



# Cruiser Log

*The Newsletter of the North American Cruiser Association*

Volume 12, Issue 2

April, 2012

## It Was Heavy Weather!

In spite of apparent wind gusts to 40 mph, thirty-eight contestants took up the challenge at Bremerton Yacht Club's 78<sup>th</sup> running of their Heavy Weather Navigation Contest on Saturday, February 18, 2012. With the wind forecasted to arrive late Friday, those contestants cruising over from the Seattle area made it a point to get across Puget Sound on Friday for arrival at BYC and safe berthing before the Friday evening social gathering, club dinner, storytelling, and weather speculation.

Everyone awoke Saturday morning to healthy winds and pelting rain to begin their race day preparations. Following check-in at the clubhouse, the contestants cast off for the start of the 20.5 mile contest. The course would take them from the protected waters of Port Washington Narrows out through Rich Passage to the more open waters of Puget Sound for a brief, but more than fulfilling, whitewater run of about two miles. They then returned back through the Rich Pass for the more protected inside waters, except for a short quarter mile run abeam to the southerly winds and seas and helped by a long fetch.

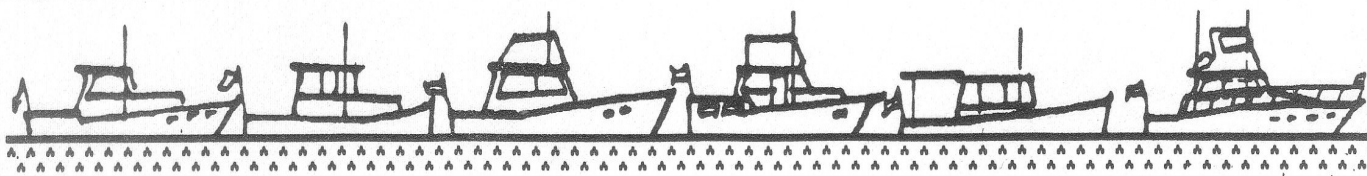
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The final leg, a 2.5 mile return trip through the Narrows at 7.0 knots in flat water at the turn of the current, turned out to be far more of a time prediction challenge for most than could have been expected. (Wait a minute here – why is the current trail at the bridge piling coming this way when it's supposed to be going that way?) Only two skippers got it right, with single digit errors, while fourteen finished that leg with errors of more than 100 seconds. The most unfortunate skipper (one well-seasoned veteran and previous winner of this race) completed the first five legs (fourteen total miles) in the "big water" with a total error of only 22 seconds (less than half the error of any other contestant at that point), only to fall victim to the Narrows' "Current Villain" by accumulating an additional error of 257 seconds over the last two legs. On a side note here, the heavy wind and rain at the start of the race turned to sunshine and a breeze by the time the first boats crossed the finish line (as was previously predicted by the contest chairperson).

After contest log check-in, the contestants and crews gathered back in the clubhouse for social time and dinner, followed by a skit contest between the visiting yacht clubs (won by Day Island Yacht Club) and winding the day up

*(Continued on page 7)*



## 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 *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

Greetings to all. The racing season is upon us again. We now have two races behind us in San Diego, and openers are about to happen in the Long Beach/Los Angeles, Puget Sound, Chicago, and Southeast regions.

The NACA bridge and Chairman of the Board met by telephone conference February 16<sup>th</sup>. For information, we do one of these every two months and one face-to-face meeting, concurrent with the NAI each year. The annual membership meeting is also held at that time. Our next telephone conference is scheduled for April 19, 2012. Directors-at-large are more than welcome to dial in.

Happy to report that NACA is solvent financially, thanks to dues and contributions by members, organizations, associations, and sponsors. If you have yet not done so, please pay your dues. Preparations for NAI 2012, to be held in Chicago this August, are on track.

A proposed bylaw change which essentially clarifies "Membership" categories has been provided in this issue for your review. It will be voted on at the annual meeting in August.

I want take a minute to thank our scorer, Karen Jepsen, and trophy coordinator, Bill Stewart, for their efforts in scoring and getting NACA annual (2011) trophies to winners.

Also a kind word for our *Cruiser Log* editor, Elaine Townsend, who, over the past eleven years, has done and continues to do an outstanding job in getting *Cruiser Log* edited, published, and mailed. I

also want to thank all of you who contribute with input.(some really good stuff in there) to *Cruiser Log*. The more the better! Enough said. Time to work on how to do better next race.

"Vedere te sulle aque."

Sincerely,

*Jeff Calabrese*  
*NACA Commodore*

## Errata

In the February issue of *Cruiser Log*, Rear Commodore Fay Baynard's name was misspelled on page 2.

On page 9, the last sentence of Craig Ryan's NAI Photos paragraph should read, "Once on that site, select the gallery you are interested in and click on it. You will need to type the password, 'crsnaca'."

Navigation is that excellent art  
which demonstrateth  
by infallible conclusions,  
how a sufficient ship may be conducted  
the shortest good way from place to place.  
- John Davis

### FUTURE NAI EVENTS

04 August 2012 - Chicago, IL  
03 August 2013 - Vancouver, B.C.  
02 August 2014 - San Diego, CA

### NEW COMPETITORS

Order copies of "Enjoy Log Racing"  
Each helpful copy is full of facts and fun.  
Only \$5 (plus shipping & handling)  
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## Information Alert to Membership

It is proposed that the following changes be made to the Bylaws of the North American Cruiser Association - to be voted on at the General Meeting in Chicago in August 2012.

Move that the ARTICLE IV of NACA Bylaws relevant to "MEMBERSHIP" be amended as follows:

Note: Current Bylaw in effect available for review/ comparison on the NACA Website (<http://www.predictedlog.org>)

### ARTICLE IV

#### MEMBERSHIP

##### SECTION 1. Association Memberships

- a. Any permanently organized boating association devoted to the promotion of the sport of Predicted Log Contests.
- b. Any yacht club, power squadron, or Coast Guard Auxiliary interested in promoting the sport of Predicted Log contests which is either not eligible for membership in, or is not within the contest area of any other NACA association.

##### SECTION 2. Individual Memberships

- a. All members in good standing of NACA member Associations shall be considered Individual members of NACA. They shall be included in NACA scoring and may participate in any NACA sanctioned contest.
- b. Individual Members may purchase Individual Subscribing memberships. Individual Subscribing members receive direct mailings of all NACA newsletters, rosters and other mailings.

SECTION 3. The eligibility of any organization shall be determined by the Executive Committee upon receipt of a letter of application for membership.

SECTION 4. Annual dues for memberships, Spon-

soring memberships, and Individual Subscribing memberships shall be established each year by the Association. Dues shall be waived for the first year of membership for both Association and Individual Subscribing memberships.

SECTION 5. Sponsoring Memberships shall be available to an entity that wishes to support the promotion of the sport of Predicted Log contests.

*Jeff Calabrese*

*Commodore*

*North American Cruiser Association*

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## Choosing a Tender

Here are a few considerations when choosing a tender for a cruising boat:

1. Large enough to carry at least two people and their gear.
2. Light enough to be moved about easily.
3. Heavy enough to bear the strains of beaching.
4. Tight enough to avoid leaking.
5. Stable enough to be towed and to avoid capsizing.
6. Seaworthy enough to stand up to the worst conditions.
7. Easy enough to get on board.
8. Small enough to be stowed on deck.

.....

### 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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## Boomerang 2012

The boomerang came back in the form of a very impressive performance by Meydenbauer Bay Yacht Club cruiser navigation team. The annual March Boomerang Predicted Log Competition, held this year on Saturday, March 3, 2012, and sponsored by Meydenbauer Bay Yacht Club, opened on a typical blustery March day. This predicted log competition is generally the third event of the calendar year for International Powerboat Association (IPBA); however, snow and freezing rain in January resulted in the cancellation of Queen City Yacht Club's First of the Season race. Even Bremerton Yacht Club's Heavy Weather competition in February was run in heavy weather!

The course for this year's cruiser navigation contests took the competitors from Meydenbauer Bay to Medina and across the lake to the West I-90 high-rise. The run south from the bridge passed around Seward Park to Atlantic Beach and across to Coulon Park.

Later-starting competitors met the early starters running back northbound past Seward Park and under the East I-90 high-rise, finishing the race near the start at Groat Point.

As the later-starting boats passed southbound under the bridge, they were greeted by a competitor maneuvering in the choppy seas to recover a canoe, which the 30-knot winds had lifted off the boat. But that was not the only casualty of the day. The choppy seas hid a log which caught one racer unaware, and the 4-foot shoal off of Coleman point managed

to impede two other racers. A raw water pump failure put a fifth boat in the "did not finish" category.

The inclement weather did not hinder the scores. Seven boats scored less than 1% error. Meydenbauer Bay Yacht Club's team scored four boats in the top ten, and Queen City Yacht Club's team had four boats in the top ten. In third place overall was the Queen City team of Ken Klett and Marv Elbon in *Klettitat*, with a score of 0.811% error. In second place from Meydenbauer Bay Yacht Club was Clint Chapin in *Sojourn*, with a score of 0.709% error.

But the score that blew everyone's canoe over the side was a 0.199% error turned in by John and Ellen Murphey in their newly acquired *Sturdy Gal*. With that impressive run as the basis for the team score, Meydenbauer Bay managed to retain their Boomerang Team Trophy for another year. The winning team members were the Murpheys, Clint Chapin, Bruce Cullen in *Caroline*, and Bill Herman with Mike Olsen in *Summer Hours*.

In typical Meydenbauer Bay Yacht Club fashion, the social events were "top drawer". Fleet Captain Jim Mitchell and spouse Lisa arranged for the tasteful decorations and marvelous meals, for which Meydenbauer Bay Yacht Club is becoming known in the IPBA cruiser navigation contest circuit.

*(Continued on page 6)*

### EXPERIENCED PREDICTED LOGGERS

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### NACA FLAGS

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*Boomerang 2012*  
(Continued from page 6)

The Saturday night awards banquet was topped off with dancing to music by the all-Meydenbauer Bay Yacht Club band, "Red, Right, Returning".



*Boomerang winning team 1 to r: Clint Chapin, John Murphey, Lynn Hvalsoe, Bill Herman, and Mike Olssen,*

The cruiser navigation contest season is just beginning. Please come and join us at upcoming events. It is a great way to use your boat during the off-season, an excellent opportunity to enlarge your circle of friends, and visit Puget Sound area clubs and outstations. You will learn more about your boat and improve your navigation skills. It's a family event and social event. Our schedule and information about cruiser navigation contests (or predicted log racing, as it is often called) can be found on the IPBA website at [www.ipbalogracing.org](http://www.ipbalogracing.org). If you want to talk to a real person about cruiser navigation contests please call Bill Anderson at 425-641-0317 or e-mail [bigbillasr@earthlink.net](mailto:bigbillasr@earthlink.net).

**Bill Anderson**  
**Commodore**  
**International Power Boat Association**

## Universal Sea-State Code

0—Sea like a mirror; wind less than one knot. Average wave height is 0.

1—A smooth sea; ripples; no foam; very light winds, 1-3 knots, not felt on face. Average wave height is from 0-0.3 m (0-1 foot).

2—A slight sea; small wavelets; winds light to gentle, 4-6 knots, felt on face; light flags wave. Average wave height is 0.3-0.6 m (1-2 feet).

3—A moderate sea; large wavelets, crests begin to break; winds gentle to moderate, 7-10 knots; light flags fully extend. Average wave height is 0.6-1.2 m (2-4 feet).

4—A rough sea; moderate waves, many crests break, whitecaps, some wind-blown spray; winds moderate to strong breeze, 11-27 knots; wind whistles in the rigging. Average wave height is 1.2-2.4 m (4-8 feet).

5—A very rough sea; waves heap up, forming foam streaks and spindrift; winds moderate to fresh gale, 28-40 knots; wind affects walking. Average wave height is 2.4-4.0 m (8-13 feet).

6—A high sea; sea begins to roll, forming very definite foam streaks and considerable spray; winds a strong gale, 41-47 knots; loose gear and light canvas may be blown about or ripped. Average wave height is 4.0-6.1 m (13-20 feet).

7—A very high sea; very high, steep waves with wind-driven overhanging crests; sea surface whitens due to dense coverage with foam; visibility reduced due to wind-blown spray; winds at whole gale force, 48-55 knots. Average wave height is 6.1-9.1 m (20-30 feet).

8—Mountainous seas; very high-rolling breaking waves; sea surface foam covered; very poor visibility; winds at storm level, 56-63 knots. Average wave height 9.1-13.7 m (30-45 feet).

9—Air filled with foam; sea surface white with spray; winds 64 knots and above. Average wave height is 13.7 m and above (45 feet and above).

Currents will have their way.  
— Herman Melville

The true sailor is a born artist.  
— L. Francis Herreshoff

*It was Heavy Weather!*  
(Continued from page 1)

with dancing to live music until midnight. Sunday morning dawned sunny and fairly calm for the breakfast gathering and awards presentation in the clubhouse.

Trophies were presented by Bremerton Yacht Club Commodore Leo Longenecker and Regatta Chair/Power Mike Henry to the top three overall winners, the top three finishers in each of five classes, the top novice contestant, the top U.S. Navy Unit, and the yacht club with the best four-boat team score.

Taking first place overall honors was the team of Owen and Linda Ritter of BYC on *Outbound*, with an error of only 0.4794%. Capturing second place overall was Clint Chapin of Meydenbauer Bay Yacht Club on *Sojourn* at 0.7115%. Last year's winner Dick Timmerman of Poulsbo Yacht Club aboard *Vagabond* took third place overall, with a score of 0.9373% (these were the only scores under 1.00%).

One of International Power Boat Association's goals is to encourage newer (and younger) boaters to get involved in our sport. This year there were five first-time entries at Heavy Weather, with BYC contestant Mike Laird taking the Novice Trophy with a score of 2.3465%. *Old Man IV*, skippered by QMC Mike Eaton, won the U.S. Navy Unit trophy. Of the eight yacht clubs represented in the contest, three qualified for the four-boat team trophy competition. This year the winning team, with an average error of 1.5157%, was the host team of Bremerton Yacht Club, comprised of Owen Ritter, Mike Henry, Chuck Silvernail, and Gene Paxton.

The sport of navigation contests, under the sanctioning body of International Power Boat Association, is alive and getting better here in the Pacific Northwest. The contests are hosted by various yacht clubs in the Greater Seattle, West Sound and South Sound areas, and they provide an excellent venue for year-round use of your boat, plus they allow access to some destinations not available to most boaters. The IPBA contest schedule and con-

test information can be found on the IPBA website at [www.ipbalogracing.org](http://www.ipbalogracing.org). For more details, please contact IPBA Commodore Bill Anderson at [bigbillsr@earthlink.net](mailto:bigbillsr@earthlink.net).

*Mike Henry*  
*International Power Boat Association*



Overall winners Owen and Linda Ritter of BYC being presented their trophy by BYC Commodore Leo Longenecker.



BYC Commodore Leo Longenecker with the winning team members (l to r) Mike Henry, Owen Ritter, Chuck Silvernail, Gene Paxton

Know this, that three-quarters of what you read in trade papers and technical magazines is written by people who don't know any more about the subject they write about than you or I do.

—Thomas Fleming Day,  
editor of *The Rudder* magazine, 1916

## Excerpts from Lecky's 1918 "Wrinkles in Practical Navigation"

### Compasses

It is now pretty generally recognized that on ocean charts the compass roses should indicate only the *true* points. All other sheets should shew the *correct magnetic* points, half points, and quarter points. These diagrams cannot be too plain and free from ornamental devices. Where possible, their diameter should be 3 inches, but never less than 2 1/2. The latest Admiralty pattern of compass rose is as recent as 1st January, 1912, on and after which date TRUE bearings will be introduced in all Admiralty publications as soon as practicable...

The objection to a *magnetic* degree circle is that its accuracy is more apparent than real. In parts of the world where the variation changes rapidly, it is all "moonshine". Round our own coasts, where the change is 1 degree in seven years, such a circle is practically useless. It looks nice, and that is all.

It thus becomes a question whether it would not be better to do away with the *magnetic* degree circle altogether. If degrees are wanted, let them be *true*, and, to enable them to be read easily, the diameter of the circle should be four inches. Then, with an inner *magnetic* compass rose of three inches—quite big enough—there would be an intervening blank of half an inch all round, which would conduce to clearness of expression, and prevent possibility of confusion.

On the other hand, should the argument in favour of the horn or other protractor be accepted, we come back to the simple *magnetic* compass rose shewing points and quarter points without circles of any kind. No doubt each kind will have its advocates, but the writer believes in simplicity.

The *magnetic* bearing or course may be wanted in a hurry, and if so, a compass rose showing points cannot be beaten as things go at present. The determination of the *true* course is always performed with deliberation and in the chart-room, where the graduated rolling parallel ruler or other form of

protractor is at hand.

In any case, the present Admiralty diagram is a vast improvement on the system which used to be in vogue with "Blue-back" charts when the writer was a youngster. The manner then in which compasses, true and magnetic, got mixed up and sprawled all over the shop was something wondrous to behold. The arrangement could not have been better calculated to give rise to mistakes at critical times—indeed, the writer has known it to do so.

The vessel referred to got on the rocks a few miles to the eastward of Queenstown, but luckily bumped off again without springing a leak, though her bottom was dented in like an old tin pot. The skipper was on the bridge, using a chart with a compass compared with which a spider's web was simplicity itself. As might be expected, he got confused with the jumble of lines, and ashore she went. The writer was on the after-wheelhouse at the time, and the first bang sent him flying down on top of a pompous-looking passenger, who, no doubt, would remember the 'regrettable incident' for quite a long time afterwards.

### Charts

Coming to the subject of "Blue-back" charts, a great drawback is the absence, in many instances, of the heights of mountain ranges, peaks, hills, islands, and lighthouses. These are all of great assistance in navigation, and no chart is complete without them. Lighthouse heights, when not on the chart, can, it is true, be got from the lighthouse-book, but it is more convenient to have them on the chart.

Admiralty charts can be backed with "brown holland", which, so far as the material is concerned, makes them last almost forever; but it increases the expense, and, seeing that some sheets are continually having alterations made in them, according as the banks and channels shift about, it is not advisable to resort to backing...It gives them a dangerous-

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*Excerpts from Lecky*  
(Continued from page 8)

ly permanent character.

Except, perhaps, for the smaller class of vessels, where the captain buys his own charts, the unwieldy “blue-back” has had its day, and it is only a question of “How long?” until it is superseded by the cheaper and handier productions of the Admiralty. As a result of trying to make them suit all purposes, the scale of the blue charts is, in general, *too large for ocean navigation, and not large enough for coast work.*

In case an Admiralty sheet should be destroyed by the capsizing of an ink bottle, the spilling of lamp oil, or any of the accidents which *do* happen, it is merely a loss of from one to five shillings; whereas, when its rival comes to grief, it cannot be replaced under from ten to fifteen shillings. Moreover, the extra cost of the latter offers temptation to keep it in use till completely out of date, and so marked and smudged as to be in many places illegible—a circumstance likely to lead to disaster, if indeed it has not already done so.

The Board of Trade has lately become very particular on this point, and one of the official notices directs the attention of shipowners, and their servants and agents, to the necessity of seeing that the charts taken or sent on board their ships *are corrected down to the time of sailing.* A court of inquiry into the loss of the British sailing ship *G. W. Wolff* commented severely upon the fact that the navigating charts were not accessible to the officers and expressed an opinion “that masters of sea-going ships should be compelled by law to have the chart by which a vessel is being navigated accessible at all times for reference by the navigating officers.” This does not stand alone.

With the Admiralty chart, the sailor can see at a glance if he has the latest information. The year and the month of the various corrections are engraved at the foot; should the correction be large, the notation is made against the imprint; if small, it is given in the left-hand bottom corner; thus an Ad-

miralty chart tells its own history. Perhaps some day the private publishers may see the advantage of adopting the same system.

Charts should invariable be kept flat, ready for the rulers to slide over them, instead of being rolled up, and folding them should be avoided if possible. Rolled paper is an abomination at all times—

“It will and it won’t,  
It can’t and it don’t;”

And if you lose your temper, you tear it, and so make bad worse. Every vessel, therefore, should be provided with shallow chart drawers, say 3 feet 9 inches long, by 2 feet wide and 4 inches deep. The sheets can then be numbered and classified and so are ready for use at a moment’s notice.

### Chart Backings

When the writer some years ago was in the habit of navigating Magellan Strait and the many hundred miles of intricate channels leading from it to the Gulf of Penas, and thence to Chiloe, it was necessary to keep the charts and plans on the bridge for  
(Continued on page 10)

## Towing a Dinghy

To avoid being run down by a runaway dinghy in a following sea, prepare for the eventuality before you get underway.

Besides the towline from the stern of your boat to the towing eye in the bow of the dinghy, make fast to the dinghy's stern a 25- to 30-foot medium- or heavy-weight line. Bring the other end of this line back aboard your boat and leave it slack (though cleated down so it doesn't go adrift before you use it).

When you are running before a steep sea, and the dinghy shows signs of climbing onto your stern, cast off the dinghy's stern line. It will trail behind the dinghy, much like a drogues, and exert enough drag to keep the towline taut and the dinghy under control.

*Excerpts from Lecky*  
(Continued from page 9)

constant reference; but seeing that the climate of that region is probably about the most rainy and tempestuous in the world, means had to be devised to protect the charts from the weather, or they would speedily have become so much pulp. This was accomplished as follows.

First of all, the sheets of the various channels were cut up into convenient lengths, and the carpenter was brought into requisition to make teak-wood backings for them of well-seasoned half-inch stuff, dressed smooth. The backing was made an inch longer and broader than the chart or plan it was intended to receive.

Next, some 'size' was made by filling a breakfast cup with isinglass and pouring on it as much boiling water as the cup would hold. After the 'size' had cooled and was just beginning to thicken, *both* sides of the chart got several good coats, rubbed in with a soft brush as fast as the paper would take it. When the 'size' was well absorbed and had partially dried, the *back* was treated with flour paste free from lumps and laid on smoothly, after which the chart was put down on the teak-wood; this had to be done very carefully to avoid creases.

To make the paper lie evenly and to prevent air-bubbles from remaining underneath, a wooden roller was run from top to bottom and back again. This rolling process must not be overdone, or it will cause distortion; and it is as well to place the roller on the middle of the sheet at starting, and roll from you, and then back again the whole way; this with a turn or two sideways ought to be sufficient.

When the chart had thoroughly dried on the board, both it and the teak-wood received three flowing coats of white varnish, made by mixing Canada balsam with twice its weight of best oil of turpentine. Each coat was laid on with a broad, flat, camel-hair brush and allowed to get perfectly hard before the next was applied.

When treated in this manner, the charts were com-

pletely weather-proof and equal to any amount of rough usage. Should the 'size' in the cup get hard like jelly, a few minutes on the stove will bring it back to a proper consistency.

### Chart Table

This was the writer's dodge some fifteen to twenty years ago, and in the interval, steamers have not got slower nor navigation less exacting. These facts, coupled with a perusal of "Wrinkles", let Mr. S. Manning, of Surbiton, Surrey, to devise a chart table for bridge use which would do away with the need of the drastic measures just detailed. The invention consists of a frame, in which is embedded a specially prepared sheet of glass, so treated that though it will readily take pen or pencil marks, is of such transparency that the chart detail can be seen through it. Courses or bearings can therefore be set out on the surface, or the Station Pointer applied, without injury to the chart underneath, *no matter what the weather may be*. The arrangement is well spoken of by practical men.

The great need for a contrivance of this kind, and its value, will be thoroughly appreciated by anyone who has had to consult charts in wet or windy weather. The valuable time that is usually lost in running below and having to remove waterproofs before the chart can be approached will now be spent on the bridge, where the whole situation is spread out before the anxious navigator, and his guide is at hand. The wetter the weather, the more transparent the glass. By having the bottom of the table of glass also and four or five incandescent electric lamps properly boxed in below it, the table would be available for night work. When not actually in use, it could be covered with a cloth. This is a suggestion of the writer's, and does not form part of Mr. Manning's invention. Should he read it here, he will no doubt utilize. Do so, by all means, Mr. Manning.

.....

Though pleased to see the dolphins play,  
I mind my compass and my way.  
- Matthew Green



## 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!

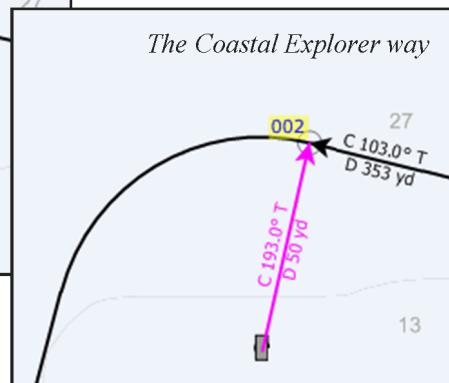
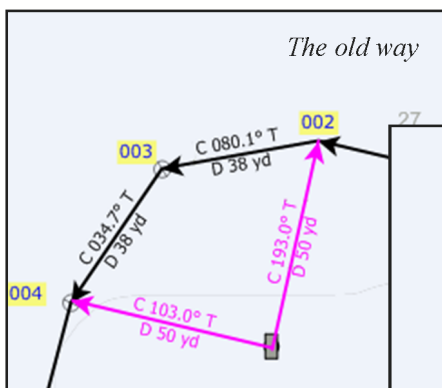
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