



# Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 11, Issue 4

December, 2011

## Saga of the Misty Sea, Part VI

The following is the sixth of seven trip reports sent to me by Tom Collins several years ago. With apologies for the long delay in publication, here is Part VI of the Saga of the Misty Sea. They were recently on their sixth Mexico trip, rambling up and down the Mexican Riviera for approximately six months.

Wednesday, May 7, 2003

Barra de Navidad to Cabo San Lucas

Voyage statute miles: 3064; Voyage engine hours: 332

After nearly seven months, it is sadly time to end this respite in the warm tropics and begin the return voyage home. As I write this, we are underway from Puerto Vallarta to Cabo San Lucas in beautiful seas of the type Joanne likes to refer to as undulating Jell-O. This will be the longest leg of the return trip, covering 300 miles of open ocean, as we cross the mouth of the Sea of Cortez, or, as the Mexicans call it (because they aren't too happy with the name, Sea of Cortez), the Gulf of California.

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This will be a forty-one hour leg, and, having left Puerto Vallarta at first light yesterday morning, we should make landfall at 2100 tonight. Our crew was to be just Joanne and Tom. Yes, Joanne did decide to come along after all. (Oh, joy, says JC). Then, just hours before sailing, our friend, Tom Collins, whom we traveled to that big island with, sailed into Puerto Vallarta and let us convince him to join us.

We are going to try employing a strategy this year to make the Bash easier by making use of the e-mail capabilities we have onboard and new advances in weather forecasting. In addition to the excellent weather reports we are receiving from Don, the retired cruiser weatherman in Ventura via single side-band radio, we are downloading GRIB files via e-mail. These are weather forecasts that are generated by computer, using satellite data. They go out as far as five days and give a forecast in detail for any specified area. We hope that by combining this data and our ability to wait however long it takes for a weather window, we can avoid most of those miserable seas so often experienced by those making the Bash. So far, our plan has worked in timing this

(Continued on page 6)



## 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

We are now past the close of the 2011 cruiser navigation season, and I am penning my last Commodore's Corner. We had a great year in 2011, one that was capped off with a spectacular NAI in St. Petersburg, Florida. Incoming Rear Commodore Fay Baynard and her team at St. Petersburg Yacht Club really showed us how it's done. Each and every phase of the event was perfect, and we all had a fabulous time.

Fred Cole from the International Power Boat Association/South had a particularly great time, as he became the 2011 winner of the North American Invitational. You can see the results and some photos of the event on our website. Just go to the Helm Station and click on the 2011 NAI link.

As you all know, the Gandelman Trophy is one of our most prestigious awards and is presented at the NAI each year. This year, the trophy was awarded to Robert VanLandingham, Jr. from St. Petersburg Yacht Club. Robert is a NACA staff commodore and has contributed heavily to the sport for many years. Congratulations, Robert.

The NAI is also the venue for installing the bridge for the coming year; the incoming bridge for 2012 is as follows:

### **Commodore**

Jeff Calabrese  
San Diego Cruiser Association

### **Vice Commodore**

John Vignocchi  
Chicago Yacht Club

### **Rear Commodore**

Fay Baynard  
St. Petersburg Yacht Club

### **Secretary/Treasurer**

Scott Strandjord  
International Power Boat Association/North

### **Jr. Staff Commodore**

Craig Ryan  
Southern California Cruiser Association

The four NACA directors-at-large elected are:

Jim Korzetz, Int'l Power Boat Association/N  
Mike Elovitz, San Diego Cruiser Association  
Lloyd Sergeant, Chicago Yacht Club  
Wally Guthrie, St. Petersburg Yacht Club

My year as commodore has been a breeze, due in no small part to these dedicated volunteers. I have every confidence that NACA will continue to be the great organization it has always been with this group at the helm.

As I stated, the 2011 season has come to a close, and the trophy results are in. Congratulations go to Dick Timmerman for besting all the contestants in North America to capture the Coastal Explorer Trophy. You can check elsewhere in this issue and on the website for the complete statistics.

Even though I could not keep up with the kind of performance that Jr. Staff Commodore Bob Lindal had in his commodore year, I still had a pretty good year myself. Apparently, being commodore of NACA gives you a bit of luck. If that's the case, I think San Diego Cruiser Association should keep their eyes on incoming Commodore Jeff Calabrese. He is just liable to give all of us a good run for our money next year.

**Craig Ryan**  
**NACA Commodore**

.....

If at first, you don't succeed,  
Try, try again.  
Then quit.  
There's no use being a damn fool about it.  
- W. C. Fields

## Late 19th Century Sailors' Expressions

### Angel's footstool

On square-riggers, an imaginary sail carried above all others, even the also-imaginary cloud-cleaner

### Banyan day

A bad day, when nothing goes right

### Bear a bob!

Look sharp

### Beating the booby

Thrashing the arms to stay warm

### Bleed the monkey

Steal food (monkey is a naval word for a food container)

### Booby hatch

A small hatch under the break of the poop deck

### Brass-bound and copper-fastened

Dressed to the nines

### Bricklayer's clerk

Lubberly sailor

### Crack on

Pile on the sail

### Dandy wink

A type of winch

### Davy putting on the coppers for the parsons

Description of the sound of an approaching storm

### Douse the glim

Put out the light

### Douse that

Shut up

### Flog the glass

Shake the hourglass to make time pass faster while on watch

### Full fig: also full puff, full feather

Full dress

### Galley-growler

Loafing complainer

### Gilguy

Word for anything a sailor can't remember, or doesn't know the name of

### Handsomely over the bricks

Be careful how you walk

### He hasn't got the hayseed out of his hair

He's not a genuine sailor

### Hen-frigate

A ship with the captain's wife aboard

### Hurrah's nest

A mess

### I didn't come through the cabin windows

Don't fool with me, I'm a genuine sailor

### Jabble

A nasty, confused sea

### Jack in the dust

Steward's mate

### Jemmy-Jessamy

A sailor who puts on airs

### Johnny Raw

Greenhorn

### Land-shark

Anyone ashore who preys on sailors

### Lime-juicer

A British sip

### Long togs

Shore-going clothes

### Nipcheese

Purser's steward

*(Continued on page 9)*

### 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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## NAI 2011 Recap

As vice commodore, I was fortunate to attend NAI 2011 in St. Petersburg, Florida. Crewing for Tom Collins was an added bonus. Having organized the last San Diego NAI, I know what it takes to put one of these events together. NAI 2011 will be the one to emulate.

I have to tell you that I get a little cranky after traveling all day, but my mood changed for the better quickly the minute I stepped into the air conditioned "Hospitality Room" in the Hampton Inn. Most all of the contestants and crews were staying at the Hampton Inn. This room was set up by Fay Baynard and her NAI team to provide a place to socialize. It included liquor, wine, soft drinks, and snacks at no cost. Talk about a class act. An added perk was that the Hampton Inn itself offered a free full breakfast every morning and an evening provision of hors d'oeuvres and more beer and wine, all included in the exceptionally low room rate.

Talk about convenience, the St. Petersburg Yacht Club just happened to be across the street from the Hampton Inn. What a yacht club. With over a century of history and 2,800 members, SPYC, in my mind, has to be one of the best that I have ever seen. The interior charm and decor exemplifies yachting at its finest. NAI participants were made to feel welcome by everyone they met. I have never seen so much activity. Check-in for the event went smooth. Participants got to select their choice of complimentary box lunches for race day. This little gesture was greatly appreciated by all and especially the skippers, who would otherwise

be asked to account for and pay for box lunches.

A hosted buffet dinner preceded the boat drawing. The boat drawing was a blast and will be long remembered by everyone attending. Watching seven grown men hopping along on make-believe donkeys (reindeer with their antlers cut off) and funny little Mexican hats on their heads would make even a dead man rise up and hugh. Had to be the best that I have seen in several NAI's. You would have to have been there to fully appreciate it.

The boat owners put their best foot forward to support this event. The boats were shipshape and bristol and ready to go. One example was the fully air conditioned bridge on the boat that I was on. Once underway, one immediately got to experience the vastness of Tampa Bay with its numerous cuts, ranges and aids to navigation, the likes of which I have never seen before. Fish boils, birds, and dolphins were a common sight. The trials went well.

That evening we had the opportunity to dine at Passa-Grille, an outstation of SPYC. This is a nice little club right on the water, with an excellent menu. Good food and camaraderie was enjoyed by all who attended. As an example of the diversity of the menu, I enjoyed panko-seared mutton snapper, while Tom Collins enjoyed a perfectly done whole Maine lobster.

Friday was an off day. The contestants spent the better part of this day working up their races. Oth-

*(Continued on page 7)*

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### NACA FLAGS

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*Saga of the Misty Sea, Part VI*  
(Continued from page 1)

crossing we are presently on. Keep your fingers crossed for us.

To briefly review our activities since our last report from Barra de Navidad, our stay there continued happy and uneventful. One thing of interest there was a side trip by bus to the inland town of Colima, capitol of the state of the same name. Tom was particularly intrigued by a place on the highway called the Magic Zone, where, if you put the car in neutral, it will roll uphill. He is still working on that one.

Departing Barra de Navidad, we spent some enjoyable days at anchor in the Mexican Rivera bays of Tenacatita and Chamela. Of particular interest was a reunion we had with the Mexican friends we met in Chamela two years ago. When they learned we were back in the bay, they had a fiesta for us one afternoon in their beach house.

Continuing on our northbound journey, we experienced less than smooth seas as we approached Cabo Corrientes, Mexico's version of Point Conception. Fortunately, they smoothed out before we rounded it into Banderas Bay and Puerto Vallarta.

We had considered taking a slip in Marina Vallarta, which is in Puerto Vallarta and within walking distance of the town. Instead, we succumbed to the irresistible lure of Paradise Village Marina in Nuevo Vallarta, about five miles north of Puerto Vallarta. Not only do they have first class slips with reverse osmosis filtered water, electricity, and cable television, but there is also a modern mall with restaurants and a grocery store within a few hundred yards of the slips. Many of our new cruising friends were tied up there, and we spent a very enjoyable two weeks there.

Now the cruising season is drawing to a close, and it is time for us to head back to the relatively cool climate of Southern California. We have bid farewell to the many new cruising friends we have made this year. Some of them will be sailing off to

the South Pacific islands or turning left at the Panama Canal to explore the Caribbean. We may never see them again; but then there are those who are wintering in the Sea of Cortez with plans to return next season. Perhaps we may return and see them then.

Best Regards,

Tom & Joanne Collins  
C/V Misty Sea

P.S. We are now anchored comfortably in Cabo San Lucas, but not without some interesting developments. First, when we were still about fifty miles from the nearest land, a small black bird flew into the flybridge. We determined, by his feet, that he was a land bird. He seemed exhausted and hungry as he walked all over the flybridge, pecking at everything, including Joanne's toes.

Joanne crunched up some snack chips and fed them to him. He roamed the flybridge without a concern, walking around and over us as he rode with us all the way to the anchorage. His ride was not calm, however, as the wind and seas piped up the last three hours, and we had headwinds up to twenty-six knots, with seas up to twelve feet. Both the *Misty Sea* and the bird handled them well.

.....

The Time Required to Build a Boat  
Hull—one-half  
Fitting out—one-half

The Cost of Building a Boat  
Hull—one-third  
Fitting out—one-third  
Masts, sails, rigging, engine—one-third

Estimating the Total Coast of Building a Boat  
Figure the total  
Then double it

*NAI 2011 Recap*  
(Continued from page 5)

ers enjoyed St. Petersburg, with the majority of its shopping and attractions well within walking or quick cab distance from the Hampton Inn. There were numerous choices for dinner. We chose Italian at a neat little place within walking distance.

**The Race:** Put together by Robert VanLandingham and Duke Wheeler, this course was a thirty-four mile beauty. The buoy hopping was broken up with five “Hennessy” points (blind points). Some of the legs were close to four miles long. Good luck (we thought) dolphins escorted us on several legs.

Currents that weren’t supposed to be there were there. The wind picked up on the last few legs, and the relatively calm bay turned into five-footers, and the wind, in excess of twenty. Thanks for the fully enclosed (air conditioned) bridge, or it would have been one sticky wet ride.

The “bitch and moan” room turned out to be the SPYC Tiki Bar, with a free keg. This and the other perks mentioned above were made possible by Fay Baynard’s organizational skills and the generosity of the sponsor, Joule Yacht Transport.

**The Awards Banquet:** A beautiful ice sculpture adorned a table full of peeled extra large wild shrimp and cocktail sauce. The bartender was a master, and the table settings were absolutely beautiful. The edible parmesan cheese salad bowl was a first for me. The main course of filet mignon and lobster tail was enjoyed by all.

Following the fine dinner, the evening started with introductions from the host, words by the SPYC and NACA commodores. Next up was the installation of the 2011 NACA bridge and the presentation of the prestigious Gandlemann Trophy. Congratulations to Robert VanLandingham.

Lastly, the long awaited peel-off. When it was all over, the coveted Noon Cannon Trophy was presented to Fred Cole, representing IPBA/South and

Port Orchard Yacht Club. Runner-up was Garry Adalian, 2009 NAI winner, representing San Diego Cruiser Association and Coronado Cays Yacht Club. Bob Lindal, 2010 NAI winner and defending champion, took third place. Bob represented IPBA/North and Queen City Yacht Club.



*NAI 2011 winners: Bob Lindal (third place), Fred Cole (winner), and Garry Adalian (second place).*

On behalf of the entire NACA organization, I want to thank Fay Baynard and her team of professionals for their efforts in the organization and the execution of such a memorable event.

You have truly raised the bar. *Bravo Zulu!!!!*

**Jeff Calabrese**  
Vice Commodore  
North American Cruiser Association

Any man who wants to  
can produce a good boat.  
It takes some study,  
some practice,  
and, of course, some experience.  
The experience starts coming  
the minute you begin  
and not one jot before.  
- R. D. "Pete" Culler

## Port Orchard Yacht Club's Fall Roundup Navigation Contest

'Twas a bright, sunny day for a fall boat ride (a.k.a. navigation contest) once the heavy morning fog finally lifted Saturday, October 8, 2011, at Port Orchard Yacht Club (POYC). Early risers found fog, but not much more, with visibility at first light pretty much down to one boat length. Fortunately, as contestants made their way to the POYC clubhouse, conditions started to improve dramatically. By late morning, when contest check-in was complete, adequate visibility was no longer an issue.

Nineteen contestants accepted the challenge of POYC's Fall Roundup Navigation Contest on lightly rippled seas under clear and sunny skies. The 19.4 mile course started off the Annapolis shoreline in Sinclair Inlet, proceeded through Rich Pass against a 2.5 knot flood current and turned eastbound to bring the contestants to Restoration Point. From there, a loop around Blakely Rocks with a return to the Decatur Reef Buoy was followed by a return run back through Rich Pass on a helping two-plus knot current, with the contest finally ending off Bremerton at Point Herron Light.

All contestants successfully completed the contest "cruise" and returned to the POYC docks for a continuation of the weekend social activities, which had begun the preceding evening with a Welcome-to-POYC gathering in the clubhouse. The post-contest activities on Saturday included POYC's monthly steak fry and award presentations. Sunday morning featured POYC's really good monthly all-hands breakfast. Our thanks to POYC for a fine job of entertaining the visiting navigators and crews.

Results-wise, of the nineteen contestants, only three finished with errors of less than 1.0%. Taking top honors was the team of Bob and Sue Lindal on *Suzy Q* of Queen City Yacht Club (QCYC), with an error of 0.8151%. In second place overall was the team of Fred and Linda Cole of the host club POYC aboard *Mouse Trap* at 0.8677%. Rounding out the top three places was the team of Dick and Sylvia Timmerman on *Vagabond*, also from

QCYC, with a score of 0.9072%. Team honors went to QCYC for the lowest four-boat average error. New contestant Bob Watson of Totem Yacht Club won the novice award.



Winning Team from QCYC—l to r, Marv Elbon, Bill Anderson, Bob Lindal (also overall winner), Dick Timmerman, and Ken Klett.

This sport of navigation contests (log racing) provides excellent opportunities for all Puget Sound boaters to use their boats on a year-round basis. The contest season runs from January through November. You need only to be a boater to enter, and, while the contests are hosted by various yacht clubs in the Puget Sound area, being a yacht club member is **not** a requirement to participate in this sport. More information can be obtained from me at mahenry2@live.com or Bill Anderson at bigbillasr@earthlink.net.

**Mike Henry**  
International Power Boat Association

I am not fond of all poetry,,  
But there's something in Kipling  
That appeals to me.  
I guess he's just about my level.  
- Mark Twain

*Sailors' Expressions*  
(Continued from page 4)

**Pierhead jump**

Joining a ship at the last moment before she sails

**Prog**

Food

**Purser's shirt**

Poorly fitting shirt

**Raffle**

Odds and ends of gear

**Right up and down**

Dead calm

**Rum-gagger**

A sailor who begs

**Sailor's blessing**

A curse

**Scott**

Eat

**Shebeen**

A low-rent waterfront saloon

**Shingle tramper**

Coastguardsman

**Shot in the locker**

Money still on hand

**Sneezer**

A strong wind

**Squillagee**

A small mop

**Swear through a nine-inc plank**

Stand by a lie to the end

**Sweat the purser**

Waste ship's stores

**Togged to the nines**

Decked out in formal clothes

**Top the glim**

Douse a light

**Turn in all standing**

Get in your bunk with all your clothes on

**Unrove your lifeline**

Die

Sailors, with their built-in  
sense of order, service, and discipline,  
should really be running the world.

- Nicholas Monserrat

## Did You Know?

If you are right handed, you will tend to chew your food on the right side of your mouth. If you are left handed, you will tend to chew your food on the left side of your mouth.

To make half a kilo of honey, bees must collect nectar from over two million individual flowers.

Heroin is the brand name of morphine once marketed by "Bayer".

Communications giant Nokia was founded in 1865 as a wood-pulp mill by Frederik Idestam.

Tourists visiting Iceland should know that tipping at a restaurant is considered an insult.

People in nudist colonies play volleyball more than any other sport.

Albert Einstein was offered the presidency of Israel in 1952, but he declined.

Astronauts can't belch; there is no gravity to separate liquid from gas in their stomachs.

Ancient Roman, Chinese, and German societies often used urine as mouthwash.

The average person who stops smoking requires one hour less sleep a night.

*(Continued on page 14)*

### 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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**RMS Queen Mary**

Best 10 of first 11 contests entered

11/2/2011

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	800	Garry Adalian	JONATHAN	SDCA	11	8728	873
2	959	Bruce Cullen	CAROLINE II	IPBAN	10	8487	849
3	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	9	8268	919
4	739	Craig Ryan	BLACK JACK	SCCA	11	8232	823
5	933	David Weimer	JUST DESERTS	SDCA	11	8198	820
6	919	Bob Lindal	SUZY Q	IPBAN	10	8002	800
7	839	Fred Cole	MOUSE TRAP	IPBAN	10	7796	780
8	936	Bob Ehlers	JB & ME	SDCA	11	7665	766
9	755	George Jackman	SPECIAL EFFECT	SCCA	11	7623	762
10	704	Pete Healy	JINKIES	SCCA	11	7560	756

**St. Petersburg YC Perpetual**

Best 4 of first 5 contests entered

11/2/2011

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	955	Bill Grady	ZORRO	IPBAN	4	3898	974
2	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	5	3836	959
3	800	Garry Adalian	JONATHAN	SDCA	5	3786	946
4	995	Wally Guthrie	KICKIN' BACK	SPYC	5	3732	933
5	739	Craig Ryan	BLACK JACK	SCCA	5	3568	892
6	964	Burnell Blockhus	LOLITA	SMBPF	5	3556	889
7	959	Bruce Cullen	CAROLINE II	IPBAN	5	3531	883
8	755	George Jackman	SPECIAL EFFECT	SCCA	5	3488	872
9	20	Tom Collins	MISTY SEA	SCCA	5	3487	872
10	909	Scott Strandjord	REDEMPTION	IPBAN	4	3449	862

**Herbert L. Stone Perpetual**

Highest points from 1st, 2nd, 3rd place finishes in first 7 contests entered

11/2/2011

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1	800	Garry Adalian	JONATHAN	SDCA	6	5495	916
2	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	5	4893	979
3	739	Craig Ryan	BLACK JACK	SCCA	5	4819	964
4	995	Wally Guthrie	KICKIN' BACK	SPYC	5	4665	933
5	883	Fay Baynard	PHASE OUT	SPYC	7	4635	662
6	704	Pete Healy	JINKIES	SCCA	5	4164	833
7	6099	Mickey Scheinbaum	THREE FLAGS	SMBPF	5	3998	800
8	955	Bill Grady	ZORRO	IPBAN	4	3898	974
9	964	Burnell Blockhus	LOLITA	SMBPF	5	3856	771
10	959	Bruce Cullen	CAROLINE II	IPBAN	4	3812	953

**M. Codrington Perpetual**

Best 5 of first 7 contests entered

11/2/2011

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	7	4893	979
2	739	Craig Ryan	BLACK JACK	SCCA	7	4819	964
3	800	Garry Adalian	JONATHAN	SDCA	7	4683	937
4	995	Wally Guthrie	KICKIN' BACK	SPYC	5	4665	933
5	959	Bruce Cullen	CAROLINE II	IPBAN	7	4638	928
6	839	Fred Cole	MOUSE TRAP	IPBAN	7	4490	898
7	933	David Weimer	JUST DESERTS	SDCA	7	4338	868
8	842	Team Klett/Elbon	KLETTITAT	IPBAN	7	4336	867
9	825	Jeff Calabrese	LIVING WELL	SDCA	7	4304	861
10	755	George Jackman	SPECIAL EFFECT	SCCA	7	4268	854

**COASTAL EXPLORER TROPHY\* (NACA Championship)**

Best eight of first eight or 9 contests entered

11/2/2011

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Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	9	7669	959
2	800	Gary Adalian	JONATHAN	SDCA	9	7233	904
3	959	Bruce Cullen	CAROLINE II	IPBAN	9	7136	892
4	739	Craig Ryan	BLACK JACK	SCCA	9	6724	840
5	933	David Weimer	JUST DESERTS	SDCA	9	6474	809
6	919	Bob Lindal	SUZY Q	IPBAN	9	6466	808
7	839	Fred Cole	MOUSE TRAP	IPBAN	9	6359	795
8	944	Bill Anderson	THE TILLIE	IPBAN	9	6312	789
9	936	Bob Ehlers	JB & ME	SDCA	9	6297	787
10	842	Team Klett/Elbon	KLETTITAT	IPBAN	8	6171	771
11	704	Pete Healy	JINKIES	SCCA	9	6137	767
12	755	George Jackman	SPECIAL EFFECT	SCCA	9	5951	744
13	619	Don Larson	TEWASI	IPBAS	8	5705	713
14	825	Jeff Calabrese	LIVING WELL	SDCA	9	5660	708
15	6252	Bill Winberg	BILLY THE KID	SCCA	9	5633	704
16	6099	Mickey Scheinbaum	THREE FLAGS	SMBPF	8	5622	703
17	6239	Daryl Creighton	FREE SPIRIT	SCCA	9	5585	698
18	937	Edward Denaci	MICROSHIP II	SDCA	9	5337	667
19	370	Mike Henry	PEACHY KEEN	IPBAN	9	5309	664
20	834	John Walker	PRIME TIME	SCCA	9	5284	660
21	981	Michael Elovitz	LOVIT	SDCA	9	5276	660
22	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	7	5245	749
23	806	Michael Fontaine	TUFFY	SDCA	9	5159	645
24	6253	Clint Chapin	SOJOURN	IPBAN	8	5071	634
25	857	Jerry Downer	NOR'WESTER	IPBAS	8	4997	625
26	818	John Murphey	HOMBRE	IPBAN	7	4961	709
27	958	Jim Anderson	FIDALGO	IPBAS	8	4863	608
28	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	9	4842	605
29	995	Wally Guthrie	KICKIN' BACK	SPYC	5	4665	933
30	883	Fay Baynard	PHASE OUT	SPYC	7	4635	662
31	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	8	4592	574
32	591	Robert Erly	LOIS	SDCA	9	4282	535
33	20	Tom Collins	MISTY SEA	SCCA	5	3993	799
34	955	Bill Grady	ZORRO	IPBAN	4	3898	974
35	964	Burnell Blockhus	LOLITA	SMBPF	5	3856	771
36	805	Ralph Salerno	ANCORA	SDCA	9	3847	481
37	2018	Chuck Silvernail	SOLMAR	IPBAN	5	3614	723
38	909	Scott Strandjord	REDEMPTION	IPBAN	4	3449	862
39	6215	George Gregg	NOBLE	IPBAS	6	3376	563
40	607	Jeff Swan	CLAIRE MARIE	IPBAN	5	3353	671
41	2095	David Padgett	SLIP AWAY	IPBAN	4	3084	771
42	6209	Andy Gerde	WINDY-I	IPBAN	4	2838	710
43	824	Steve Green	FULLMOON	SCCA	5	2815	563
44	982	George Babbit	GENERAL QUARTERS	IPBAS	4	2745	686
45	2016	Dan Frank	OSPREY (IPBA S)	IPBAN	4	2651	663
46	984	Steve Hazlerig	SOLARA	IPBAN	4	2637	659
47	348	Dean Lentgis	KALOS FILOS	IPBAN	3	2594	865
48	822	Kim Lorenz	TIRELESS	IPBAN	3	2538	846
49	6255	Gene Paxton	EVENTIDE	IPBAS	4	2481	620
50	891	Leo Longenecker	REALITY CHECK	IPBAN	4	2444	611
51	6261	Pete St. Phillip	PAGEANT II	SCCA	4	2353	588
52	6210	Glenn Ryan	AMNESIA	IPBAN	4	2306	576

**COASTAL EXPLORER TROPHY\* (NACA Championship)**

11/2/2011

Best eight of first eight or 9 contests entered

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
53	6205	Mary Baird	FAIR LADY	PLRANC	3	2271	757
54	2057	Bonnie Diefendorf	TIME OUT	PLRANC	3	2219	740
55	994	Marty Muir	STELLA MARIS	SDCA	3	2070	690
56	6124	Jim Gould	MUTUAL FUN	SMBPF	5	2035	407
57	6219	Dennis Sheehan	NAUTI GAL	IPBAS	3	2030	677
58	6272	Bill Herman	SUMMER HOURS	IPBAN	3	2006	669
59	6251	Loretta Pieretti	SISSY DOLL	IPBAN	4	1986	496
60	4058	Terry Baker	CHOPPERS II	IPBAN	4	1948	487
61	712	William Stewart	TUITION FREE	WLECA	2	1908	954
62	6234	Ken Case	RAZZLE	IPBAN	3	1859	620
63	821	Jerry Wellnitz	VENTANA	SDCA	3	1853	618
64	6122	Don Murrary	KARA ANNE	SPYC	4	1833	458
65	6257	Richard Kay	MATANA	IPBAN	4	1818	454
66	732	Bill Findley	ANOTHER PROMISE	SCCA	4	1702	426
67	6291	Richard Hall	WINE DOWN	IPBAS	3	1682	561
68	941	Tom Chandler	RM II HYDE	SCCA	4	1672	418
69	6258	Mark Backstrom	SEABOOLAY	IPBAN	3	1667	556
70	6302	Bob Godfrey	UNREEL	SCCA	4	1636	409
71	803	Fred Schreuder	FAIR LADY	PLRANC	2	1587	794
72	904	Bob Gautshci	SIRENA	IPBAGG	3	1578	526
73	2071	Noel Diefendorf	TIME OUT	PLRANC	3	1502	501
74	6021	Gary Coles	SOPHISTICATED LADY	WLECA	2	1472	736
75	865	Bill Rumbold	SUNDANCE	IPBAN	2	1392	696
76	6334	Terry Brothers	PANACEA	SDCA	3	1337	446
77	889	Owen Ritter	OUTBOUND	IPBAN	3	1313	438
78	6274	Terynia Smith	PATTY WAGON	IPBAN	2	1305	652
79	3424	ROB BRUINS	OCEAN PEARL	IPBAN	2	1224	612
80	833	Dale King	KINGS X	SCCA	2	1197	598
81	6305	Jennie Dahlby	FRIENDSHIP II	IPBAN	2	1189	594
82	6241	Phil Osterli	NORDIC SPIRIT	IPBAN	2	1066	533
83	6290	Tyler Ellison	KAMA AINA III	IPBAN	2	1064	532
84	6310	Bart Johnson	LIL' TROOPER	IPBAN	1	997	997
85	6126	Ed Kutchma	PACIFIC PIXIE	SCCA	1	965	965
86	5151	Dale Ellis	CHACK IT UP	WLECA	1	954	954
87	6229	Jim Nicholson	HAVEN II	IPBAGG	1	954	954
88	6327	Gavin Nadong	NOR'WESTER	IPBAS	1	951	951
89	724	Lynn Montgomery	LIKELY LADY	IPBAN	1	943	943
90	772	Graham Swindell	WINDRUSH IV	IPBAGG	2	922	461
91	6280	John Guthrie	LADY ELIANE	SPYC	2	917	458
92	6331	Bob Watson	PHANTOM	IPBAS	2	905	452
93	6237	Maurice McGough	QUOTIDIAN	SPYC	3	900	300
94	6022	John Popovic	RASPUTIN	WLECA	2	818	409
95	6119	Rich Vale	MEGA BYTE	WLECA	2	818	409
96	6333	George Elwers	LANTERNE ROUGE	SDCA	2	814	407
97	6294	Doug Buckingham	SEA CAT II	SCCA	1	799	799
98	6321	David Cordodor	QUICK CHARGE	IPBAS	2	798	399
99	6236	Rich Dixson	TWO DADS DREAM	IPBAN	1	763	763
100	915	John Rosendale	MISTIC BLUE	IPBAN	1	754	754
101	6326	Kevin Kohler	EAGLE	IPBAS	1	747	747
102	6263	Colin Dunwoody	SNAFU TOO	IPBAGG	1	736	736
103	6335	Dave Charvat	DOLPHIN (WLECA)	WLECA	1	736	736
104	5005	Ray Norton	IMPRESSIONS	IPBAN	2	732	366

**COASTAL EXPLORER TROPHY\* (NACA Championship)**

Best eight of first eight or 9 contests entered

11/2/2011

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Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
105	6312	Bob Lewis	OUTBOUND	IPBAN	2	730	365
106	6322	Mike Dunn	SEA NYMPH II	IPBAS	1	721	721
107	6316	Jim Mitchell	PENALTY BOX	IPBAN	1	713	713
108	6012	John Burwell	GAVIA	IPBAN	1	705	705
109	6319	Dave Sokoloski	SUN BEAR	IPBAN	1	670	670
110	703	Edward Hedges	JO-SEA	IPBAN	1	660	660
111	6107	Vern Smith	PATTY WAGON	IPBAN	1	640	640
112	942	Ivan Cox	VOYAGER (SCCA)	SCCA	1	633	633
113	6309	Hank Huntington	TENACIOUS	IPBAN	1	627	627
114	6281	Alex Butler	LAUGHIN' PLACE	IPBAS	1	625	625
115	6323	Tom Huddleston	WHISTLER	IPBAS	1	624	624
116	6337	Dave Sears	SALT SHAKER	IPBAN	1	609	609
117	6222	Ran Wyder	HOMBRE ORO	PLRANC	2	600	300
118	851	Bob Wheeler	QUICK CHARGE B	IPBAS	2	600	300
119	6142	Charles Billings	NOBSKA	IPBAN	1	592	592
120	6332	Ted O'Connor	HY-RO	SCCA	1	574	574
121	6214	JR Collier	SPELLBOUND	IPBAS	1	559	559
122	6278	Jon Corriveau	TAHOMA	IPBAN	1	556	556
123	6216	Chuck Irwin	LAUGHIN PLACE	IPBAS	1	544	544
124	6306	Dick Goodfellow	LIQUIDITY	IPBAN	1	542	542
125	442	Cliff Casad	TAURUS II	IPBAN	1	528	528
126	6227	Myron Scherer	STARLING	WLECA	1	518	518
127	6103	Del Hoffman	SIDNEY ROSE	IPBAN	1	513	513
128	6286	Kip Cyprus	SALT SHAKER	SCCA	1	506	506
129	6325	Trey Irwin	WELL DONE	IPBAS	1	503	503
130	6140	John Rodgers	NIRVANA	IPBAN	1	503	503
131	6314	John Madden	FAMILY MATTERS	IPBAN	1	499	499
132	6213	Jim Chiles	INTRIGUE	IPBAS	1	494	494
133	6232	John Carrosino	RENDEZVOUS	IPBAN	1	485	485
134	983	Mike Schachter	SOBRE EL MAR	SCCA	1	471	471
135	6313	Jerry Livingston	ELUSIVE DREAM	IPBAN	1	471	471
136	9129	Frank Sullivan	VALKYRIE	SCCA	1	466	466
137	6320	Barry Chunn	IMAGINE	IPBAS	1	463	463
138	6246	David Miller	SEA NYMPH II	IPBAS	1	462	462
139	6282	Ron Naselow	TRIVIAL PURSUIT	IPBAN	1	456	456
140	6249	John Carlson	SOLMATES	IPBAN	1	446	446
141	6238	Gary Dove	OSPREY (IPBA S)	IPBAN	1	442	442
142	74	Robert Roth	NIGHTWATCH	SMBPF	1	437	437
143	6262	Steve Nash	LA MANCHA	SCCA	1	434	434
144	6212	Mike Burton	ROYAL CHINOOK	IPBAS	1	422	422
145	6317	Brian Morris	HEY SUZY	IPBAN	1	414	414
146	6336	Alex Lorenz	TIRELESS	IPBAN	1	403	403
147	6315	Jim Veres	VAGABOND (IPBA N)	IPBAN	1	400	400
148	6301	Bill McCormick	INAMORATA	SCCA	1	385	385
149	736	Jack Daniel Smith	OLD NO. 7	SCCA	1	385	385
150	6248	Greg Abell	SEABELL	IPBAN	1	385	385
151	6287	Don Bernard	SOMEDAY'S HERE	SCCA	1	369	369
152	6276	Butler/Payne Team	LAUGHIN' PLACE	IPBAS	1	365	365
153	6304	Doug Ballard	B. SWIFT	IPBAN	1	357	357
154	6324	Rich Hunt	SHILOH	IPBAS	1	349	349
155	6307	Derek Geldenhuys	ORION	IPBAN	1	343	343
156	6218	Dick Sapp	CASCADIA	IPBAS	1	343	343

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
157	6328	Steve Shultz	JEN MARIE	IPBAS	1	341	341
158	2118	Mike Eaton QMC	OLD MAN IV	IPBAN	1	332	332
159	6311	John Goodfellow	ANN MARIE	IPBAN	1	328	328
160	6303	George Austin	GREY GOOSE A	IPBAN	1	326	326
161	6308	Lon Hayne	THIRD WISH	IPBAN	1	314	314
162	6338	Fred Weider	WOS IST LOS	SDCA	1	300	300
163	6318	Doug Simmons	KNOT AGAIN	IPBAN	1	300	300
164	6339	Matthew Radigan	MAGIC MOMENTS	SCCA	1	300	300
165	9126	Zale Martell	ZZ ESCAPE	IPBAGG	1	300	300
166	6297	Jan Lawson	KISS	SCCA	1	300	300
167	6300	Bill Kuester	LADY JOAN	WLECA	1	300	300

## The Horse at Sea

**Horse**

An iron bar on which a sheet for handling a sail can travel. Also, a rope slung beneath a squaresail yard for the sailors to stand on

**Horse latitudes**

Zones of calms and variable winds on the northern and southern sides of the trade winds

**Horse's leg**

Sextant

**Horse market**

An eddy caused by opposing currents

**Horse piece**

A particular piece of blubber

**Horseshoe clamp, aka gripe iron**

An iron strap used to strengthen the connection between the stem and the keel of a wooden vessel

**Horseshoe lifebuoy**

A lifebuoy in the shape of a horseshoe; that is, open on one side, rather than round

**Horseshoe splice**

The two ends of a short piece of rope are spliced into another rope

**Horse up**

To harden caulking into the seam of a wooden vessel

**Horsing iron**

The tool used to horse up a seam

**Irish Horse**

Salt beef

*Did You Know?*

*(Continued from page 9)*

The Mona Lisa has no eyebrows. In the Renaissance era, it was fashion to shave them off.

Because of the speed at which Earth moves around the Sun, it is impossible for a solar eclipse to last more than 7 minutes and 58 seconds.

The night of January 20th is Saint Agnes's Eve, which is regarded as a time when a young woman dreams of her future husband.

There are over 25 million bubbles waiting to burst out of each bottle of champagne.

Google is actually the common name for a number with a million zeroes.

It takes glass one million years to decompose, which means it never wears out and can be recycled an infinite amount of times.

The heat of peppers is rated on the Scoville scale.

Gold is the only metal that doesn't rust, even if it's buried in the ground for thousands of years.

Your tongue is the only muscle in your body that is attached at only one end.



## 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:    \$ \_\_\_\_\_

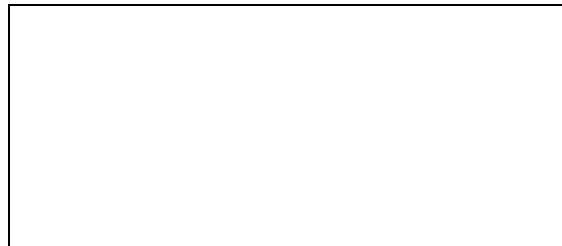
\*Your contributions enable us to maintain the perpetual trophies and provide other services to our Member Associations.



# Cruiser Log

The Newsletter of North American Cruiser Association

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



## Get Serious!

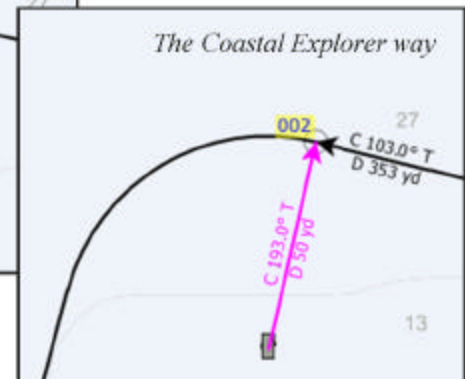
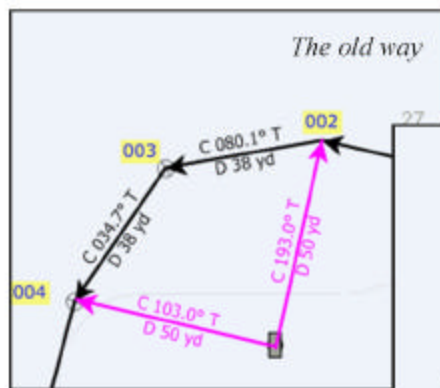
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