be sunk,
I can't stop it.

I can use my time much better working on
Tomorrow's problem than by
Fretting about yesterday's.
Besides, if I let those things get me,
I wouldn't last long.

-Admiral Ernest J. King

Food Facts

Shrimp are backward-swimming decapods (literally, ten-footed) crustaceans found worldwide in both fresh and salt water. An important food source for some fish and whales, shrimp have been on the human menu for a very long time.

Though true shrimp have a long period of existence, dating back to the Lower Jurassic period (199.6 million years ago) at a time when plesiosaurs (Loch Ness monster anyone?) roamed the seas, the earliest archaeological evidence of human consumption comes from the 5000-year-old Peruvian city of Caral, where archaeologists discovered an extensive trading of shrimp and mollusks.

Today, in the United States, the shrimp market is huge. The U.S. harvests over half a million pounds of shrimp and imports another 200 million pounds a year, more than any other country. Small shrimp are used in salads and shrimp cocktails and the larger shrimp as either an entree or part of one. They are a very popular and tasty item.

*From the Vice Commodore
(Continued from page 7)*

or even shoot over to Catalina Island. For those not competing, let us know you're coming, and we'll see if we can get you on a spectator boat, or we may even put you to work as an observer or scrutini-zer. It's a great way to meet new friends and re-new old friendships. I hope to see you there.

I need to ask a favor of our association bridges. I know it's a bit early, but I was hoping I could get the contact information for all the competitors in the 2010 NAI. I would like to forward the information to NAI Chairman Warren Wolfe, so he will be able to send out preliminary information as soon as it is available. Thanks very much.

Craig Ryan
Vice Commodore
North American Cruiser Association



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



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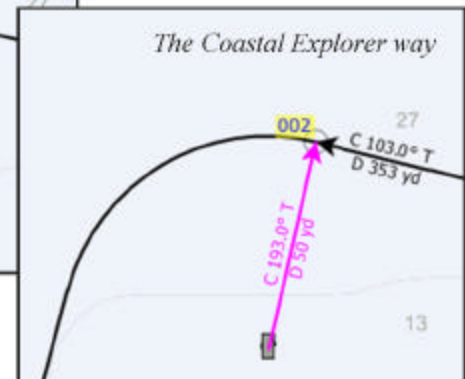
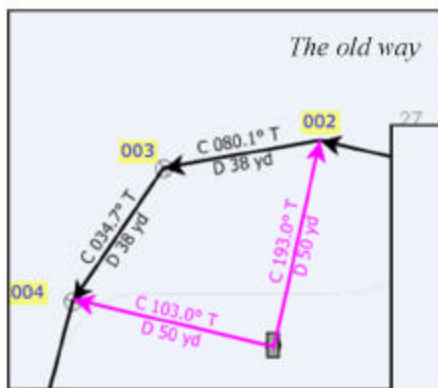
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