Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 13, Issue 1 February 2013

Year End Activities Feature Trophies and Installations

NACA Predicted Logging Organizations throughout North America celebrated the holidays and another good year of logging by getting together for their annual trophy awards and new officer installation.

The International Powerboat Association (IPBA) finished off the 2012 season with an award ceremony and change of watch at the Gig Harbor Yacht Club in November. It was an excellent year for the IPBA. From January to October, eleven contests were held sponsored by eight different area yacht clubs. In addition, teams representing IPBA North and IPBA South attended the West Coast championships in San Diego and the national champion-ship NAI in Chicago. In San Diego premiere racer Bob Lindal brought the Baruch Trophy back to the Pacific Northwest and, with the help of longtime racer Richard Timmerman, kept the Castagnia Team Trophy at Queen City Yacht Club. At the NAI in Chicago IPBA performance was even more impressive with a clean sweep. Scott Strandjord of Seattle Yacht Club brought home the championship trophy with Fred Cole of Port Orchard Yacht Club and Bob Lindal of Queen City Yacht Club rounding out the top three places.

Inside This Issue

In Gig Harbor Gen. George Babbitt U.S. Air Force retired and his fellow members of Gig Harbor Yacht Club hosted the annual awards banquet and change of watch. A wide range of beautiful trophies were awarded for success in the International Cruiser Race, and Skipper of the Year honors for the Association. Fred Cole of Port Orchard Yacht Club was Pacific Northwest Champion of 2012. Competing in their 4788 Bayliner "Mouse Trap" Fred and Linda Cole had a very successful year. They won the International Cruiser Race and came second in the North American Invitational. Fred was also named IPBA South Sound Champion taking home the Neil Armstrong Trophy. In the North Sound, Bob Lindal squeezed past longtime racer Richard Timmerman for the Jerry Bryant Trophy representing the North Sound championship. The evening of comradeship and good cheer concluded with the change of watch where George Babbitt relieved Bill Anderson as IPBA Commodore. All of the 2012 officers agreed to stay on and move up in the chairs. To learn more about IPBA activities in the Pacific Northwest, visit their website at IPBAlogracing.org or call Bill Anderson at 425-641-0317. *Editor's note: A photo of the officers listed above is on page 5*

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

Hello to the NACA Cruising community from your new Commodore John K. Vignocchi. Speaking for myself, it is a great honor to serve as Commodore. I want to thank Vice Commodore Fay Baynard, – SPYC; Rear Commodore Scott Stranjord, – IPBA; Secretary/Treasurer Ken Griffing, – SCCA; Jr. Staff Commodore Jeff Calabrese – SDCA, and our scorer Bob Lindal - IPBA-N. We are determined to see logging thrive and expand in the coming year with the promotion and acceptance of new rules that will allow electronic equipment to become part and parcel to the logging experience. The emphasis will be on learning and fun.

I was first introduced to predicted logging in 1995 at the Chicago Yacht Club. I enjoyed all aspects of the sport from the competition and camaraderie of the participants to learning about boat handling and navigation. The fun parties afterward were a great bonus. Logging boded well for both my wife Peggy, and myself when we earned our 100 ton captains license, many trips up and down the Mississippi, as well as completing the Great Loop. By participating in logging I hope we can inspire others to take the "trips of a life time".

After many meetings and discussions, the Flag has decided to move into the 21 century with a new web site. While still being slightly modified, I think you will find the site is easy to operate, full of useful information and more importantly – easier for the Flag to keep current! If you have not visited the site, you need to. We are always looking for suggestions to improve, so please forward any ideas to me at Johnv@johnkeno.com. Further please send any photos of your logging events so they may be posted for all to see. A picture is worth a thousand words and your photos can only encourage other to join us. A real big thanks to Tom Collins and his relentless drive to bring this new web site to fruition.

NACA FLAGS

NACA flags are available for purchase.
Show off your membership in NACA.
Only $25 each.
Call Executive Secretary Bob Ehlers
619-222-9446

Sad News – Beverly Wichmann

Our NACA Roster Editor, Tracy Wichmann reports that his beloved wife Beverly passed away last fall after a long illness. Our deepest condolences go out to you Tracy.

From the Editor/Publisher

Long time NACA Cruiser Log Editor/Publisher Elaine Townsend is currently enjoying a well-deserved vacation on a round-the-world cruise.

In her absence, Tom Collins is attempting to fill in as acting editor. Please attribute all errors, omissions and oversights to him – not Elaine.

We (especially Tom) look forward to Elaine's return in time for the June issue!

Tom Collins, Acting Cruiser Log Editor/Publisher

NACA Website

The NACA website is. loaded with information about predicted logging including photos, informative articles and books about logging, news on logging events, scores, regional schedules, archival copies of our Cruiser Log newsletter, links to our member organizations, and lots of other valuable info on logging. Check it out at: www.PredictedLog.org

Local Knowledge – From a Newcomer's Perspective

Editors note: We plan to present articles from each of our member organizations on "Local Knowledge" - giving some insight on logging techniques unique to each local area. This article begins the series with Ken Grffing's thoughts on what a new (or even experienced) logger needs to keep in mind.

Being asked to write about local knowledge for a log racing audience as a first year log racer seems daunting even though I have boated in this area for over 50 years. Both my wife and I have very much enjoyed the new experience of log racing (as friends had assured us we would for a number of years!) and will attempt to improve our consistency and results as we proceed.

One thing that I have noted that I need to do is to be very careful to follow instructions and double check everything. On one contest that started out adjacent to a detached breakwater, I found that when setting up my course I was on the wrong side of the breakwater. The marks were such that they could be observed from either side, and the instructions I thought were not sufficiently clear as to the starting location until I proceeded to the next mark or two. Then it became obvious that I had assumed the wrong side. The learning process in force.

On another occasion I set my course to round a mark as it seemed reasonable to do so only to realize later that the instructions indicated the other side. As described the mark was not really "rounded" but was more correctly "passed". In any case by reviewing the instructions with my proposed course plot I discovered my error. Fortunately I was still in the planning process so the only penalty was the time to correct my plot.

Although I have instructed piloting and charting for a number of years and at one point was even involved with the update of a guide to predicted log racing, I am finding that I still need to develop better observational skills among other needed improvements. On several occasions when listening to the recap of a contest, mention is made of the conditions that other contestants have observed such as a wake from a buoy or how a boat was streaming from a mooring float. Although I had usually passed the same objects, most often I had failed to observe the obvious tell tales of the wind or current.

It is clear that running a good predicted log contest is an ongoing learning process with continual room for improvement. There are many areas of focus and often (usually??) several occur at the same time. Part of the fun is trying to not make the same mistake twice and to better your performance over prior occasions. This can be a real challenge with the ever changing conditions on the sea, no matter where the location.

Ken Griffing, Loon's Call, SCCA

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

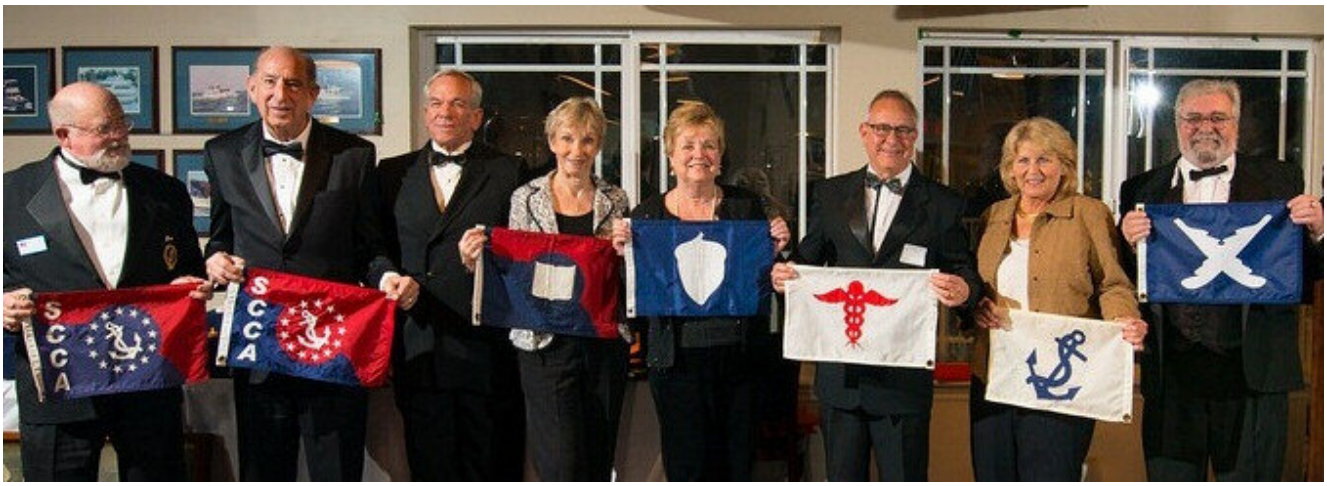
.NACA's website has a new look!

We've been busy over the winter rebuilding our website with a completely new look. It's still a work-in-progress so expect to see even more changes as the new layout evolves. And feel free to offer any suggestions on things you'd like to see added or other changes you might suggest. It's still at the same address: PredictedLog.org. Check it out!

Installation and Award Activities

IPBA installs officers for 2013 (see story on front page) l-r Bill Anderson, George Babbitt, Ken Klett, Clint Chapin, wife Beth for Chuck Irwin

SCCA season trophies awarded at annual installation dinner dance in January



SCCA installs 2013 officers: l-r John Walker, Ken Griffing, Tom Collins, Joanne Collins, Suzie Scott, Tom Bent, Marla Brown, Tom Chandler

Local Knowledge – Pacific Northwest Currents

Editor's note: We plan to present articles from each of our member organizations on "Local Knowledge" - giving some insight on logging techniques unique to each local area. This article is the second in the series with NACA Rear Commodore Scott Stranjord's thoughts concerning the tidal currents of Puget Sound,

On the right day in the right place you may encounter a lot of current on Puget Sound. Those who compete upon the waters of the Pacific Northwest and forego the capture of current in their contest predictions do so at their peril! With this thought in mind, I am pleased to provide a few thoughts concerning the subject.

As you know, predicted log racing may be distilled down to the fine art of predicting (and executing) a specific speed over ground for a specific distance. Currents may potentially impact both elements of the time equation. If currents are sufficiently light (less than .5 knot, perhaps), then you may be able to adjust on the water (assuming you are permitted to adjust your throttles during the contest), and forego the inclusion of current effects in your predictions. However, my preference is to capture as nearly as I can the impact of currents in my predictions. I believe this is the case for the majority of those who race on Puget Sound.

Given the above, let us begin our discussion by considering the fine art of predicting currents. (We will follow with discussion concerning your adjustments on the water, where you will invariably find your predictions were wildly off the mark!)

For Puget Sound NOAA provides a fairly extensive list of secondary current stations. Stations located to the north of Vashon Island are linked to the Bush Point "Harmonic" station, near the northern entrance of the Sound. Stations located to the south of the north end of Vashon Island are linked to the Tacoma Narrows "Harmonic" station. The majority of the currently available chart software packages will identify the location of these current stations, and you may typically click on a menu that will provide current data for the station for a given date and time.

Long ago I purchased a stand-alone software product that presented exclusively tide and current data for each of the NOAA stations on Puget Sound. This software, Tides and Currents Pro, provided quite a bit of flexibility in regards to the format the reports presented. When I work on a race package for a contest I typically prefer to have the current station reports (for all relevant stations) printed and close at hand. I can move my eyes quickly from one report to another and interpolate data more readily than I can if I try to click on one station on the electronic chart, and then click on another. A valuable feature (I believe) provided by Tides and Currents software, is the ability to select the time increments between the values presented on the printed report. (I have yet to find another current software package that will allow me the same degree of flexibility in the generation of printed reports.) At first blush this may not seem to be so very important. However, there are narrow passes on Puget Sound where the speed of the current may change quite quickly over a matter of minutes. The ability to print predictions for stations located in these channels in five minute increments (for example) may reduce the amount of time you spend interpolating between the reported values provided in a less densely packed report. The Tides and Currents application was eventually acquired by Nobeltec, and was available for several years as

a standalone product. However, Nobeltec eventually bundled Tides and Currents with their chart software and, I believe, is no longer available as a standalone product. (Please note, I use Rose Point Navigation's Coastal Explorer for my chart plotting work, and on-water navigation.)

Having current predictions for specific station locations on the Sound is all well and good. However, most of the time we will spend on the contest course will take us through waters that lie between current stations (…alas…). So we must endeavor to predict current speed and direction based on data from the nearby stations, and the influence of the shoreline and the topography of the seabed. A helpful resource for this endeavor is a current chart, which provides a visual indication of the general movement of the current.

Two resources that had, for a few years, gone out of print are now offered in a consolidated publication. The first is Tidal Current Charts, Puget Sound, Northern Part (and Southern Part), which had originally presented as a NOAA publication. Each page of the book presents a chart depicting current arrows (and current factors) for select locations on Puget Sound, for specific hours of the day described as hours before and after max flood (or ebb) at the previously referenced harmonic station, Bush Point (or the Tacoma Narrows). A table in the publication provides an index of current factors to be applied to the current speed values in the charts, based on the velocity of the current at max flood (or ebb) at the harmonic station for the relevant date and time. Candidly, I have come to rely on the current speeds provided in Tides and Currents (rather than preform the exercise of multiplying the factors provided in the Tidal Current Charts. However, the visual presentation presented in the Charts does provide a good perspective for current direction and speed. Also, there are a few locations presented in the Tidal Current Charts that are not presented as secondary current stations in the Tides and Currents package. As noted, the data provided in the Tidal Current Charts is offered exclusively in hourly increments (so you will find yourself, once again, interpolating).

The second chart resource is based on a study performed at the University of Washington that was first published in 1977 as Tide Prints. In 1950 the Department of Oceanography (University of Washington) constructed a large scale (very large scale) topographical model of Puget Sound. Located in the model where the open ocean is provided access to the sound, the model builders constructed a mechanism that would displace water rhythmically so as to mimic the tidal action for the sound. The carefully timed movement of the displacement unit would cause the tidal currents to flow in and out of the Puget Sound basin (and over the topography of the modeled seabed) so as to mirror the tidal currents of the Sound. In the 1970's a study was launched to capture the direction and speed of the tidal currents of the sound in a publication providing multiple charts, indexed to the eight relative points in the daily tidal predictions for the waters of Elliott Bay (Seattle). (Thus a chart for lower low tide, mid-tide, higher high tide, mid tide, higher low tide, mid-tide, lower high tide and mid-tide.) The tidal current charts presented are actually enhanced time-lapse pictures taken of the large model from above, while the tidal model moved through the tidal cycle. In order to provide the required visual presentation, the study team spread billions of tiny discrete polystyrene balls on the water. As the white balls moved with the current they presented as white lines on the time-lapse exposure. The length of the discrete white lines reflected the speed of the water, and their movement defined the direction of the current. The benefit of this publication is that it provides a useful presentation of the curves and eddies of the current at different times in the tidal cycle. This is an excellent tool for filling in the gaps (the infinite gaps) between the various current stations of the Sound.

As I mentioned above, for a number of years both of the referenced publications were out of print. Several years ago, Starpath Publications of Seattle, Washington packaged both of these

reference volumes into a single publication, titled as Tidal Currents of Puget Sound, graphical current charts and flow patterns. I had the original publications in hand, but I purchased the Starpath publication as well. (The price tag indicates $19.95, purchased at Captain's in Seattle. However, I am sure the reference is available at Westmarine, or on-line.)

In addition to the above resources, you may predict relative current speed and direction by reviewing carefully the topography of the seabed for a given location. As you would anticipate in the flow of a river, when the channel narrows the flow will accelerate, and where the channel widens the flow will decelerate. The waters to the west of Bainbridge Island may transit to the Sound through only two narrow channels, Rich Passage and Agate Pass. Even during the course of a strong ebb or flood the waters a few hundred yards inside of the two passes will be relatively stagnate, while at the entrance to the pass the currents may be flowing at three to four knots. In addition, all other variables remaining constant, the shallow waters lining a channel will tend to harbor slower currents than will be found in the deeper waters of the center channel. As you reflect on the course of the contest to be plotted, pay careful attention to the relative depth of the water. Also, as one would expect, a strong current may well provide a strong back eddy on the downstream side of a pronounced point. Always remember, if you should be provided some degree of latitude in the course you plot for a contest, endeavor to place your boat where the currents will be most predictable, not where the currents will be weakest!

Through the years of contest participation one will accumulate a store of experience that provides a degree of "local knowledge." Many of the Puget Sound log racers have developed an index of factors that they will apply to reference current station predictions to provide current predictions for select areas of transit through the major passes of the Sound (such as Rich and Agate). Many of the International Power Boat Association (IPBA) members will readily share their prediction tools with any and all who may value their expertise. (We are fortunate to have a truly wonderful group of skippers in the IPBA who honestly wish to help their colleagues to succeed in this challenging sport.)

As you plot your contest course, break the legs of each run into shorter segments that reflect points where you believe the speed and/or direction of the current may change. Noting the time of day at the beginning and the end of each leg, calculate the time of day at the mid-point of the leg. Use this time of day when you refer to the relevant current data resource to determine the direction and speed of the current to be applied as the average vector for the length of the leg. In order to identify the appropriate time of day (for current prediction for each leg) predict your currents for the last leg of the contest first. The current prediction you load will impact the time of day at the start of the leg, which in turn provides the time of day for the end of the previous leg. Subsequently, you will wish to load your current predictions working from the contest finish toward the contest start.

I develop my predicted times for a contest using an Excel spreadsheet I developed from scratch in 1998. If you should elect to pursue this approach, you may find the calculations that provide speed over ground (SOG) and course over ground (COG), based on vector analysis, in Chapman's (among other sources). By my nature, I prefer to develop my own spreadsheets (so…I love story problems…"if a train leaves Pittsburg going 60 miles per hour…"). However, there are members of the IPBA who will readily share their Excel models

FUTURE NAI EVENTS

2013—Tacoma, WA (10/05/13)
2014—San Diego, CA (08/09/14) *
2015—IPBA/North (10/03/15)*
2016—SCCA (08/06/16)*
2017—St. Petersburg, FL (10/21/17)*

*Tentative dates

with other skippers. The most commonly used Excel model was developed originally by Al Smith, of the Queen City Yacht Club (in a spreadsheet application that long predates Excel), and was ultimately honed into a superb tool by NACA Past Commodore Bob Lindal. This model is available to all on the IPBA website (ipbalogracing.org). This effort represents only one of Bob's the many endeavors, benefiting the sport, that were ultimately recognized through the presentation of the Lou Gandelman Trophy to Bob Lindal in 2009.

So now you have labored long and hard over your current predictions, and the day of the contest has arrived. Now weather will come into play.

In general, a very low pressure cell located over the Sound will, in theory, raise the height of the tide, strengthen a flood, and weaken an ebb. Likewise, a strong high pressure cell will cause the inverse to occur. I know there are those in the Puget Sound log racing fleet that have developed correlative data linking barometric pressure to tidal currents. I have no idea!

Naturally, a strong sustained wind will generate a wind driven current. Provided the contest allows the contestant to adjust their throttles during the contest, I would recommend that the skipper not attempt to capture anticipated wind driven current in their predictions. I would adjust on the water, based on what I see. However, occasionally we will have a "fixed-throttle" contest. In the event of such a contest, I will rise early (very early) in the morning and try to predict the winds for the day, and then capture the impact in my predictions. (This is why I am not overly fond of "fixed throttle" races.)

I prefer to position Redemption near the starting point (but not too close!) for the contest roughly forty-five minutes prior to my proscribed start time. I will use the time confirming my targets/sightlines for the first leg, and I will spend time allowing the boat to drift. IPBA rules permit skippers to allow their plotters and GPS displays to be visible up until five minutes prior to their start. Subsequently, I will allow the boat to drift so as to confirm the drift and set of the current. Hopefully the empirical data will approximate my predictions for the start of the leg. If I should note that the current speed (drift) and direction (set) is significantly different than my prediction, I will begin to consider adjustments in heading and throttle to be made on the course (so as to achieve my predicted SOG and COG. You will wish to have your speed curve table at hand in order to quickly arrive at the appropriate throttle adjustment.

Also, while awaiting the start, I will watch the line of boats that have started ahead of me. I will note their intended target for the leg, and I will watch carefully to discern if they may be swept to the right or left of the intended course. If I had predicted a strong crosscurrent, my Excel model will have provided the required heading to achieve the appropriate "crab" that will result in the correct COG. If it appears the boats ahead are being swept more than I would have anticipated, or if the "crab" required appears to be greater than I had anticipated, I will consider the throttle adjustments that I may need to execute.

If the start is near a buoy, or if there are crab pots nearby, you should be able to see the current (presented either by the motion of bubble, etc. drifting by the buoy, or by the wake the buoy is leaving in the water). There are skippers who have collected photographs of select buoys in the passes of Puget Sound in conditions presenting varied, precise, notated current speeds. By comparing the buoy as they pass to their collection of photos they will determine the actual speed of the current (based on the wake of the buoy and the degree to which the current is pushing the buoy into its side). Also, in the course of the contest, you will wish to constantly seek indications of current speed and direction as may be provided by available clues in the water. Once, during a contest in the Canadian Gulf Islands I passed an anchored freighter. It was only at the end of the leg that I realized the freighter was pointing the "wrong way." Well…it was the wrong way given the current direction I had predicted… So, stay awake during the contest!

Also, while on the course I will pay particular attention to tidelines in the water (lines of flotsam and jetsam that define boundaries in the water where there are changes in current speed or direction). You may be able to discern (or assume) the relative movement of the water on either side of the tideline. For instance, a tideline may radiate out from the tip of a point where a back eddy meets a strong current. In the passes on the Sound where the strong currents flow you may observe a tideline near, and running parallel to, the shoreline. If so, you may well assume that the current is stronger on the side of the tideline that is away from the shore. If you are running through a pass, and you notice that you are running close to a tideline and on a parallel course, and if you are certain that the current on the other side of the tideline more nearly represents the current you applied in your predictions, you may consider edging your boat across the tideline and into the "correct" current. However, as the course description and local rules may be quite proscriptive in regards to running your course as charted, you may be limited in your ability to pursue such a correction.

Wind and current will conspire to create steep choppy waves if they are running in opposite directions. Likewise, the water will tend to be less choppy when the wind and current are running in the same direction. Watching the waves and the anemometer may provide a sense as to the magnitude of the current. While running north on Tampa Bay in the final legs of the 2011 NAI we were cruising against a headwind. We noticed that the waves were becoming more pronounced, and initially perceived that the winds were becoming stronger (providing an impulse to throttle up). However, we also noticed that the wind speed reported on the anemometer had NOT increased. It became clear that the incoming flood current (running north, parallel to our course) was picking up speed. The correct adjustment required that we back-off on the throttles!

Long legs that traverse a strong current in open water may present a challenge. It is not always obvious if you are being swept off of your course. I believe your best tool under these circumstances will be either a forward looking range (a buoy dead ahead that ranges with a landmark on the far shore). This is the ideal scenario. You will crab your boat into the current until the buoy holds a constant apparent position relative to the landmark on the far shore. (Or, alternatively, the range could be two defined points in the shoreline, or two tall buildings, or many other possible landmarks.) If a forward range is not available, the coordination of a previously selected forward target and a previously selected stern target may be helpful. In order to employ this approach you will have, ideally, identified on your chart (when plotting the contest) a bow target for the leg, and a stern target for the leg. Both targets should be readily identifiable when on the water. In addition you must have arranged previously a very accurate bow sightline (perhaps a string on the windshield that ranges exactly with a jack-staff on the bow pulpit so as to indicate the precise heading of the boat), and a very accurate stern sight. On Redemption, an aft sundeck cruiser, the aft deck is significantly higher than the cabin sole. Subsequently, I frequently find myself bouncing part way up the companionway steps to gain a view astern. In order to create a stern sight I rigged a vertical line toward the stern of the sundeck (the sundeck is fully enclosed, with a hardtop overhead), and a vertical line toward the forward section of the sundeck. While we are running the course I will work diligently to adjust the boat position, to the left or right of the course, such that we can achieve a position that permits both the bow and the stern sight to lie on their proscribed targets simultaneously. Once the appropriate position (left or right of course) is achieved, we may find that we are being swept by a side current. If this is the case, we will need to crab into the current to hold position, and we will need to periodically point the bow at the intended target, momentarily, so as to reconfirm that the stern sight continues to lie on the intended stern target. This approach defines a process of continual checks and adjustments (and will

naturally drive your helmsman up the wall). The approach may be tedious but it is infinitely preferable to simply holding your boat on a defined compass course. (I rarely look at my compass…which is good…as it does not perform very well!) We spent a fair amount of time on the morning of the 2012 NAI in Chicago rigging accurate bow and stern sights. (Although, I must note, a lot of those of those condo towers in Chicago look an awful lot alike!)

Also, the Racemaster for the contest may have inserted a few timed runs in the course. (A timed run will be a leg where you are required to note the time and heading that will elapse in the course of the defined leg. During the contest you will start a stopwatch, and call the end of the leg when the proscribed time has elapsed.) If there should be one or more clearly defined marks that might be employed to call predetermined intermediate points in the leg, you may wish to note these in your contest plan. Prior to the contest you will calculate the minutes and seconds that should have elapsed in the timed run at the point when you reach your intermediate point(s). Given the seconds that you are either early or late in reaching the intermediate point, you will wish to adjust your throttles so as to arrive at the intended location at the end of the timed run. In addition, provided you are certain that your position was correct at the beginning of the timed run, you may surmise that your error (seconds early or late) is the result of an error in your prediction of actual SOG. Most likely the error experienced is the result of an error in predicted current (or perhaps an error in correction for wind). If significant, you should consider the implications in regards to the remaining legs of the contest, relative to your current predictions. To simplify matters on the water (in the heat of battle) you may wish to calculate the SOG error (the incremental unpredicted current) for the leg as determined by the seconds of error at the intermediate point. You should be able to adjust more readily to the experienced error if you have planned ahead and developed a contingency plan for adjustments.

Finally, be sure to consider where you are relative to control points when you are making adjustments. Once you have reached the control point at the end of the leg you must terminate those adjustments (throttle adjustments) you had made to correct for errors prior to the control point you just passed. Stay alert! Also, if two back to back legs are running in nearly opposite directions, into a current on a parallel course, and if both legs are part of the same scored control point, your error in one leg may offset your error in the next leg. Many a novice log racer has done quite well by simply keeping their hands off of the throttles! (It's in their second year of racing that they start to make adjustments on the water…and blowup on the course.)

In any event, I very much hope that you will have the opportunity to join us for a contest on Puget Sound. The currents can be amazing!

Scott Strandjord, Rear Commodore, NACA

NACA BLAZER BULLIONS

NACA has gold embroidered blazer bullions with our flag on a gilt-edged 2 1/2" medallion.
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Need Butter in your Emergency Kit?

It was reported on cargolaw.com that the 49-ft F/V Selfjord collided with ice in Tromney Sound and was run ashore. They further stated that the vessel sustained a hole in the hull, which was repaired when a diver plugged the hole with 17 kg of butter so that the vessel could be towed to Arendal on 27-Dec.

Editors note: Notice the date on this article in a 1955 issue of Sports Illustrated!!

August 22, 1955

Predicted Log Races Offer Power Cruiser Skippers A Combination Of Stiff Nautical Competition And A Relaxing Cruise With The Family

Ezra Bowen

To run the course laid out on the map below, zig-zagging through the rocky, tide-ripped islands between Bellingham, Wash, and Vancouver Island, 141 power cruisers nosed out recently into mist and rain squalls that drove across Bellingham Bay. The boats ranged in size from 20-foot outboard cruisers to a converted 81-foot air-sea rescue cutter. The fleet, biggest of its kind in the U.S. this year, had a long way to go—115 miles by nightfall; but unlike most other races in the world, no one was trying to get there first. This was a predicted log race, specifically the 24th International Cruiser Race, and the skippers were testing not the speed of the boats but their own ability to navigate.

In a predicted log race, the captain of each boat, setting certain speeds for himself and calculating wind and tide, predicts exactly how long he thinks it will take him to navigate a prescribed course. There are certain check points along the course—four in the Bellingham race—and the skipper must also predict the precise moment when he feels he will pass these check points.

From the moment of the start until after the finish, all timepieces and in fact all navigation instruments but the compass and engine rpm indicator are covered. The only uncovered clock allowed on board is held by a special observer who notes the actual times the boat passes the check points. He keeps this information to himself until after the race. Scores are made by calculating the margin of error between the predicted times and those actually recorded by the observer.

Predicted log contests are leisurely affairs for which the only real qualification is a suitable boat. For this delightfully simple reason they are becoming more popular every year with a growing species of men who like the water but also like to have their families with them. One typical entrant at Bellingham, SI's reporter Joseph Miller noted, was Walter M. Hupp, a mason contractor from Seattle, whose crew was made up of his wife and two daughters, age 18 and 10, plus the older girl's best beau. The elder daughter and friend, tired out from a dance the night before, slept through parts of the race. That was fine with Skipper Hupp. "We enter these races," he said later, "mostly because the family likes cruising, and Lorrie, my 10-year-old, likes to help me figure the logs. We don't take it very seriously, like people do golf or sailing."

Another typical entry was Bill Bryant of Seattle, who showed up for the race accompanied by his wife, their 11-year-old son and their wire-haired terrier. During the race the deck of his outboard cruiser was strewn with crab pots the family planned to use on a two-week cruising vacation that began right

after the race. In spite of this aura of cheerful disarray, he managed to win in his class. There was, in fact, a family tone to the entire event, interrupted by boatloads of businessmen using the regatta as an excuse for a stag party. (On board one such cruiser a poker game ran throughout the race.)

ROUGH PASSAGE

The race itself, however, was a good deal rougher than anyone had anticipated. From Bellingham through the crooked island passages the water was so choppy that 20 cruisers gave up and headed for shelter. Eleven boats had engine trouble in the heavy going and had to be towed to port by Coast Guard boats stationed along the course.

Under such conditions, the predicted time of the overall winner, the 38-foot Cognito skippered by Carl and Margaret Saluzzi, was astonishingly accurate. The Saluzzis figured their total time for the course would be 823 minutes, 4 seconds. Their actual time was 823 minutes, 20 seconds—an error of 16 seconds over 115 miles. The percentage of error, including all four check points, was only .5586.

Most of the racers, however, who crowded into Genoa Bay on Vancouver Island after the race were frankly disinterested in the overall winner, in spite of his achievement. A considerable number were much more concerned with beating individual rivals. Bets between neighbors and business associates ran as high as $500. The rest of the cruisers, like the Hupps and the Bryants, were on a family outing.

Predicted log races like the Bellingham have been popular for years on the West Coast. In southern California such fixtures as the 150-mile Craig Trophy, the Newport Beach race and the Donaldson Trophy for the Pacific Coast championship draw solid blocks of entries each year. On the East Coast, however, except for a flurry of interest some 25 years ago, there was little activity until 1950 when the American Powerboat Association began a campaign to promote the sport. In 1952 an Eastern Cruising Association was formed, and in the three years since then predicted log racing has spread to include 24 eastern yacht clubs. This year the ECA has run off six major events with three more still to come. There are, at present, more than 100 predicted log races, counting dozens of smaller local events, held in the U.S. each year; and in addition there are more than 300 abbreviated contests (over 7-10 mile courses) called piloting races.

The Coast Guard and its ally, the U.S. Power Squadron, a national organization of some 26,000 members that teaches powerboat handling and safety, are delighted with the spread of predicted log events. They feel that the navigational experience gained in the races, as well as the high safety requirements laid down by the committees, teach the kind of cruising habits that can keep them out of serious trouble.

The skippers themselves are, for the most part, also aware of the value of the experience. But while they are honestly concerned with improving the breed, that is not necessarily their primary purpose. Their attitude was perfectly summed up by one of the Bellingham racers, Tommy Packenham, who finished well back in the fleet, but was quite satisfied. "We had a great time," he said, "and mostly, that's what we came for."

Didja Know?

Photos in the mailed print Cruiser Log are printed in black and white. But, they can be viewed in all their glorious color in the online version on the NACA website: PredictedLog.org located under the News tab.

Embarrassing!

It was reported on cargolaw.com that the 75 ft. *pilot* vessel, Sabine Pilot II grounded on the Texas side of Sabine Jetties on Dec-18.

Editor's Note: This letter was found in some old files. It was written to Walter Del Mar by C. King Brugman in 1964. At that time Del Mar was an upcoming log racer and had just won the coveted Brugman Hi Point Trophy for top honors in logging for Southern California and Brugman was a major voice in Southern California yachting and predicted logging. (Incidentally, fifteen years later Del Mar was to be the founding Commodore of NACA.) Of particular interest is the sentiment expressed by Brugman regarding the politics of the day.

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December 31, 1964

Mr Walter Del Mar
Del Mar Engineering Laboratories
International Airport
6901 Imperial Highway
Los Angeles, California 90045

Dear Walter:

Thanks for your letter of the 28th. Glad you like the Hi Point Trophy and I hope it can be presented for many years to come.

On your hope for a "50th Anniversary" I have my doubts. With our socialistic trend today, I doubt if there will be any Yachts or Yacht Racing 50 years from now. This is a pretty bleak thought but I think it has merit.

I am sending you one of our Booklets covering "History of Yachting in Southern California" and hope you enjoy it. I also hope to see you sometime during the coming year.

Happy New Year.

Sincerely yours,

MARINE MANAGER

C King Brugman
NW
ENC

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Membership in NACA keeps everyone who is interested in Predicted Logging well informed about the sport throughout North America. Skippers from member Associations compete for North American Trophies simply by entering their local contests. The champion from each organization is invited to compete in the North American Invitational, hosted by a different NACA organization each year.

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Cruiser Log

The Newsletter of North American Cruiser Association

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