



# Cruiser Log

*The Newsletter of the North American Cruiser Association*

Volume 13, Issue 3

June 2013

## Liberty Bay Challenge

On May 11, 2013, Poulsbo Yacht Club (PYC) hosted the Liberty Bay Challenge Navigation Contest as part of the 2013 International Power Boat Association (IPBA) navigation contest circuit. Participants this year included representatives from the following yacht clubs: Bremerton (BYC), Meydenbauer Bay (MBYC), Port Orchard (POYC), Poulsbo (PYC), and Queen City (QCYC).

The weather conditions were quite conducive to an overall great cruising weekend, with flat water conditions present for those arriving on Friday, as well as for their departures on Sunday. And those good conditions prevailed for the run on the prescribed twenty-three nautical mile course early Saturday afternoon.

The course started just south of Keyport with a southerly run down past Brownsville, over to University Point, and then turning northward to Battle Point for Control Point 1. Continuing north, the contestants passed through Agate Pass, followed by a multi-legged circumnavigation though Port Madison and returning southward through Agate Pass. The contest completed with a run past Keyport to the final control point off the south side of Liberty Bay Marina.

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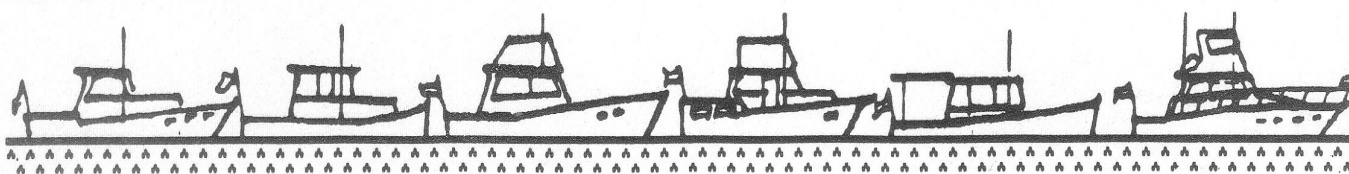
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Socially speaking, Poulsbo Yacht Club hosts graciously included the contestants as guests at their regular Friday night barbecue, which was followed by Saturday's continental breakfast and another Saturday evening barbecue with contest awards.

Despite the good weather conditions, only three contestants realized errors of less than 1.000 %. Major reasons were probably due to the two runs through Agate Pass and the last leg returning through the narrow at Keyport going into Liberty Bay. Two of these passages were run at the theoretical slack current times, which becomes a predictability challenge when the barometric pressure is changing.

The awards were presented by PYC members Jim Korzetz and Dick Timmerman. Overall winner, with the lowest error of 0.5124%, was the team of Fred and Linda Cole of POYC on *Mouse Trap*. In second place overall was the

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## North American Cruiser Association

For help or information, visit our web site at  
<http://www.predictedlog.org>

It provides a resource for boaters looking for information, to learn more about predicted logging or NACA, or to find a member organization near them.

Feel free to call any of us with your thoughts and ideas!

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## NACA Objectives

The objective of the North American Cruiser Association is to promote the sport of Predicted Log Contests in North America. Pursuant to this objective, NACA will:

1. Publish and distribute a periodic newsletter known as *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

The temperature in Chicago has finally reached a sustained value of 55 degrees, and that constitutes summer. Actually, last year we were in a heat wave with temperatures reaching well into the 90's. Lake Michigan was cooking, and people were actually going into the water and doing more than just the polar bear plunge; they were actually swimming. Many boats are in at the famous "J" dock at Belmont Harbor, and Chicago Yacht Club is open for business. I guess it is time for your commodore to get off his duff and get his boat in the water.

To that end, the fine boat yard performed their standard pre-launch inspection. All the fluids, engine oil, transmission, and coolants, were checked for age and level. Bottom paint, thru-hulls, zincs, rudder shafts, and trueness of the wheels all checked out well.

The electrical wire connections to all the metal and thru-hulls were checked for conductivity. However, I was informed that my trim tabs were not doing so well. They were found to be (one) missing, inoperable, and un-repairable. Of course, replacement is a must. Ask Scott Strandjord, who won the Nationals onboard *Rip Rap*, how important the trim tabs are. I have great pictures of him plowing *Rip Rap* through the water and wind, with her bow buried. The main four starting and generator batteries were checked out and passed. They will be fine for another year. The three fine Rolls house batteries did not fare so well. I really can't complain, as they exceeded their extended life of five years by three years, making them a great buy. I clearly rec-

ommend to anyone to spend the extra money for deep cycle house batteries.

Now, for the bad news. It seemed that my upper deck port and starboard windows had been leaking water into the upper aft wall. According to the yard survey man, the moisture meter was off the chart. "Off the chart" is a term no one wants to hear unless he is selling records. Further, he announces to me that there is no way he can take on a repair job of this magnitude until much later in the summer. What? As if the Chicago summer boating season is not short enough, I now have wait until mid-summer before I can launch.

I go back to my own construction equipment shop and tell my mechanic the sad story of moisture in the wall and no way to fix it. He comes up with a great idea of hooking up a vacuum pump to the wall and drawing the moisture out. Really, can that work?

So, the next day we go to the boat and drill six holes in the wall at the bottom of the affected area. Hoses are connected to the wall and a special little bucket. The vacuum pump is connected up and turned on. Twenty-four hours later, the moisture in the wall has dropped 9", with 9" more to go. The second day, the level has dropped an additional 9". The wall is actually drying out before our eyes.

The highlight of the story is that the yard foreman had never seen or heard of this process being done and wanted to know where we got the pump. To

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### 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)\*

### A Special Word of Thanks

North American Cruiser Association has received a generous donation from New England Cruiser Association.

Thank you, NECA, for your kind consideration and support.

## *Liberty Bay Challenge* (Continued from page 1)

team of Dean Lentgis and Larry Chmela of QCYC on *Kalos Filos*, with an error of only 0.8515%. Taking third place overall honors were Dave and Joanne Padgett also of QCYC on *Slip Away*, with 0.8938%. Bill Whitely, commodore of PYC, was awarded the Novice Trophy for best finish of a first time contestant in this event.



*First Place Winners (l to r): Linda and Fred Cole*

The IPBA annual contest program consists of eleven contests from January through October. This program is open to cruisers (both power and sail) here in the Pacific Northwest. A schedule of upcoming contests, recent contest results, and details of the sport can be found on the IPBA website at [www.ipbalogracing.org](http://www.ipbalogracing.org).

A special note here – one of the special IPBA events that occurs on a five-year cycle is the Alaska 1000 Navigation Contest that will be run again in 2015. It provides an excellent opportunity for boaters wanting to make the Alaska trip to go in the company of other experienced cruisers. Sixteen crews made the last trip in 2010 and thoroughly enjoyed the experience. If you are a cruiser with the “Alaska Itch”, this event may be the answer.

*Mike Henry*  
*International Power Boat Association*

## Different Generations

Our parents were part of the greatest generation. No one can dispute the hardships they endured, and, clearly, we'd be living in a different America had it not been for their sacrifices in WWII. Tom Brokaw captures these sacrifices in his book, “The Greatest Generation”.

But, as Michael Jackson states in one of his songs, “What about us?” They say in 2014, the last of the baby boomers will turn 50-years old. Boy, I wish I were turning fifty next year. So what about us baby boomers? Haven't we done anything?

There are those who refer to us boomers as self-absorbed, selfish, and entitled. I, for one, strongly disagree. What about Steve Jobs, Bill Gates, Bill and Hillary Clinton, George Bush, Marco Rubio, and, of course, President Obama? The list goes on and on. It is estimated that there are 80 million of us boomers, and I can say with clarity this letter isn't long enough for me to list all boomer accomplishments.

Consider this for a moment. After the war and well into the 50's, our country saw little change in terms of equality and inclusiveness. Boomers took America out of the frozen years of change during that time and built bridges of tolerance and inclusiveness in America.

Boomers like me are all in their mid-60's now, far from the beginning. Boomers like me grew up in middle class neighborhoods, where moms were housewives and dads went off to work; it was a pretty good arrangement for most families. It was a time when single-parenting was unheard of un-

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We can't solve problems by using  
the same kind of thinking we used  
when we created them.  
- Albert Einstein, Physicist

## Jack Hyde Memorial Navigation Contest

Tacoma Yacht Club's Regatta Chair/Power Chuck Irwin announced early on that the Jack Hyde Memorial Navigation Contest would be held at Tacoma Yacht Club (TYC), Wollochet Bay Outstation, in ideal weather conditions on Saturday, March 23, 2013, as an inducement for a good contestant turnout. His prophecy rang true as contest conditions included abundant sunshine, an absence of winds, and good visibility when not heading into the glaring sun (absolutely no complaints, however).

Most contestants arrived Friday afternoon for some social time and an evening burger fry, plus some quality(?) discussion about the current predictions for Hale Pass. Trying to correlate the advertised predictions at the current stations for the Narrows South End, Gibson Point, and both ends of Hale Pass to obtain meaningful "guesstimates" proved to be a significant challenge. Ultimately, the final scores showed that some contestants "broke the code" and did quite well.

On Saturday morning, twenty contestants, including two Junior ROTC cadets from Curtis High School participating as novice contestants alongside a veteran contestant, checked in with their predicted time log sheets. The contestant list included members from Bremerton Yacht Club, Day Island Yacht Club, Gig Harbor Yacht Club, Port Orchard Yacht Club, Queen City Yacht Club, Seattle Yacht Club, and, of course, the host club Tacoma Yacht Club. Observers were assigned to each competing vessel from the JROTC cadet cadre, and they performed flawlessly, as we've come to expect after three years of their participation.

The 20.3 mile course consisted of four control points starting at the east end of Hale Pass and heading north to the Narrows bridge, turning southbound toward the Toliva Shoal buoy, westbound into Carr Inlet, and then into the west end of Hale Pass to the finish at the Fox Island bridge.

Despite predicted currents of two-plus knots in the

Narrows south of the bridge, with helping eddies and "not-so-helping" eddies, the final range of scores was pretty good. Following submittal of the completed contest logs to the contest committee, all contestants gathered in the clubhouse for social time, some storytelling, and a great roast pig dinner prepared flawlessly by the TYC hosts.

Following dinner, Contest Chairs Chuck and Beth Irwin made the award presentations on behalf of TYC. Taking top overall honors was Steve Hazlerig on *Solara* from SYC, with the best score of only 0.6388% error. Following closely behind in second place was Fred Cole on *Mouse Trap* from GHYC, with an error of 0.6622%. Rounding out the top three places was the team of Ken Klett and Marv Elbon on *Klettitat* from QCYC at 0.7121%. Winning the novice award among several first-timers was Chip Corbin, also of SYC, with the lowest error by a novice of 0.9975%.

The navigation contest program here in the Pacific Northwest is conducted under the oversight of International Power Boat Association. The contests, hosted by various yacht clubs in the region, are held from January through October and are open to boaters interested in reefing their navigation skills, as well as developing lasting friendships with other Northwest boaters with similar interests. For specifics, check out the IPBA website [www.ipbalogracing.org](http://www.ipbalogracing.org).

*Mike Henry*

*International Power Boat Association*

Money can't buy you happiness,  
but it can buy you a yacht  
big enough to pull up  
right alongside it.  
- David Lee Roth

## Eagle Harbor Predicted Log Competition

Why do we call the Bremerton competition in February the Heavy Weather Contest, when the weather is invariably pleasant, but we get our pendants blown off during April's Eagle Harbor Contest? Annually, Queen City Yacht Club (QCYC) and Seattle Yacht Club (SYC) jointly host the Eagle Harbor Predicted Log Competition, sanctioned by International Powerboat Association (IPBA) out of QCYC's beautiful outstation at Winslow.

In recent years, the early April weather has been far more challenging than the February weather. The worst of the weather, with strong southerly winds and heavy rain, occurred on Friday afternoon before the competition. With boats transiting from clubs around the Sound, several competitors were discouraged from making the transit to Bainbridge for the event on Saturday. Nonetheless, twenty-three hardy sailors, representing six area clubs, braved the trip to participate. There were four novices in the group.

After Saturday morning log check-in, the Class I boats started the parade off of Blakely Rock's Light. The field is divided into five classes based on speed. The slow boats of Class I are in the seven-to eight-knot range, while the faster boats of

Class V run the course at over nine knots. To keep the field spread and finish close to the same time, each class starts within a ten minute window, spread over about seventy minutes.

The course is designed to minimize conflicts with the ferry boats, so, in general, the competitors were running close to the sides of the navigable channel. Occasionally a boat will have an encounter with a ferry, which is cleared up quickly by a VHF 13 conversation. The ferry boat officers recognize the IPBA competition flag and are often good enough not to interfere with a competitor's transit.

The eighteen-mile course ran from Blakely Rocks, around Decatur Reef to Rich Passage, out of the passage at Point White with a series of timed runs, and returned to Rich Passage at Waterman Light. Departing Rich Passage at Orchard Point, the course ran south of Blake Island and north along its eastern shore, with the finish back at Blakely Rocks.

With the wind blowing so strongly for two days, the flood tide currents were off of their original schedule. The combination of wind from the southwest and currents off of predictions, some legs were exceptionally challenging. The west-bound trip through Rich Passage and the leg around Blake Island were effective at increasing the error rates. Nonetheless, there were some excellent scores. There were four scores under 1% error, and the remainder were between 1% and 3.5 % error.

After the results were checked in and in the hands of the judges, a cook-your-own steak dinner started the evening events. Tending a steak on the ample-

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### EXPERIENCED PREDICTED LOGGERS

Check out "Predicted Log Essentials"  
Get the competitive edge!  
Download for free on the NACA website:  
[www.predictedlog.org](http://www.predictedlog.org)

### 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](http://www.predictedlog.org)

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

## Not Quite So Easy Pickin's

On Saturday, April 27, 2013, Bremerton Yacht Club (BYC) and Port Orchard Yacht Club (POYC) co-hosted the Easy Pickin's in West Sound Navigation Contest, which was the sixth in the annual series of ten contests sanctioned in the Pacific Northwest by the International Power Boat Association. This contest was unique in that the contest started at BYC and ended at POYC.

Most of the eighteen contestants arrived Friday on flat water under sunny skies for the BYC Friday Night Social, featuring wine tasting and a wonderful dinner by BYC member Jytte Wheeler and her galley crew. As a bit of entertainment, a mock awards ceremony was featured to show the non-contestants a bit of the social side of the sport.

In the early hours of Saturday morning, the forecasted rising winds made their presence known. By contest log check-in time at 0900, winds were fairly steady at 15 –20 knots, southerly. Fortunately, the nearly twenty-mile contest course remained in relatively protected waters, starting with a southbound run out of Port Washington Narrows, with a turn to the east around Pt. Herron light, a northerly run up past Brownsville, followed by a turn to the south, down the east side of Bainbridge Island, crossing over to Waterman, and finishing just off Annapolis in Sinclair Inlet.

Wind gusts to thirty challenged the contestants to adjust their throttles in order to maintain their predicted speed. Upon passing the last control point, the contestants proceeded to POYC for contest log check-in, followed by the start of the Saturday evening social events. The POYC hosts lit off the barbecue for a “grill your own” session and provided all the trimmings for a great meal.

Following dinner, it was time to hear how successful (or not) everyone had been in compensating for the effect of the gusty southerly wind and for the tidal current running in excess of three knots in Port Washington Narrows.

Taking top honors were Owen and Linda Ritter of BYC on their boat *Outbound*, with the least overall error of only 0.8385%. Closely following in second place were Dave and Joanne Padgett of Queen City Yacht Club on *Slip Away*, with a score of 0.9205%, and taking third place overall were John and Ellen Murphey of Meydenbauer Bay Yacht Club aboard *Sturdy Gal* at 0.9916% error. The winning two-boat team consisted of Owen and Linda Ritter on *Outbound* and Mike and Billie Henry aboard *Peachy Keen*. The first-year contestant crew of Tim and Sandy Subert of Rainier Yacht Club on *Beach Music* captured the novice award.



(l to r) Mike Henry, Owen Ritter, and Fred Cole

Upcoming contests on the IPBA schedule include the Gig Harbor Yacht Club-hosted contest on June 8, 2013 and the international contest that will be held at Port Ludlow on July 6, 2013. To learn more about the IPBA contest program, i.e., event schedules, rules, contest results, etc., check out the IPBA website at [www.ipbalogracing.org](http://www.ipbalogracing.org). Better yet, contact Bill Anderson at [BigBillAsr@earthlink.net](mailto:BigBillAsr@earthlink.net).

*Mike Henry*  
*International Power Boat Association*

## *Eagle Harbor Predicted Log Competition (Continued from page 6)*

sized grill while swapping tales of wind speeds and tidal current frustrations certainly led to some overcooked or undercooked steaks.

The awards ceremony after dinner recognized the top scores in each of the five classes, with plaques and Eagle Harbor caps for the top scores. The novice competitors were recognized, and the leader, Tom Ripley of Seattle Yacht Club, was presented with a keeper plaque. Topping the list for the day were: in third place, Bob Lindal and Jeff Ewell of Queen City Yacht Club in *Susie Q*, with a score of 0.654% error. In second place from Seattle Yacht Club was Todd Prodzinski and Bill Grady in *Zorro*, with a score of 0.645% error. The winner, with over forty years of competition experience, was Dean Lentgis with his friend Larrie Chemela of Queen City Yacht Club in *Kalos Filos*, with an exceptional score of 0.453% error.



*Dean Lentgis (center) receives  
Eagle Harbor winner's trophy.*

Each year, there is a heated competition for the team trophy. The club with the best four-boat total score takes home the coveted Eagle Harbor Team Trophy. This year, it was a close call between Meydenbauer Bay Yacht Club, Seattle Yacht Club, and Queen City Yacht Club. The Queen City team prevailed and returned the trophy to the clubhouse, where it has resided for most of its life.



*(l to r) Michael Martin, Don Decock,  
Novice Winner Tom Ripley, and Tim Subert*



*(l to r) Marv Elbon, Ken Klett, Dean Lentgis,  
Bob Lindal, Bill Anderson*

The predicted log competition season is approaching its midpoint, but there's still time to come and join us. Go to our website at [ipbalogracing.org](http://ipbalogracing.org) or contact me, Bill Anderson at [bigbilasr@earthlink.net](mailto:bigbilasr@earthlink.net).

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

I do want to get rich,  
but I never want to do  
what there is to do to get rich.  
– Gertrude Stein, Writer

## What's Up with This Regatta Stuff??

As you may have noticed, we've begun to refer to predicted log events as *regattas*. There is a reason behind this. We are making a purposeful effort to recruit new participants to our sport, and one of the things we don't want to do is intimidate prospective skippers in any way. We reasoned that both *race* and *contest* could be misleading and intimidating.

A race is typically thought of as a contest of speed, which certainly isn't the case as far as our sport of predicted log events is concerned. And further, most boat insurance policies specifically exclude participation in a race. True, some do stipulate that predicted log races are exempt from the exclusion. Nevertheless, we really aren't involved in racing in the traditional speed sense of the word, and, as such, we probably ought to refrain from using the term *race* to define our sport.

Although the term *contest* doesn't have the speed implication that race does, it still misses the real spirit of our events – that is: a fun activity on the water, where we compare our navigational skills, typically preceded and/or followed by social events associated with the boating activity.

This is confirmed by the description of regatta found in Wikipedia as follows:

*A regatta is a series of boat races. The term typically describes racing events of rowed or sailed water craft, although some powerboat race series are also called regattas. A regatta often includes social and promotional activities which surround the racing event . . .*

*Although regattas are typically amateur competitions, they are usually formally structured events, with comprehensive rules describing the schedule and procedures of the event. Regattas may be organized as championships for a particular area or type of boat but are often held just for the joy of competition, camaraderie, and general promotion of the sport.*

So it would seem that *regatta* is a far better descriptor of our predicted log events than are *race* or *contest*. Only problem for me is, after forty years, it is difficult to avoid sometimes lapsing into using one of the old terms. So I'll try hard to remember to always refer to individuals as *loggers* or *skippers*, to our activities as *predicted logging*, and to our events as *predicted log regattas*.

**Tom Collins**

***Southern California Cruiser Association***

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*Different Generations*

*(Continued from page 4)*

less there was a death in the family.

Kids were polite, friendly, caring, obedient, and loyal to family. Moreover, boomers like me had fun growing up. Gang violence, drugs, and drive-by shootings were unheard of. Police encounters included lecturing, counseling, and, very seldom, a traffic ticket. Boomers were urged early on to play by the rules to get ahead, to invest, and to save.

Boomers like me resisted and would not consider being a stay-home Mr. Mom; we can't imagine such an arrangement. Boomers like me are guys first and foremost. We don't do our nails, have facial abrasions, get manicures, massages, or pierce our ears or any other body parts. We don't powder puff anything and face adverse conditions head on, no wavering.

Boomers started families in the late 60's and into the 80's and were selfless parents. Unlike many before us, boomers declared bigotry of any kind immoral. As recently as the early 1990's, it was noted that large numbers of our parents' generation felt it okay to pass laws giving property sellers the right to deny sales to blacks. Boomers are the generation that does not discriminate against black,

*(Continued on page 10)*

## *Different Generation* (Continued from page 9)

women, gays, or lesbians. We are members of the most tolerant and inclusive in American history. We believe in and support America to the fullest. We were not the greatest generation but, in my view, not too far behind.

*Reprinted from an article published May, 2013, in The Shoreline, the newsletter of Holiday Harbor-Wilmington Marina, written by Jerry, HHW Marina Manager.*

## Remember Eddie Fisher?

On the television show *This Is Show Business*, a youthful Eddie Fisher complained that girls refused to date him because of his age, and he asked George S. Kaufman, noted playwright, his advice.

Kaufman replied, "Mr. Fisher, on Mount Wilson, there is a telescope that can magnify the most distant stars up to twenty-four times the magnification of any previous telescope. This remarkable instrument was unsurpassed in the world of astronomy until the construction of the Mount Palomar telescope, an even more remarkable instrument of magnification. Owing to advances and improvements in optical technology, it is capable of magnifying the stars to four times the magnification and resolution of the Mount Wilson telescope.

"Mr. Fisher, if you could somehow put the Mount Wilson telescope *inside* the Mount Palomar telescope, you *still* wouldn't be able to detect my interest in your problem."

Get action.

Seize the moment.

Man was never intended to become an oyster.

– Theodore Roosevelt,, U. S. President

## *Commodore's Corner* (Continued from page 3)

finish the repair, I will inject an epoxy sealing product into the wall that will follow any moisture in the wood. The epoxy hardens into an impermeable coat and actually petrifies and, therefore, repairs the wood. A little fiberglass work on the wall and some paint, and we will be ready to go.

The great thing is we'll be in the water in a week, rather than waiting for the yard to get un-busy to begin the repair in a month. Nothing feels better than solving the unsolvable problems, especially when they prevent launch. So, I pass this experience along to you all.

Now, let's move on to a report about the Midwest predicted log business. Chicago Yacht Club is hosting its first predicted log contest of the season on June 1<sup>st</sup> out of the Monroe Street station. We, mostly Lloyd Sergeant (Director-at-Large), are all working hard to revive predicted logging here in Chicago. I believe the economic cloud that has so impacted our favorite sport is improving, and people are beginning to come out of their shells. Albeit slow, but they are coming out. After all, the main point, other than to have fun, of predicted logging is to teach people to navigate their boats in the most efficient manner.

With fuel running \$6 a gallon here, there is no better time to learn how to be efficient than now. You may surprise yourself at how inexpensive running a contest is. Given the actual run time of a twelve- to fourteen-mile contest is an hour to an hour and a half, and fuel-burn is five to nine gallons, depending on what engine you have, that equals \$81 bucks. Actually, if you compare the cost of fuel with the cost of wine or champagne or the cost of the party afterward, fuel is a deal.

Have fun and be safe!

*John H. Vignocchi*  
*NACA Commodore and Chief Repair Man*

## Ship Christening

Ever wonder why champagne is smashed on the hull of a new ship when it is launched? Religion used to play a large part in the christening of the ship. Jews and Christians customarily used wine and water as they called upon God to safeguard them at sea. Intercession of the saints and the blessing of the church were asked by Christians. Ship launchings in the Ottoman Empire were accompanied by prayers to Allah, the sacrifice of sheep, and appropriate feasting.

The Vikings are said to have offered human sacrifice to appease the angry gods of the northern seas. As related in Icelandic sagas, human sacrifices were offered. Humans were tied to the ground between the launching rollers. These humans were originally virgin maidens, which were sometimes immortalized by having their carved likeness grafted onto the hull of the ship. As the ship made its way down the rollers and into the sea, the blood of the victims would be smeared on the ship's hull.

Later, humans were replaced by animal sacrifices. In medieval times, animal blood came to be replaced with red wine. In the 1600's, British navy ships were christened with the "standing cup", a large cup fashioned of precious metal. As the ship began to slide down toward the water, the presiding official took a ceremonial sip of wine from the cup and poured the rest over the bow.

In the late seventeenth century, the standing cup was replaced by the practice of breaking a bottle across the bow. Whisky, brandy, holy water, sea water, or water collected from a symbolic lake or river was used until the end of the nineteenth century, when, because of its elegance as the "aristocrat of wines", champagne became the preferred liquid of choice to christen a ship.

A rich man is nothing but  
a poor man with money.  
- W. C. Fields, Actor and Comedian

## Saint Helena Island

Saint Helena is a British Overseas Territory and one of the last relics of the colonies in the South Atlantic Ocean, 1200 miles (1900 km) west of Africa. Saint Helena is of volcanic origin, and its surface is rugged and mountainous, reaching an altitude of 2700 feet (820 m), in the High Hills in the southwest.

Potatoes and flax are the chief products. The entire island is 47 square miles (122 sq km), with a population of roughly 6000 people; the main centers of population are Jamestown, the capital and chief port, with a population of approximately 1500 people, Half Tree Hollow, and Longwood. The island has a governor, and the upper echelons of the administration mostly are expatriate British.

Saint Helena was discovered in 1502 by a Portuguese navigator, Joao de Nova; it was then uninhabited. In 1659, the English East India Company founded the first permanent settlement. The island was the place of exile for Napoleon (1815-1821), who died there in 1821, in the farmhouse of Longwood, near Jamestown.

Saint Helena is one of the most isolated places in the world, located more than 1200 miles (2000 km) from the nearest major landmass. Saint Helena has some stunning scenery. The coastline of the island is comprised of high vertical cliffs and by steep-sided v-shaped valleys. The coastal areas are rugged and barren, whereas, the higher elevations in the center of the island have lush vegetation. A good network of narrow, winding, and steep roads make much of the island reasonably accessible. However, the best views of Saint Helena are seen on foot; there are some magnificent walks and hikes to be had on the island.

Poverty, of course, is no disgrace,  
but it is damned annoying.  
-William Pitt the Younger, British Prime Minister

# Coastal Explorer Trophy - Best 8 of First 9 Regattas Entered

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Padgett, David	SLIP AWAY	IPBA-N	5701	7	814
2	Adalian, Gary	JONATHAN	SDCA	5664	6	944
3	Ehlers, Bob	JB & ME	SDCA	5256	6	876
4	Henry, Mike	PEACHY KEEN	IPBA-S	4892	7	699
5	Hazlerig, Steve	SOLARA	IPBA-N	4822	6	804
6	Lindal, Bob	SUZU Q	IPBA-N	4441	6	740
7	Cole, Fred	MOUSE TRAP	IPBA-S	4416	5	883
8	Murphey, John	STURDY GAL	IPBA-N	4340	5	868
9	Weimer, David	JUST DESERTS	SDCA	3911	6	652
10	Salerno, Ralph	ANCORA	SDCA	3870	6	645
11	Lentgis, Dean	KALOS FILOS	IPBA-N	3631	4	908
12	Lonergan, James	CASA DEL PERRO DOS	SDCA	3551	6	592
13	Chapin, Clint	SOJOURN	IPBA-N	3440	5	688
14	Muir, Marty	KACHINA	SDCA	3420	5	684
15	Klett/Elbon Team	KLETTITAT	IPBA-N	3368	4	842
16	Jackman, George	SPECIAL EFFECT	SCCA	3265	4	816
17	Korzetz, Jim	FREEDOM	IPBA-N	3196	4	799
18	Cullen, Bruce	CAROLINE II	IPBA-N	3055	4	764
19	Calabrese, Jeff	LIVING WELL	SDCA	2949	5	590
20	Erly, Robert	LOIS	SDCA	2914	5	583
21	Frank, Dan	MOON SHINE	IPBA-N	2778	4	695
22	Anderson, Bill	THE TILLIE	IPBA-N	2734	4	684
23	Larson, Don	TEWASI	IPBA-S	2681	4	670
24	Anderson, Jim	FIDALGO	IPBA-S	2608	4	652
25	Dawson, Jeff	SOGGY DOLLAR	SCCA	2568	3	856
26	Blockhus, Burnell	LOLITA	SMBPF	2499	3	833
27	Denaci, Edward	MICROSHIP II	SDCA	2498	4	625
28	Babbit, George	GENERAL QUARTERS	IPBA-S	2464	4	616
29	Winberg, Bill	BILLY THE KID	SCCA	2115	3	705
30	Smith, Terynia	PATTY WAGON	IPBA-N	2023	3	674
31	Godfrey, Bob	UNREEL	SMBPF	1966	3	655
32	Fontaine, Michael	TUFFY	SDCA	1949	5	390
33	Subert, Tim	BEACH MUSIC	IPBA-N	1859	5	372
34	Scheinbaum, Mickey	THREE FLAGS	SMBPF	1821	3	607
35	Lorenz, Alex	TIRELESS	IPBA-N	1726	2	863
36	VanAntwerp, Jim	SARA B	IPBA-S	1715	3	572
37	Burwell, John	GAVIA	IPBA-S	1710	3	570
38	Ryan, Glenn	AMNESIA	IPBA-N	1686	2	843
39	Herman, Bill	SUMMER HOURS	IPBA-N	1662	2	831
40	Chandler, Tom	RM II HYDE	SCCA	1559	2	780
41	Ritter, Owen	OUTBOUND	IPBA-S	1536	2	768
42	Irwin, Chuck	LAUGHIN' PLACE	IPBA-S	1480	3	493
43	Terris, Gerry	MUTUAL FUN	SCCA	1476	4	369
44	Caton, Mike	OLD MAN IV	IPBA-N	1453	2	727
45	Downer, Jerry	NOR' WESTER	IPBA-S	1451	2	726
46	Williamson, Chris	KNOT BEHAVIN	IPBA-S	1420	3	473
47	Varie, Bill	VARIE SUITE	SCCA	1319	3	440
48	Strandjord, Scott	REDEMPTION	IPBA-N	1284	2	642
49	Griffing, Ken	LOON'S CALL	SCCA	1272	2	636
50	Walker, John	PRIME TIME	SCCA	1265	2	633
51	Brett, Steve	PRINCESS MOKIHANA	IPBA-S	1182	2	591
52	Madden, John	FAMILY MATTERS	IPBA-N	1127	2	564

# Coastal Explorer Trophy - Best 8 of First 9 Regattas Entered

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
53	Adair, John	PACIFIC STAR	IPBA-S	1076	2	538
54	Decock, Don	NIFTY FIFTY	IPBA-N	1075	2	538
55	Rutten, Barry	SALTY	IPBA-N	1038	2	519
56	McGough, Maurice	QUOTIDIAN	SPYC	1036	2	518
57	Sevarge, Bill	SISSY DOLL	IPBA-N	1014	2	507
58	Silvernail, Chuck	SOLMAR	IPBA-S	996	1	996
59	Bennison, Dick	WELL DONE	IPBA-S	969	2	485
60	Luvchuk, Mike	AMORE CHARLES	SPYC	965	1	965
61	Grady, Bill	ZORRO	IPBA-N	962	1	962
62	Coleman, John	KING KONCH	SPYC	954	1	954
63	Collins, Tom	MISTY SEA	SCCA	944	1	944
64	Ripley, Tom	BELIEVE IT OR NOT	IPBA-N	921	2	461
65	McCormick, Bill	INAMORATA	SCCA	898	1	898
66	Veres, Jim	VAGABOND JIM	IPBA-N	869	1	869
67	Elovitz, Michael	LOVIT	SDCA	850	2	425
68	Sheehan, Dennis	NAUTI GAL	IPBA-N	846	1	846
69	Baynard, Fay	PHASE OUT	SPYC	799	1	799
70	Watson, Val	PHANTOM	IPBA-S	790	2	395
71	Clinkenbeard, Bruce	SIESTA	SCCA	784	2	392
72	Paxton, Gene	EVENTIDE	IPBA-S	770	1	770
73	Weider, Fred	WOS IST LOS	SDCA	747	2	374
74	Case, Dave	TANGO-RUMBA	IPBA-N	700	1	700
75	Findley, Bill	ANOTHER PROMISE	SCCA	668	1	668
76	Bruins, Rob	OCEAN PEARL	IPBA-S	657	1	657
77	Doherty, Bill	ALDEBARAN	SDCA	641	1	641
78	Weller, Heber	STEELE 'N' AWAY	SPYC	633	1	633
79	Mitchell, Jim	PENALTY BOX	IPBA-N	621	2	311
80	Backstrom, Mark	SEABOOLPLAY	IPBA-N	595	1	595
81	Perry, Corky	PEACHY KEEN-Perry	IPBA-S	563	1	563
82	Bagley, George	DELTA DANCER	IPBA-N	553	1	553
83	Murphy, Tom	TAJA	SCCA	530	1	530
84	Larson, Kent	DEBIT CARD	SPYC	518	1	518
85	Smith, Reed	FINDANGO	IPBA-N	511	1	511
86	Lunceford, Ryan	PICKLE	IPBA-S	507	1	507
87	Miller, David	SEA NYMPH II B	IPBA-S	488	1	488
88	Whiteley, Bill	Legacy	IPBA-N	487	1	487
89	Chapman, Roy	BLUE EYES	SPYC	466	1	466
90	Rodgers, John	NIRVANA	IPBA-N	458	1	458
91	Baker, Pat	CHOPPERS II	IPBA-N	454	1	454
92	Johnson, Bart	LIL' TROOPER	IPBA-N	448	1	448
93	Irwin, Beth	LAUGHIN' PLACE	IPBA-S	446	1	446
94	Danhi, Victor	SHAKEN KNOT STIRRED	SCCA	438	1	438
95	Abell, Greg	SEABELL	IPBA-N	426	1	426
96	Dixon, Rich	TEAKLESS IN SEATTLE	IPBA-N	425	1	425
97	McNeil, Seth	YANKEE CLIPPER	IPBA-S	413	1	413
98	Burton, Mike	ROYAL CHINOOK	IPBA-S	409	1	409
99	Ballard, Doug	B. SWIFT	IPBA-N	405	1	405
100	Arglen, George	TA-KEEL-LA	SCCA	392	1	392
101	Curtis Team 1	KNOT BEHAVIN B	0	373	1	373
102	Brooke, Tom	OVEREXPOSURE	IPBA-N	362	1	362
103	Thomas, Willard	SEA LIFE	IPBA-S	356	1	356
104	Creighton, Daryl	FREE SPIRIT	SCCA	346	1	346

## Coastal Explorer Trophy - Best 8 of First 9 Regattas Entered

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
105	Naselow, Ron	TRIVIAL PURSUIT	IPBA-N	342	1	342
106	Chunn, Barry	IMAGINE	IPBA-S	336	1	336
107	Dion, Tom	JOINT VENTURE	IPBA-S	319	1	319
108	Carrosino, John	RENDEZVOUS	IPBA-N	300	1	300
109	Gregg, George	NOBLE	IPBA-N	300	1	300
110	Judd, Biff	BAREFOOTIN'	SPYC	300	1	300
111	Kohler, Kevin	EAGLE	IPBA-S	300	1	300
112	Wellnitz, Jerry	VENTANA	SDCA	300	1	300
113	Wheeler, Bob	CAROUSEL	IPBA-S	300	1	300

For complete trophy standings, please go to <http://www.predictedlog.org>

## The Atlantic Ocean

The Atlantic Ocean is the second largest of the earth's four oceans and the most heavily traveled. Divided into two sections, the part north of the equator is called the North Atlantic; the part south of the equator, the South Atlantic.

The ocean's name is derived from Atlas, one of the Titans of Greek mythology. An S-shaped body of water, the Atlantic extends from the Arctic Ocean in the north to the Antarctic continent in the south and between the eastern coast of the American continents and the western coast of Africa and Europe.

Its surface area is about 31,660,000 sq mi (82 million sq km), and, if you include its marginal seas—the Gulf of Mexico-Caribbean Sea, the Arctic Ocean, and the North, Baltic, Mediterranean, and Black Seas—the total area is about 41 million sq mi (106,190,000 sq km).

The Atlantic Ocean has an average depth of 12,881 ft (3926 m), and its deepest point is in the Puerto Rico Trench, where the bottom is 28,681 ft (8742 m) below the surface.

The Atlantic formed about 150 million years ago, when a rift opened up in the super-continent of Gondwanaland, resulting in the separation of South America and Africa, which continues today at the rate of several centimeters a year.

The underwater mountain ridges have a more rugged topography than any mountain range on land, are a frequent site of volcanic eruptions and earthquakes, and can range as high as two miles above the ocean floor.

The Atlantic receives the waters of many of the principal rivers of the world, and, because of the high salinity of outflow from the Mediterranean, is slightly more saline than the Pacific Ocean.

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

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# Cruiser Log

*The Newsletter of North American Cruiser Association*

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



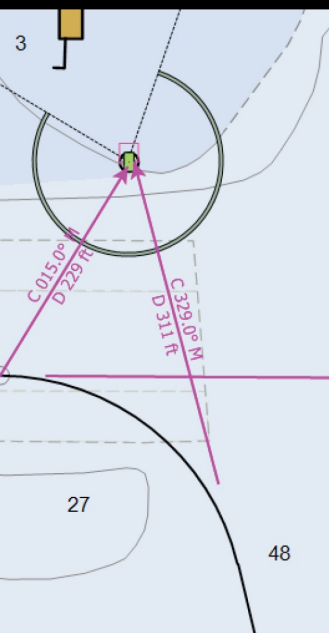
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