



Cruiser Log

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Hurricane Helene

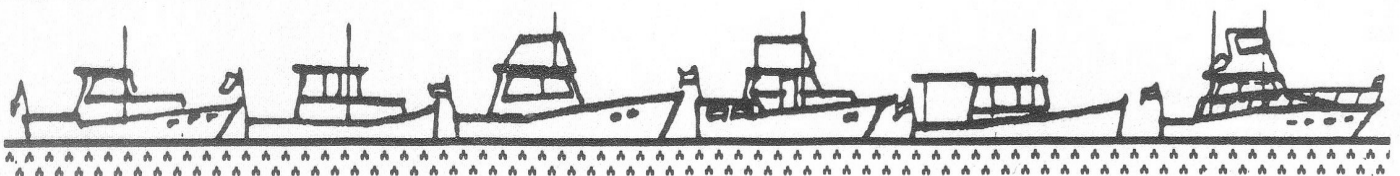
<u>Inside this Issue</u>		
Who's Who	2	<p>On Monday, October 7, 2024, a Special Board meeting was called for the purpose of discussing the October 2024 NAI, hosted by St. Petersburg Yacht Club in Florida. As you all must know by now, St. Petersburg has sustained considerable damage from Hurricane Helene. SPYC discussed the likely cancellation of the 2024 NAI at their Thursday meeting. As what might have been expected, the NAI has been cancelled due to all the damage, including loss of electrical throughout the area with no expectation of timing for repairs. Over half of the planned boat donations have backed out due to the aftermath of Helene and the uncertainty of boats being able to return to the water from storage on the hard.</p> <p>Shoreside businesses including restaurants are either severely damaged or still underwater, not to mention, "No Power". St. Pete crews are still working on clearing sand and debris from the streets. However, this will be a long battle. At any rate, a Zoom call for the Board was made to discuss plans for how to proceed from here, given the cancellation.</p> <p>In addition, I am certain all of us are disappointed and sad that these hurricanes forced SPYC to cancel the 2024 North American Invitational. Our thoughts and prayers go out to all those affected by the Helene and Milton hurricanes and all of Florida and of the many who have been lost to this disaster.</p>
Objectives	2	
CL Deadlines	2	
Commodores Cnr	3	
Future NAIs	3	
SDCA Sad News	4	
2025 Commodore	4	
Sea Sentinels	5	
NACA News	6-7	
Lindal's Use All	8-9	
Paint	10	
Yacht Designer	11	
What's in a Name	12	
EZ Entry Info	13	
Prompt Reporting	14	

Regretfully,

Jim Anderson

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A society grows great when old men plant trees whose shade they know they shall never sit in. —proverb



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 Publisher Deadlines

Submit by:	For publication in:
January 15	February
April 15	May
July 15	September
October 15	November

If you miss a deadline, your article will be published in a future issue.

2024 Commodore's Corner



Gathering the "LOGS"



I am hopeful that all is well with everyone, especially all those in the SE and particularly our friends in Florida who are following the wild ride in October last year. Back-to-back hurricanes were not kind. Our thoughts and prayers go out to all those affected by the Helene and Milton hurricanes. In addition, I am certain all of us are disappointed and sad that these hurricanes forced SPYC to cancel last year's running of the North American Invitational. Chuck Goes and his immense crew of volunteers spent countless hours in preparation for the event, only to get thwarted by Helene and Milton. We look forward to the NAI returning to St. Petersburg in the spring of 2026.

IPBA is planning another PNR Cruise to Alaska in 2025. It will most likely follow the same or similar route as our trip in 2022. There will be a total of eight legs, with varying lengths of 15 to 25 nautical miles each. There will be planned gathering venues following each of the individual legs, where we will gather for a meal and kibbitzing about how well or poorly we did. Of course, one may not wish to believe most of the stories told.

Our trek to Alaska will begin in Puget Sound (Seattle area), traveling through the San Juan Islands and Canadian Gulf Islands, crossing the Georgia Straits to Desolation Sound, north westerly (mostly

west) through the Inside Passage to the Broughton Archipelago near the western end of Vancouver Island. From here, we cross Queen Charlotte Straits and continue northerly through northern British Columbia to Prince Rupert, B.C., then to Ketchikan Alaska, and finishing at Wrangell, Alaska, (approximately 850 nm). After Wrangell, we will split up into smaller groups and explore SE Alaska. Great Adventure!

My year as commodore is coming to its natural end. I want to thank everyone for all the support throughout my year as commodore for NACA. Although I stepped in to fill out the final two years of the IPBA commitment in the NACA cycle of officers, I have thoroughly enjoyed working with all of you over this last year. Oh, yes, I will be returning as staff commodore in 2025.

Today, November 13, 2024, I held my last ZOOM call meeting of 2024, and I want to sincerely thank Rear Commodore Chuck Goes for setting up and sending notifications for our bi-monthly meetings during 2024. I'm not sure I'd have enjoyed this year as much had it not been for the help and support of have enjoyed this year as much had it not been for the help and support from Chuck and, of course, the amazing Tom Collins, with his fifty-plus years of service to NACA.

(Continued on page 4)

Future NAI Events

- 2025—Chicago YC (20-23 August)
- 2026—St. Petersburg YC (TBD May)
- 2027—IPBA (Puget Sound) (22-25 September)
- 2028—San Diego CA (23-26 August)
- 2029—SCCA (SoCal) (22-25 August)

The Breeze

*The breeze fills my sails, so adieu to the land!
My ensign's unfurl'd, I've the helm in my hand.*

*What sport is more pure,
what pleasures more sweet?*

~ H. C. Folkard

SAD NEWS from SDCA

We lost a very good friend and fellow competitor in David Weimer recently. I looked into my history and found him beginning here in 2001. He showed up with his *Just Deserts* and began winning quite often. In 2001, he won the San Diego Cruiser Association's Harbor Series.

He was the boat owner/adviser for the 2008 NAI win in San Diego. In 2013, Dave won the NAI in Tacoma, Washington. He was the navigator for the 2014 Barusch/Castagna win in Seattle. In 2017, he won the Coastal Explorer Trophy with *Just Deserts*.

Dave built our website and maintained it for years. He was our interface with Coronado Yacht Club and San Diego Sail and Power Club.

Dave Weimer will be missed.

Ed Denaci

2024 Commodore's Corner (Continued from page 3)

I leave this position knowing that NACA will be in the very capable hands of Kenn Wolf (Chicago Yacht Club).

Warm regards to all,

Jim Anderson

2024 NACA Commodore

2025 COMMODORE'S CORNER

It is my honor to be your 2025 NACA Commodore.

I have always loved being on the water since as far back as I can remember. I started sailing when I was twelve years old on a 14-foot sailboat. In 1970, my mother bought a 38-foot Chris Craft Roamer and moored it in Lake Geneva, Wisconsin.

My mother required me to take the Power Squadron boating course with her in order to operate the boat. I was fifteen years old. At that time, you had to be sixteen to take the course. I, therefore, had to get special permission to register. I was the only teenager, and my mother was the only woman in the course! She operated that boat for twenty years on Lake Geneva and later, Lake Michigan.

After all that time growing up with a power boat, I wanted to go back to sailing. My wife and I purchased used Sabre 42' in 1991. We joined the Chicago Yacht Club that same year. In 2006, when my

(Continued on page 9)

United States Fisheries Cruiser *Eider*

On the 15th day of January, 1920, we left Unalaska aboard the United States Fisheries Cruiser *Eider* for the Pribiloff Islands, Alaska. The barometer registered 30.62 inches.

By midnight, it was 30.66. On the 16th, at midnight, it showed 31.00. At noon on the 17th, it showed 31.20, at 4:00 P.M. it was above the registered marks, and at midnight, it was back to 31.20, where it remained until 4:00 A.M.

On the 19th, when it commenced to fall very slowly; and even now, with a northeast gale blowing and heavy snowstorm, it is still 30.68.

Such barometer readings I have never seen in this part of Alaska before, with all the years that I have been in the country.

— Captain Arthur H. Mellick

NACA FLAGS

NACA flags are available for purchase.

Show off your membership in NACA.

www.predictedlog.org

The Sentinels of the Sea

Perhaps the invention of the lighthouse was prompted by the worry of the wives and the anguish that, at the fall of night, wracked the hearts of the elderly and children who were waiting on the beach for the return of some raft held off shore by the wind, the current, the tide, or the hand of a hostile god.

Someone said, ‘Let’s light a large fire as high as possible on the cliff so they can see the direction to take.’ Later, the improvised idea was turned into an institution. The fire was given a fixed location so that it would be as radiant and effective as possible.

It was assigned a feeder, a keeper, who perhaps enjoyed a sort of sacred, priestly prestige when the fire was still considered a part of the mystery of nature. And when cities began to be built on the shores of the seas and oceans and were endowed with friendly structures called ports, the fire-lighthouses grew taller and larger.

They became huge towers that demanded an unending supply of wood, like the one built on the island of Pharos that attracted ships towards the Egyptian city of Alexandria. They also took on human forms, like the Colossus of Rhodes between whose legs the ships had to pass, or the Statue of Liberty that greets the ships that enter New York Harbor.

However, the real lighthouse, that lighthouse of legend, fireside tales, film and novels, is not a burly port beacon nor an exaggeratedly high urban street lamp: it is a small, slender tower standing way out among the surging roller off a noisy, jagged coastline, somewhere up at the top of the world,

It is visited only by seagulls and lived in by an old retired sailor who has a cellar and a library for comfort, and occupies his time between a radio and the weekly mail. This lighthouse is a coastal minaret in which only those who worship solitude can enjoy, celebrating the ceremony of lighting and putting out the light as part of a hermit’s existence.

From the Cube Book, The Sea. This section was written by Gianni Guadalupi. The book has a total of 736 pages, most of which are filled with incredible photographs.

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THE TRANSATLANTIC STEAMER *BRITANNIA*, LIVERPOOL, JANUARY 3, 1842

I shall never forget the one-fourth serious and three-fourths comical astonishment with which...I opened the door of, and put my head into, a “state-room” on board the *Britannia* steam-packet, twelve hundred tons burthen per register, bound for Halifax and Boston, and carrying Her Majesty’s mails...

That this utterly impracticable, thoroughly hopeless, and profoundly preposterous box, had the remotest reference to, or connection with, those chaste and pretty, not to say gorgeous little bowers, sketched by a masterly hand, in the highly varnished lithographic plan hanging up in the agent’s counting-house in the city of London: that this room of state, in short., could be anything but a pleasant fiction and cheerful jest of the captain’s invented and put in practice for the better relish and enjoyment of the real state-room presently to be disclosed.

—Charles Dickens

.....

1652—Jan van Rielbeeck
landed at the Cape of Good Hope.

.....

We all like to see people sea-sick when we are not ourselves.
— Mark Twain

**NACA 2024 Election of Officers
(including amendments to the NACA By-Laws)**

An online (ZOOM) meeting was held on October 23, 2024, to discuss/debate needed Board actions resulting in a decision to hold the 2024 election of officers and to vote on by-law proposed amendments via an electronic proxy vote via e-mail.

On October 24, 2024, a proxy vote request was sent to the NACA Board of Directors to especially address the election of Officers, Directors-at-Large, and a proposed change to the By-Laws. A deadline of November 10, 2024, for response was set. The wording of the proxy follows:

Proxy Vote Request:

Whereas the 2024 North American Invitational (NAI) has been postponed, the Board of Directors needs to handle certain NACA functions via e-mail, that would normally have been done at the annual meeting. Specifically, the election of Officers, Directors-at-Large, and proposed changes to the NACA By-Laws.

Due to the resignation of the current Rear Commodore, our current Secretary/Treasurer, Chuck Goes (SPYC) is moved up to the position of Rear Commodore.

Thus, the current NACA Officers are:

<i>Commodore</i>	<i>Jim Anderson (IPBA)</i>
<i>Vice Commodore</i>	<i>Kenn Wolf (CYC)</i>
<i>Rear Commodore</i>	<i>Chuck Goes (SPYC)</i>
<i>Secretary/Treasurer</i>	<i>Vacant</i>
<i>Staff Commodore</i>	<i>Randee Wood</i>

Tom Collins, Chairman of the nominating committee, moves to elect the following:

Please respond with your vote to affirm or reject the proposed candidates.

NACA Officers for 2025

<i>Commodore</i>	<i>Kenn Wolf (CYC)</i>
<i>Vice Commodore</i>	<i>Chuck Goes (SPYC)</i>
<i>Rear Commodore</i>	<i>Ed Denaci (SDCA)</i>
<i>Staff Commodore</i>	<i>Jim Anderson (IPBA)</i>

Directors-at-Large

Randell Schmidt (CYC)
Matt Ales (IPBA)

(Continued on page 7)

NACA By-laws

(Continued from page 6)

Background proposed By-laws change: Previously, the position of Executive Secretary was added. This has left the Secretary/Treasurer with little responsibility. Further, it would be desirable to shorten the total time commitment to serve as a NACA Officer. Therefore, the proposed By-law change eliminates the position of Secretary/Treasurer and redistributes responsibilities among the remaining officers.

|Amendments to the 23 September 2024 NACA By-laws

Article V, SECTION 1

The officer of the Association shall consist of a Commodore, a Vice Commodore, a Rear Commodore, an Executive Secretary, a Scorer, and the Junior Staff Commodore.

Article V, SECTION 3

In the event of a vacancy in the office of Commodore or Vice Commodore, the next succeeding officer shall fill the vacated office for the remainder of the term. A vacancy in the office of Rear Commodore shall be filled by vote of the Executive Committee at a special meeting called for such purpose.

Article V, SECTION 5

The Vice Commodore, Rear Commodore, and Executive Secretary shall perform the following duties, together with such additional duties as may be prescribed from time to time by the Commodore, Executive Committee, or the Board of Directors:

1. The Vice Commodore shall be responsible for public relations, publicity and promotion of the sport of Cruiser Navigation Contests, and assisting new member associations or groups in developing a Cruiser Navigation Contest program. The Vice Commodore shall be responsible for scoring and obtaining and awarding of annual keeper trophies. Additionally, the Vice Commodore shall maintain the roster of members and an up-to-date listing of Directors.

2. The Rear Commodore shall take and maintain minutes of the Bridge and Association meetings and shall coordinate any necessary Association correspondence. In consultation with the Commodore and Executive Secretary, they shall prepare and submit to the Executive Committee at the annual meeting, an estimated budget for the next fiscal year. The Rear Commodore shall also have the responsibility for individual membership development.

Article V, SECTION 8

The Executive Committee shall consist of the Commodore, Vice Commodore, Rear Commodore, Junior Staff Commodore, and the Chairman of the Board. During the period between annual meetings, the Executive Committee shall have authority to render decisions by a majority vote on the following:

Article X, SECTION 3

For the sole purpose of designation of officers in the event of the incorporation of the Association in the State of California, the Commodore shall be designated "The Chief Executive Officer" or "President", the Rear Commodore shall be designated "Treasurer", and the Vice Commodore shall be designated "Secretary". This designation shall not modify the duties to be performed by the officers of the Association as set forth in these by-laws.

The vote was unanimous in favor of election of officers and the change to the by-laws.

Jim Anderson

Future of Predicted Log Rally (PLR)/Cruiser Navigation Rally (CNR)

It is time to review how the “Use All” electronics Division 2 has worked for PLR/CNR in the International Power Boating Association (IPBA). The premise of my 2022 article was “How to make PLR relevant again”; as it was for many decades of new boaters who learned to navigate their new boats through the efforts of yacht clubs and others and how PLR served that purpose.

Nearly all yacht clubs have a founding purpose that they will make their members better boaters. Proficiency in navigation is the most important safety aspect. The big rallies of decades ago (up to 200 boats) had many draws to get such an attendance. Club participation and challenges were the “Log Racing Is a Social Event” mantra. But as important as anything, boats had only tach and compass and, if lucky, had a depth sounder; so, accurate navigation was needed to keep them off the rocks. PLR had the innate draw that learning PLR might keep you from running aground. PLR just as importantly, gives you confidence to pilot your boat safely far and wide.

A new boat today comes with all sorts of electronics. A new boater can turn on their chart plotter, and the boat icon moves around. There is no point in teaching new boaters how to use a tach and compass to participate. Indeed, some prospects even scoff at the idea that they can’t use their expensive toys and don’t want to only use a tach and compass and not have that boat icon.

I believe the last two years of using Division 2 “Use All” electronics in IPBA has provided us a hook to bring in new participants. That hook is simply “PLR is an easy and fun social event, where you can practice your new skills using all your wonderful new electronics” and hopefully keep you off the rocks..

Equally important is to give credit to NACA S/C Tom Collins, who promoted the SCCA rule and rallies using SOG (Speed Over Ground) with the mantra “Easy Entry”. He gave the prospects the route on a chart, and they didn’t have to time their boat, just go out and run a rally. SCCA calculated the predicted log, based on their average speed for the rally. The key is “Easy Entry”, and we have promoted Div. 2 as “Easy Entry”, too. IPBA just tells a prospect to pick a speed which is comfortable on their boat, and we give them the rally information and calculate their logs.

The first rally in 2023 brought out three new participants who had heard me talk about PLR in our club for nearly a decade and were not interested in learning the tach and compass rules. They didn’t even ask me about coming out until a few days before the rally. Easy Entry was the hook. Two of them navigated with only an iPad. Other clubs had similar experiences. IPBA had twelve rallyers in Div. 2 in 2024, and one ran eight rallies. There have also been a few retired former PLR rallyers who have turned out again. They like to participate, and the easy entry aspect of Div. 2 means little preparation is necessary, and they are still Rallyers, not just observers. And they get to use their boats.

IPBA has chosen to use both the Division 1, Tach and Compass (T&C), original rules, as well as the new Division 2, Use All, as two separate rallies within one day’s rally. The Div. 1 Rallyers are the biggest supporters of this sport, who have participated for years and know the values. We can accommodate both. We also use Speed Classes for start time separation, but they are not used for scoring. Although trophies and awards are a club decision, all have a first place and, sometimes, a second and third in each division.

(Continued on page 9)

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Weight is only of value in a steam-roller.

—Uffa Fox

.....
The greater the displacement, the greater the complexity; the greater the worry. - old saying

PLR/CNR

(Continued from page 8)

The Use All, Division 2, lets new rallyers participate right away with little preparation work, since they use SOG and don't have to time their boat. IPBA has given the CE ".nob" and ".GPX" files of the route to all participants for many years to help new rallyers anyway. The GPX format can be opened in nearly every chart plotter or navigation app on iPads and Surfaces.

IPBA considered several alternates before going with the 4th option Div. 2 D Use All.

Div. 2 A: (SOG only) - SOG ok, no boat icon, no other GPS data such as COG/L/L, radar is a club option (similar to rules used in LA-SCCA and Chicago - CYC), no handicap

Div. 2 B: (Boat icon only) no SOG/COG/L/L etc. boat icon ok, route not displayed, radar is club option (similar to AK 2022 rules)

Div. 2 C: (Boat icon and route) no SOG, but all other GPS data COG/L/L etc. is okay, boat icon okay, route can be displayed, radar is club option. I will be proposing this rule for rallys in Lake Washington in 2025, where the lack of any predictable current makes SOG less valuable (may call it Use All except SOG)

Div. 2 D: (Use All) - SOG and all other GPS data COG/L/L etc. is okay, boat icon okay, route can be displayed, radar is club option, no handicap.

For any rally with more than one Division, the minimum number of boats in each Division should be

three boats.

Marketing

We must get the word out to our yacht clubs and the boating fraternity in general that PLN/CNR is now using the new electronics rules to teach our members how to use their electronics with Easy Entry format, so little preparation is needed ahead of the rally. I imagine nautical publications and websites/blogs like Waggoneers (PNW) and other will pick up the story. A press release could tie the tie between the 20th century T&C training from decades ago to the electronics of this century.

In summary, IPBA will continue with Div. 2 in all rallies. I would like to see all other associations adopt the Div. 2 format for at least new rallyers as a trial for 2025.

Bob Lindal
P/C IPBA



2025 NACA Commodore
(Continued from page 4)

son graduated college, we bought a new Sabre 426 (as a graduation present to ourselves). After 25 years of sitting in the rain and heat and being swarmed by blackflies, it was time to go back to the "dark side". We purchased a used 2014 Princess V48 power boat in Ft. Lauderdale. Due to time restraints at work. We had a captain take it to New York, where we took delivery. There, we were joined by a friend and proceeded to take the boat up the Hudon River, into the Erie Canal, and through all but one of the Great Lakes. We spent a month taking the boat back to Chicago, and we all agreed that it was the best trip we had ever made.

In 2018, my wife, Loren, got involved with the CYC Power Fleet charity cruises. While attending the power fleet meetings, she learned about P-Logging. She thought that this was "right up my alley".

We started competing in 2019. I chart the course, calculate the times, and operate the boat. Loren is the eyes of the team. She searches for, calls the marks, and makes sure I stay on course. Like us, most of the Chicago competitors are husband and wife teams.

(Continued on page 10)

<p>EXPERIENCED PREDICTED LOGGERS</p> <p>Check out "Predicted Log Essentials" Get the competitive edge! Download for free on the NACA website: www.predictedlog.org</p>



PAINT

*2025 NACA Commodore
(Continued from page 9)*

THE FIRST RULE OF PAINTING

Scrape and sand before you prime; prime before you paint.

THE SECOND RULE OF PAINTING

Start from the top and work down; apply antifouling paint last.

THE THIRD RULE OF PAINTING

Don't paint around wet varnish, or varnish around wet paint.

GENERALLY

Vertical surfaces (bulkheads, masts, etc.) should be painted or varnished in a vertical direction.

Horizontal surfaces (planking, etc.) should be painted or varnished in a horizontal direction.

THE COMPONENTS OF PAINT

Pigment—fine particles that provide color

Extender—material used to extend, or increase, the base pigments

Vehicle—the liquid that carries the pigments and extenders; typical vehicles in oil-based paint are linseed, tung, and fish oil

Thinner—liquid used to thin the vehicle to make it easier to spread; also speeds the drying of the paint

Drier—a chemical compound that speeds the drying of oil-based paints

DO-IT-YOURSELF NONSKID DECK

Sand the deck with 80- or 100-grit paper. Mask off the area to be treated.

Apply a coat of paint to the masked-off area.

Sprinkle sand—use a salt shaker—on the wet paint.

Brush off or, better, vacuum up any loose sand after the paint has thoroughly dried.

Remove the masking tape and paint the deck.

-from *The Mariner's Book of Days: Peter H. Spectre*

We have been club champions at Chicago Yacht Club for the last five years. Our greatest challenge was competing in San Diego in 2021. This was the first time we competed nationally and the first time we had to deal with tides and currents. Talk about the pressure! Ultimately, we finished in 4th place, just behind Ken Griffing. His error was 1.7638%; ours was 1.7692%. The difference was only 0.0054%. I think we have not ever finished that close to someone in the years we have been competing.

Since then, we have placed 3rd in Long Beach and Puget Sound. We were looking forward to competing in St. Petersburg last year, but, unfortunately, the hurricanes that hit the coast forced its cancellation.

This past year, I have overseen the navigational rallies at CYC. In order to attract more participants in 2025, our rallies will now include a Division 2. Participants will receive the course as a .gpx or .nob file, which they can upload into their chart plotters. They will be able to use their GPS to see their SOG and can steer the boat by following the course on their chart plotter.

In 2025, Chicago Yacht Club will be sponsoring the NAI Championship. No tides, some currents, variable winds and waves, but fresh water and a beautiful skyline! We look forward to seeing everyone there for the competition and joining us in celebrating our club's 150th anniversary.

— Ken Allen Wolf

NEW COMPETITORS

A quick read— "Enjoy Log Racing"

Each helpful copy is full of facts and fun.

Download for free on the NACA website:

www.predictedlog.org

YACHT DESIGNER, BON VIVANT, MAN OF FASHION

A few thoughts from L. Francis Herreshoff:

Of all the hats least adapted for sailing, a hat with a long visor is the worst, for much of the time is spent looking up at the sails. The one international peculiarity of sailormen's hats for centuries is that they are brimless and visorless—with the exception of the sou'wester.

Take my advise—eat your potatoes with their jackets on; eat your whole apple, skin, core, and all; chew everything well. Don't forget the prunes.

Neptune respects bronze and oak; he sometimes lets steel pass for a while, but if big business launches plastics on him, they will be mistaken, for Father Neptune is not fooled by imitations.

Today many people and particularly the ladies who think there are only two kinds of wood. One is stained red and called mahogany; the other kind is not stained red and not called mahogany.

The imitators are a queer lot and you should help them if you can, for they are quite unhappy. When you are trying to work out a cabin plan for them, they make up great lists of things which other people have had and send you clippings of every advertised gadget. Yes, they must have them all—all jammed into the cabin at once or they will never rest happy.

If you want to enjoy your cabin, get up early tomorrow morning and just as the sun breaks the horizon, ease the radio over the side—wires, batteries, and all. You will say, "Well, how about the weather predic-

tions?" Now after you have heard them, you have a look in the west anyway to see what the weather will be. If you can't read this sign in the west, which is one of the biggest signs in the world, you had better stay on the shore altogether.

It is foolish to have anything on board that will not work. It makes no difference whether it is a backstay spreader, anchor, or motor; if it is on board, you should learn how to use it and keep it in shipshape.

The beautiful yacht may not be the driest, most comfortable, or even the fastest, she may even be lacking in the principle virtues as the beautiful woman often is, but she will always be the most desirable. Her faults will be overlooked, and it will be a pleasure to correct her shortcomings.

Traditional Scottish Fishermen's "NEVERS"

Never utter the word salmon; rather, say beastie or red-fish.

Never throw out hair after a haircut; rather, burn it.

Never sleep in a position that will allow the moon to shine on your face, as it will make you go mad.

Never whistle or sing before breakfast.

Never lay boots or shoes on a table.

Never wear a new pair of trousers without putting a coin in the pocket first.

Never put on trousers and boots left foot first; always right, then left.

Never throw fish bones on a fire.

If you spend the night alone in an open boat in a thunderstorm, it will bring you closer to God than going to church forty Sundays.

—L. Francis Herreshoff

A Very Heavy Chambermaid

"The captain swam ashore. So did the chambermaid; she was insured for a large sum and loaded with pig iron."

—from a 19th-century newspaper account of a shipwreck.

WHAT'S IN A NAME?

How is a predicted log defined? “Predicted Log” (PL) is NOT about speed. Predicted Log is an individual navigational improvement event whereby participants are engaged in a learning experience. When one thoughtfully engages in predicted log, he/she will not only hone navigational skills so important to boating in general, but in addition will learn safe operation of the vessel while comingling with vessels you cruise with and/or other vessels cruising around you. PL is all about becoming comfortable with and understanding your boat’s particular traits, giving you a profound sense of safety underway.

Predicted Log participants are given a prescribed event course and must adhere to this prescribed individual improvement event course, predicting (prior to starting the event) the elapsed time in minutes and seconds it will take his/her event route, based on his/her predetermined speed at an RPM required to obtain that speed, without influence of wind, tidal currents and time of day (TOD) or access to any device showing actual time of day.

“Predicted Log” is not likened, in any regard, to something like “offshore (power or sail) racing” or “hydroplane racing”. It is, all about understanding your boat. PL utilizes your predetermined time predictions and learned knowledge of your boat to negotiate the prescribed route as close as possible to your predictions. PL has nothing to do with SPEED. It has everything to do with your learned knowledge of the boat and how it reacts to the local cruising conditions in the area of your cruise. This all starts with Predicted Log.

Naming the Sport:

For years we have referred to this sport as “Log Racing” or “Predicted Log Race”. Recently, we’ve attempted to remove the reference to “Race” or “Racing”, due to the above referenced definition and inherent relation to...well, racing or speed. I believe we’ve made this effort to distance our sport from RACE and the connotations the term may have related to insuring our boats. A myriad of names have surfaced

throughout NACA within each of our local organizations. Perhaps it is time to gain solidarity throughout NACA and develop a name for the sport that will be universal yet germane to what it is we all do and enjoy.

SUGGESTIONS:

Predicted Log (PL)

Predicted Log Contest (PLC)

Predicted Log Event (PLE)

Navigational Improvement Event (NIE)

Personal Navigational Improvement Event (PNIE)

Personal Improvement Navigational Event (PINE)

Others?

23RD PSALM, MARINER'S VERSION

Anon.

The Lord is my pilot. I shall not drift.

He lighteth me across the dark waters.

He keepeth my log.

*He guidith me by the star of holiness for His
Name's sake.*

*Yea, though I sail 'mid the thunders and tempests
of life.*

I shall dread no danger, for Thou are near me,

*Thy love and Thy care, they shelter me,
Thou preparest a harbour for me in the homeland
of eternity,*

*Thou anointest the waves with oil; my ship rideth
calmly;*

*Surely, sunlight and starlight shall favour me on
the voyage I take,*

And I will rest in the port of my God forever.

EZ Entry Smooths the Way for New Skippers

by Tom Collins

We need to find a better way to bring new skippers into our sport. Too often they have heard that it is too complicated, involves hours of running the measured mile, and then doing copious amounts of chart-work and calculations just to prepare the prediction. While that may have been true in the past, the computer charting programs today make the task far simpler.

Nevertheless, we need a way to introduce the prospective skipper to the enjoyable on the water challenge of accurately running a course while bypassing the rigors of doing the predictions. A procedure called EZ Entry seems to do just that.

With EZ Entry, the skippers need only to show up with their boat and run the course using the mark descriptions and compass headings provided. They run the course at their usual cruising speed. Their observer records the times at each control point, and the actual log is submitted to the contest committee.

If the contest doesn't permit GPS speed-over-ground, then the committee determines the predicted speed by calculating it from the time reported over a distance that is run on the first leg. Otherwise, the skipper notes the GPS speed they have chosen to run on the log. The committee then prepares a prediction using the predicted speed and the distances for each leg from the chart used in preparing the contest. Scoring is done in the normal manner.

The accuracy of these predictions is perhaps not as precise as if the skippers had determined their speed from a round-trip run of the measured mile and done their predictions with their boat's specific turn-times, but it will return a score that can be used to award a trophy for best in the EZ Entry class and hopefully generate interest in participating in future contests.

Why not give EZ Entry a try in some of your local contests? Perhaps it will help to spark interest in some new potential cruiser navigation skippers.

A sample EZ Entry description follows:

HHYC Season Closer Predicted Log Rally – EZ Entry

A special feature of this Huntington Harbour Yacht Club Season Closer for predicted log rally is the provision for Easy Entry level skippers to enter without the need to run a measured mile or know the boat's speed, nor to prepare and submit a predicted log! The course is just fifteen miles in the Long Beach area.

It's simple! All you need to do is submit your entry reservation attached to the rally instructions, attend the Friday evening skipper's meeting, and then steer the course on Saturday morning. At the Friday skipper's meeting, we'll answer any questions you might have and even provide an observer if you need one. Saturday morning, you'll go to the start point at the east end of the Long Beach Breakwater, start at your desired time, and follow the course described below. Just run the course at the speed you normally cruise. Your observer will record your times on the actual log as you pass the course checkpoints.

After your Actual Log is turned in, the Committee will use the times recorded on the waypoints on your first leg to figure your boat's actual speed, which they will then use to prepare a course prediction for your boat.



NACA BLAZER BULLIONS

NACA has gold embroidered blazer bullions with our flag on a gilt-edged 2 1/2" medallion.
Really good looking!
www.predictedlog.org

THE VALUE OF PROMPT REPORTING

Certain U.S. Coast Guard regulations call for vessel owners and operators to file accident reports when an accident occurs which causes \$25,000 or more damage, someone is killed, someone goes missing, or someone suffers an injury which requires professional medical treatment of any kind. The report is to be filed with the nearest U.S. Coast Guard authority immediately and by the fastest available means; a full written report must follow within five days.

Many such accident reports are filed every year, and from them, the National Marine Safety Council extracts and publishes accident statistics and formulates appropriate regulatory changes, hoping to alert mariners to the dangers that might befall them and thus preventing future accidents.

The importance of, and responsibility for, such accident reports is not something which anyone should take lightly. Still, as in all human undertakings, there can sometimes be a touch of levity brought to almost any situation. The following "Accident Report" is from Christine Rybak, an Instructor in the Environmental Safety division of ARCO Marine, Inc. Chris had received it from someone on the ship *Arco Texas* though as far as is known it did not originate on, or involve that ship. The "report" follows, including the almost Germanic capitalizing of certain terms.

"Dear Sirs:

It is with regret and haste that I write this letter to you; regret that such a small misunderstanding could lead to the following circumstances and haste in order that you will get this report before you form your own opinions from reports in the world press. I am sure that they will tend to overdramatize the affair.

We had just picked up the pilot and the Deck Cadet had returned from changing the 'G' flag for the 'H'. It being his first trip, he was having difficulty in rolling the 'G' flag up. I therefore proceeded to show him how. Coming to the last part, I told him to "LET GO". The lad, although willing, is not too bright, necessitating my having to repeat the order in a sharper tone.

At this moment the Chief Officer appeared from the Chart Room, having been plotting the vessel's

progress, and thinking that it was the anchors that were being referred to, repeated the 'LET GO' to the Second Officer on the Forecastle. The Port Anchor, having been cleared away, but not being walked out, was promptly let go. The effect of letting the anchor drop from the 'Pipe' while the vessel was proceeding at full harbor speed proved too much for the Windlass Brake and the entire length of the Port Chain was pulled out 'by the roots'. I fear that the damage to the Chain Locker may be extensive. The braking effect of the Port Anchor naturally caused the vessel to sheer in that direction, right toward the Swing Bridge that spans a tributary to the river up which we were proceeding. great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think

The Swing Bridge operator showed to stop the vehicular traffic, the result being that the bridge partly opened and deposited a Volkswagen, two cyclists, and a livestock truck on the Foredeck. My ship's company are at present rounding up the contents of the latter, which from the noise, I would say were pigs. In his efforts to stop the progress of the vessel, the Second Officer dropped the Starboard Anchor, but too late to be of practical use, for it fell on the Swing Bridge operator's Control Cabin.

After the Port Anchor was let go and the vessel started to sheer, I gave a 'Double Ring Full Astern' on the Engine Room Telegraph and personally rang the Engine Room to order maximum astern revolutions. I was informed that the Sea Temperature was 53 degrees and asked if there was a film tonight. My reply would not add constructively to this report.

Up to now I have confined my report to the activities at the Forward end of the vessel, Down Aft they were having their own problems.

At the moment the Port Anchor was let go, the Third Officer was supervising the making fast of the Aft tug and was lowering the ship's towing Spring line down onto the tug.

The sudden braking effect on the Port Anchor caused the tug to 'Run in Under' the stern of my vessel, just at the moment when the propeller was answering my 'Double Ring Full Astern'. The prompt action of the Third Officer in securing the inboard end of the Towing Spring delayed the sinking of the tug.

(Continued on page 15)

Prompt Reporting

(Continued from page 14)

It is strange, but at the very same moment of letting go the Port Anchor there was a power cut ashore. The fact that we were passing over a ‘Cable Area’ at that time might suggest that we may have touched something on the river bed. It is perhaps lucky that the High Tension Cables brought down by the Foremast were not live, possibly being replaced by the Underwater Cable, but, owing to the shore blackout, it is impossible to say where the pylon fell.

It never fails to amaze me, the actions and behavior of foreigners during moments of minor crisis. The Pilot, for instance, is at this moment huddled in the corner of my Day Cabin, alternately crooning to himself and crying, having consumed a bottle of gin in a time that is worthy of inclusion in the *Guinness Book of Records*. The Tug Captain, on the other hand, reacted violently and had to be forcibly restrained by the Steward, who now has him handcuffed in the Ship’s Hospital, where he is telling me to do impossible things with my ship and my crew.

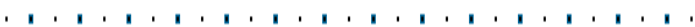
I have enclosed the names and addresses of the drivers and insurance companies of the vehicles on my Foredeck, which the Second Officer collected after this somewhat hurried evacuation of the Forecastle. The particulars will enable you to claim for the damage that they did to the railings of the #1 Hold.

I am closing this preliminary report, for I am finding it difficult to concentrate with the sound of Police Sirens and their flashing lights. It is sad to think that had the Deck Cadet realized that there is no need to fly Pilot Flags after dark, none of this would have happened. For the Weekly Accountability Report I will assign the following casualty numbers: 750101 to 750199 inclusive.

Respectfully Yours,

Master”

Submitted by Tom Collins. Reprinted with permission from the July 1998 Burgee Magazine.



All very successful commanders are prima donnas and must be so treated.

—George S. Patton

**THE SONG, THE SURF,
THE CLUCK OF WATER**

When I was lying in a Western Port., the crew of one of the ships at anchor formed a band, to perform nightly, on the forecastle head. They had a drum made out of an empty flour barrel, with canvas stretched across both ends. They had several triangles formed by beating marline spikes together. Several men performed upon the pannikin, or tin cup. Some had mouth-organs, or accordions.

One had a fiddle. They had also a common melodeon, for which they had clubbed together their scanty silver. Night after night, when the darkness had made more palpable the roaring of the Pacific surf, the crew would gather under the stars to make music.

One of their most popular songs was a sentimental ditty, sung to a sad tune. It had no chorus, properly speaking, but the crew repeated each stanza after the singer. The effect of the whole was strangely beautiful; for when the sailors sang, and the music went ringing over the bay, to the accompaniment of the surf, and the cluck of water, the common words became noble, and the poor tune sweet.

—John Masefield, 1906



NACA clothing (other than ball caps)

is available at the NACA Ship’s Store

Go to www.navrally.org

Click on NACA Ship’s Store. This opens a link to

Land’s End Business Outfitters.

Select your product and choice of logo.

It is simple to use,

and the merchandise is of good quality

The Newsletter of North American Cruiser Association

Ken Griffing - Executive Secretary
14404 Eadbrook Dr
Hacienda Heights, CA 91745-2536



The only navigation software with features designed specifically for predicted log racing. Download a 10-day free trial at www.rosepoint.com

COASTAL EXPLORER

A better way to plan and navigate

NACA competitors have been using Coastal Explorer to plan and win events for over 10 years. Our exclusive curved waypoint transition is just one of the many tools that can be used to accurately plan for a race. Routes can be easily copied to MS Excel for further refinement. These features, combined with Coastal Explorer's ease of use and stability, make it the ideal choice for your next race and all your cruising needs.



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*Offer only valid for trial download version.