



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 14 Issue 1

April 2014

A Modest Attempt to Provide Clarity in Regards to the Events of the Day

(A brief letter from NACA Vice Commodore Scott Strandjord to the commodore of Seattle Yacht Club in response to queries concerning the reported grounding of the yacht Redemption in the course of a predicted log navigation contest... "this is what really happened...")

Dear Commodore,

Thank you so very much for your call concerning the pending Seattle Yacht Club Annual Powerboat Awards Dinner. Though your call was most unexpected, I very much appreciate the opportunity to relate the events of the day in question. Please find below a brief summation.

The day dawned much like any other day. But this was a special day. For this was the day of the fifty-first Annual Meydenbauer Yacht Club Boomerang Navigation Contest. Saturday, March 3, 2012 provided a crisp dawn, but the forecast promised a warm day (51 degrees), partial clearing, and moderate wind from the south-southwest. My well-seasoned crew, Jim Vaupell and Laurin Cady, joined me aboard *Redemption* as we cleared the decks for the pending action of the day.

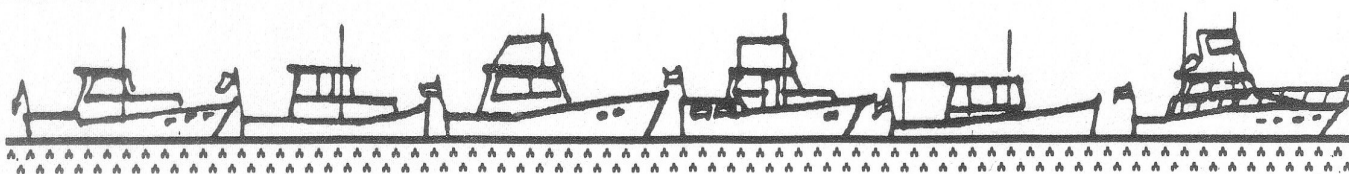
Inside This Issue:

Who's Who in NACA	2
NACA Objectives	2
Cruiser Log Deadlines	2
Commodore's Corner	3
Mel Lurie	5
From the Log of Living Well	6
Fender Cleaning Lesson	6
QCYC First Contest of 2014	7
Shaping the Course	8
Heavy Weather	8
NAI 2014	9
Another Tribute	10
Flagship U.S.S. Texas	10
NACA Application	11

In Jim's face one could discern the cool competence commensurate with the decades of predicted log contests that lay in his wake. I felt most fortunate to have Jim as my teammate. (Later in the year, we successfully competed for the North American Cruiser Association's North American Invitational (NAI) navigation contest hosted by Chicago Yacht Club.) Laurin, while possessing a contest resume similar in scope, presented an apparent youth in her lovely face and an energetic presence that belied the breadth of her experience.

Redemption, a proven racing platform, carefully prepared and honed through the years, presented a vision of perfection as she tugged impatiently at her mooring lines, as if to convey her eager intent to engage the challenge of the day. She knew the waters well. In a previous Meydenbauer contest, she had provided a legendary performance, presenting a score of .1742%, logging fif-

(Continued on page 4)



North American Cruiser Association

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

The site provides a resource for boaters looking for information, to learn more about predicted logging or NACA, or to find a nearby member organization.

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

Happy New Year! May the new year bring you fair winds and calm seas for all your boating activities.

I am very pleased to serve as the thirty-sixth commodore of the North American Cruiser Association (NACA). It is a pleasure to serve with the 2014 bridge members, and I welcome them all aboard. They are capable leaders, dedicated to our sport of predicted logging. If you have any questions or concerns, please contact any of the officers or directors.

The contest results are in for the 2013 year, and perpetual trophies are being or have been shipped to the winners. Many thanks go to Bob Lindal, who accepts the contest results and does the scoring for NACA.

Congratulations to Garry Adalian of San Diego Cruiser Association, 2013 winner of the Rose Point Coastal Explorer Trophy. Dick Timmerman of IPBA/North, the 2012 winner, has shipped that very prestigious trophy to Garry. Garry and wife Vera have created a very prominent place for the award in their lovely home.

Congratulations to Bob Ehlers of SDCA. Bob won the NACA High Point and RMS Queen Mary Trophy. George Jackman of SCCA was very happy to deliver that beautiful trophy to Bob. Bob and wife Judy think it is great to live with a bit of royalty.

Congratulations to Dean Lentgis of Queen City

Yacht Club, winner of the St. Petersburg Trophy. Dean had the best four scores in the first five contests. Last year's winner, Dave Weimer of Coronado Yacht Club, has packed up the big and beautiful perpetual trophy and shipped it to Dean. Nice work, guys!

Tom Collins of SCCA won the Herbert L. Stone trophy by Yachting Magazine. Tom was very happy to win that award for 2013. He already had a place for it because he was the winner in 2012. Great work, Tom!

The George W. Codrington Trophy was first awarded in 1958. It goes to the competitor with the highest score in five of the first seven contests. Congratulations to Fred Cole for winning in 2013. The 2012 winner Bob Lindal was happy to pass that trophy on to Fred. However, Fred better stay sharp; Bob wants it back.

Many thanks go to Staff Commodore Bob Ehlers. Bob maintains our membership list, accepts dues, pays bills, maintains our inventory of trophies, and competes in predicted log contests on a regular basis. He is a busy guy and does a great job for NACA.

The NACA web site has never been better. Staff Commodore Tom Collins found the right people at the right price to do an upgrade to our site. It is now very user-friendly. Jeff Calabrese is doing a great job as web master, and the site is loaded with information. Please check it out.

Best wishes for a healthy and happy new year!

Fay Baynard
NACA Commodore

FUTURE NAI EVENTS

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

*Tentative dates

According to sailors,
everything on board a ship has a heart.
— George Biddlecombe

A Modest Attempt...
(Continued from page 1)

teen seconds of error in 8,613 seconds of run time, over five legs in a 20.4 nautical mile contest.

As *Redemption* eased her way across the waters of Meydenbauer Bay, we noted the presence of Bob Lindal's *Suzy Q* gliding toward the starting line off of Groat Point. *Suzy Q*, as always, promised to be a worthy challenger in the pending contest.

With all things in their place, the crew primed and ready, and *Redemption* positioned precisely on the starting line, a calmly announced "mark" was provided to note the start of the contest. Jimmy held the wheel firmly as I engaged the gears and pushed the throttles forward so as to provide the prescribed rotations per minute on the digital tachometers. *Redemption* surged forward, our Observer noted the time, Laurin affirmed the course, and, with palpable intense concentration permeating the air of the cabin, the team engaged the contest with the calm focus they had exhibited so many times before in so many past contests.

With a crisp call of, "Mark!" I noted the passing of the north face of the west span of the I-90 floating bridge. Our Observer scribed the time of day, noting the minutes and seconds that would provide a score within five seconds of the predicted run time for the first leg of the contest. As we emerged from the opening under the span, we noted *Suzy Q*, far astern, surging forward from the starting line. We checked our stern sights one more time and then turned to focus on the course ahead.

Once again I called, "Mark!" as we passed the second control point of the contest, the precisely plotted extension of the Bailey Peninsula service road. Our Observer carefully noted the time that would provide one second of variation from the time predicted for the second leg of the contest.

Continuing on into the trackless waters of the southern end of the lake, we noted the subtle curve of the waves rolling our way from the south. The waves presented an ominous, unanticipated calm

demeanor. Given the southerly wind now whipping *Redemption's* burgee and the commensurate wave height to be anticipated, we could only conclude that the dark waters under our prow were surging in concert with the wind. Glancing at the water and then looking towards Jim, I observed, "The set of the Cedar River is hard upon our bow". Jim drew a slow breath and responded with a low, "...aye".

As the end of our timed run to the southeast drew near, Laurin coolly counted down the second of the time required for the run. With the call of, "Mark!" Laurin indicated the end of the run, and Jim deftly rolled *Redemption* into a sharp turn to port.

Now surging forward to the north, *Redemption* was swiftly rolling through the 789 yards that remained between her bow and the next mark of the course, Coleman Point. Exchanging glances with Laurin and giving Jim a slow nod, I carefully eased back on the throttles. *Redemption's* Aetna tachometers confirmed the turns made by the throbbing screws had arrived precisely at the lower limit of the range designated by the rules of the contest. I had pulled out 180 turns, the full ten percent permitted for the contest.

As we surged forward toward Coleman Point, the tension in the air continued to escalate. "That's all that we can do for this leg", I breathed through clenched teeth. Jim furrowed his brow and cast a quick glance my direction. "It won't be enough for the next leg...we'll be running too fast as we head north..." Jim noted in a low growl.

As the shallow, dark waters of Coleman Point loomed ahead, I glanced again at the chart. The calculations spinning through my head, my eyes now locking on the waters off the point, I knew what must be done. "We have one chance, Jim. We must scuff the point." My words were barely audible over the roar of *Redemption's* powerful engines. "No...the risk is too great..." Jim's face appeared calm, but his eyes conveyed the mounting tension in his gut.

To be continued in the next issue...

Mel Lurie: A Very Special Person

I was very sad to learn of Staff Commodore Mel Lurie's recent passing. He was in his mid-nineties and had suffered from some form of Alzheimer's in his last few years. But that's not the Mel we all knew and loved - you couldn't help but love him. He was a very special person. He saw good in nearly everything. He loved boating, and he loved people. He loved the sport of predicted logging, and, if he could have had it his way, every skipper would have been awarded a first place trophy. He used to say that we were all winners because we spent the day on the water, boating.

I first met Mel in the early 70's at some Southern California Cruiser Association (SCCA) activities, and, before long, we were both involved on the Bridge. He was a lawyer, and I recall we spent many late nights working over the rewrite of the SCCA racing rules. We became close friends, and, after an North American Invitational (NAI) in Seattle, we chartered a boat and cruised the San Juan Islands along with a third couple for a week. You get to know a lot about someone when you spend a week with them on a boat - and it was all good!

In the late 70's, Mel and I worked with Walter Del Mar in splitting predicted logging off from the American Power Boat Association and creating the North American Cruiser Association (NACA). After Walter's term was over, he directed that Mel should be the second NACA commodore, because he knew and trusted Mel to keep the organization headed in the right direction in its infancy. Mel did just that.

Mel was a particularly good log racer; I never understood just why, because he didn't go in much for the heavy theory that was being developed by Gene Grant at that time. But one thing Mel did was to log times every place he went on his boat, regardless of whether there was a log race or not. I think he just enjoyed working the numbers. In any event, it gave him a really good feel for the water and how it affected his speed, which probably accounted for his success in logging.

As a past NACA commodore, Mel wanted to continue doing something to contribute, so he volunteered to be the trophy chairman, a job he continued for the next twenty-plus years. This was fitting for two reasons. Mel just loved seeing people awarded trophies for their accomplishments, and he had a knack for finding some unique trophies. He must have had his trophy shopping eye always focused, because he did find some very unique trophies. In addition to the traditional plaques and silver bowls, Mel would come up with some very interesting and useful trophies. One time, it was a small set of tools, another it was a fine model of a sailing ship, then an ice bucket with a chart of the world etched onto it. But I don't think he ever topped his Indian ceramic elephants. They were definitely unique, about eighteen inches tall. I still have mine, thirty years later, as a conversational art feature in our home.

As I mentioned at the beginning, Mel had a great love for people and saw good in most everything. He was most expressive about everything. When he spoke, whether it was just in private conversation or when speaking to an audience, his speech
(Continued on page 10)

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

EXPERIENCED PREDICTED LOGGERS

Check out "Predicted Log Essentials"
Get the competitive edge!
Download for free on the NACA website:
www.predictedlog.org

Excerpt from Cruising Log of Vessel *Living Well*

Southern California
February 15, 2014

0910 - Underway from the slip with both engines in operation. John Jones and Butch Kruse on board as crew. Bob Quick and Jim Harris on board as observers.

Destination: Coronado Bay Bridge Pier 18 for the start of Cruiser Navigation Contest, Predicted Log Race, Spring Series 2 of 4.

09:33:56 - Started the race at Coronado Bay Bridge Pier 18. Race points and "Marks" included; CB26, L/L, L/L, L/L, CB40, CB28, Mid-span Bridge Pier 19/20, CB23, L/L, L/L, CB21, CB22, N22A, CB24 and Mid-span BP18/19.

11:16:17 - Finished the race at a L/L on the Glori-
etta Bay Entrance Range.

Note: My predicted finish time was 11:15:00, so you can already see that I was not "Living Well" today.

1132 - Moored port side to slip D-9 at Coronado Yacht Club. Stopped the engines, connected shore power, and stowed the boat. End of trip engine hours as follows:

Port: 2620.5 Starboard: 2622.8.

1200-1345 - Enjoyed a Coronado Yacht Club hosted lunch, camaraderie, and trophy presentations on the patio. This usually includes:

Lies, jokes, after-race lessons on what the current was doing, those damn fishing boats and friggin' sail boats. It always includes a raffle with several dollars as a prize; 1st, 2nd, and 3rd place awards, club-specific awards (if any) and an Observer appreciation award. This is the social side of log racing and what really makes it a fun sport. Even if you don't make the podium, you still go home with a "good day" feeling.

The above depicts a typical race day log entry for me as a San Diego Cruiser Association (SDCA) predicted log racer.

Predicted log racing is alive and well in San Diego, with our second of twelve scheduled races completed today. Our average field has been about ten racers, and we have some new ones in the works.

We are very fortunate in having a cadre of experienced race observers provided by the San Diego Observers Association. A typical race is from twelve to fifteen nautical miles. Eight of our twelve scheduled races are in the bay, and the remaining four are off-shore. SDCA will also host the North American Invitational later this year. We have recently embraced the 21st century and now allow the use of GPS (latitude/longitude only) as an option for the race master to use when designing races. The use of GPS puts a whole "nuther" spin on race strategy. Some of us like it, and some are still old school.

I just cannot understand why more folks don't get engaged in this sport. My dock neighbor, Admiral Bob Erly, USN (Ret), is a log racer. Bob is a Pearl Harbor survivor who turns 100 years old this June. Bob faithfully participates and remains very competitive. He flies his flag and still pilots his vessel *Lois* as if it were his destroyer.

Jeff Calabrese
San Diego Cruiser Association

www.predictedlog.org will get you started.

How to Clean a Fender

A good way to clean a fender is with whitewall tire cleaner. Wet the fender and spray on the cleaner. Use a 3M scrub pad to work up a lather and to get rid of the lumps. If the fender is white, let it sit until the lather **starts** to dry. Wash thoroughly with water. **Do not allow cleaner to remain on any surface long enough for it to dry!** If it gets on painted surfaces or fiberglass, it will remove any wax protection.

Queen City Yacht Club Hosts First Navigation Contest of the Season

The International Power Boat Association (IPBA) navigation contest season was started with Queen City Yacht Club (QCYC) hosting their First of the Season Contest on the weekend of January 17-19, 2014.

Twenty-eight contestants and their crews from seven area yacht clubs arrived at QCYC's clubhouse on Portage Bay for the first contest of the 2014 IPBA season. Compliments to QCYC for providing a full-fare weekend from the Friday Night Social to the awards dinner Saturday, ending with breakfast on Sunday morning.

The weather was exceptional for January, considering the major complaint was one of the sun interfering with landmark spotting on the southbound legs. On the up side, there was no doubt that the flat water, lack of wind, and good visibility on the non-southbound legs contributed to the high number of very good scores produced over the 17.9 nm course on Lake Washington.

Of the competing clubs represented, Seattle Yacht Club (SYC) seemed to have found the secret to mastering this year's First of the Season contest by capturing 1st, 2nd, 5th, and 7th places overall. Taking top honors was Scott Strandjord, SYC, aboard *Redemption*, with the least error of 0.3484%. He was very closely followed by Todd Prodzinski, also of SYC, on *Zorro*, in 2nd place overall at 0.3626% error, and John Murphey of Meydenbauer Bay Yacht Club on *Sturdy Gal* in 3rd place overall at 0.3733% error.

The Team Trophy, awarded to the club having the least average error of their top four contestants, was won by the Seattle Yacht Club team of Scott Strandjord, Todd Prodzinski, Steve Hazlerig, and Kim Lorenz, with an average error of 0.4978%. Taking the Novice Trophy as a first-timer in this contest was Reed Smith of MBYC on *Four Seasons*, with 1.3298% error.

For more information, please check out the International Power Boat Association website at <http://www.ipbalogracing.org>. On a more personal level, feel free to contact Bill Anderson at 425.641.0317 or Mike Henry at 360-377-6639.

Mike Henry
International Power Boat Association

Shaping the Course

The following is from Wrinkles in Practical Navigation by S. T. S. Lecky, Master Mariner, published in 1918.

At first sight this seems a simple enough affair, and yet there are often, if not always, many matters of moment which require due deliberation before the actual Course to be steered can be given to the helmsman.

(Continued on page 9)

NACA BLAZER BULLIONS

NACA has gold embroidered blazer bullions with our flag on a gilt-edged 2 1/2" medallion.

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Show off your membership in NACA.

Only \$25.00 each.

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Heavy Weather 2014 Navigation Contest Versus the Wind

Each year, Bremerton Yacht Club (BYC) hosts the Heavy Weather Navigation Contest over the Presidents' Day holiday weekend in February. The weather forecast had little to offer for reasonable February cruising conditions that weekend. With small craft warnings leading up through Friday, followed by gale conditions predicted for Saturday and Sunday, there were expectations of mass cancellations by many contestants needing to venture to Bremerton from Lake Washington and South Puget Sound. However, twenty skippers and crews did successfully make the "sloppy water" run to join the thirteen BYC crews for the weekend contest.

By sunrise Saturday, the wind had calmed to flat water and hardly a breeze. This welcome change remained throughout the rest of the day, until all contestants had completed the contest and were tied back at the BYC docks. Then, as forecasted, high wind conditions returned later in the afternoon. Good luck was with us (weather-wise, at least).

BYC always hosts a great Heavy Weather Weekend with Friday and Saturday night dinners, Sunday breakfast, entertaining skits performed by the visiting yachts clubs, and after-dinner dancing. The first award for the weekend activities went to Tacoma Yacht Club for winning the skit contest for their special performance to the theme, "Vaudeville". Following Sunday breakfast, the navigation contest awards were presented by BYC Commodore Mona Lisa Ryan and Regatta Chair/Power John Burwell.

As for the navigation contest, the 22.2 mile contest course started in Port Washington Narrows, proceeded out Rich Passage, around Blake Island, returning back through Rich Passage, and, finally, ending just off the BYC docks early Saturday afternoon. Thirty-two of the thirty-three contestants completed circumnavigating the course, with one dropping out due to an engine problem.

The vast majority of the prediction errors ranged

from around 1.0% up to less than 4.0%. Only three skippers predicted accurately enough to finish with error scores under 1.0%.

Taking top overall honors was Meydenbauer Bay Yacht Club contestant John Murphey on *Sturdy Gal*, with an error of only 0.4936%. Following in second place overall was Jim Korzetz on *Freedom* from Poulsbo Yacht Club at 0.6687% error, with Bruce Cullen on *Caroline*, also from MBYC, taking third place overall with an error of 0.9303%. Honors for the best average score of the top three boats from each club went to MBYC with a team average of 0.8957%. Winning the Novice Trophy was Justin Adrian of BYC with 2.3013%.

This navigation contest was the second of a series (one or two each month) that continues into October under oversight of the International Power Boat Association. These contests provide an opportunity for boaters to participate in weekend cruising events throughout the "non-boating" seasons of winter, spring, and fall. A schedule of contests and general information can be found on the IPBA website at www.ipbalogracing.org. For additional information, you can contact Bob Lindal at bobl@lindal.com or Mike Henry at mahenry2@live.com.

Mike Henry
International Power Boat Association

Of all the extraordinary books from the pen of Herman Melville, this is out and out the most extraordinary. Who would have looked for philosophy in whales, or for poetry in blubber. Yet, few books which professedly deal in metaphysics, or claim the parentage of the musus, contain as much true philosophy and as much genuine poetry as the tale of the Pequod's whaling expedition...It is not a mere tale of adventures, but a whole philosophy of life, that it unfolds.

*- from one of the earliest reviews of Moby Dick,
in a London newspaper*

2014 North American Invitational

The 2014 North American Invitational (NAI) will be held this year in San Diego, California, commencing Wednesday, September 10 and closing Saturday 13, 2014. San Diego is well known as a popular tourist destination nearly year round. A few windows of lesser vacation activity do occur. Schools nationwide are back in session at this time, lowering tourist presence. The San Diego Association of Yacht Clubs' maintained racing calendar shows but one offshore regatta scheduled to occur during this period. As well, this window is compatible with the schedule of events of the potential State of Washington contestants.

This event will be hosted by Silver Gate Yacht Club with assistance from San Diego Yacht Club. The activity calendars of both clubs are at their lowest, avoiding facility conflict and marina congestion. Silver Gate's location on Shelter Island affords ample access to reasonable hotel accommodations well within comfortable walking distance. A diverse variety of moderately priced restaurants are moments away from Shelter Island.

This particular window still affords low probability of rain like Southern California summers. A near ideal, less extreme temperature range, usually in the upper 70's, is the norm. Stability of weather this time of year minimizes offshore current deviations and major tidal fluctuations within the confines of the Bay.

This year's sponsoring NACA member association, San Diego Cruiser Association (SDCA), is in the process of solidifying the race course, which is under the direction of SDCA Vice Commodore Ralph Salerno. The first drafts have been produced, are being evaluated, and, thus far, look pretty. The same is true for the vessel fleet. A variety of very nice craft have been volunteered. They should all provide good platforms with which to compete. Sponsors solicitation, event catering scheduling and coordination, take-home trophy selection, design of souvenir shirts and hats, photography coordination,

accommodation blocking, suggested free time entertainment, crew gift packages and many, many more projects are underway.

More to come! As the NAI becomes closer, additional articles will be provided to keep you up to date with the progress. Should there be specific points you wish to be addressed in these future articles, please feel free to email your request care of my address: theowieder@sbcglobal.net. I will do all I can to provide you a reply via email and/or published in the *Cruiser Log*.

*Fred Wieder, Commodore
San Diego Cruiser Association*

.....
*Shaping the Course
(Continued from page 7)*

Until within a recent period, the Course was set to the nearest quarter point, and with short chunks of vessels—which, especially when running, yawed a handful of points either way—this was near enough, perhaps; but the old “three-handles serving mallet” has given way to the “Four-Poster” and the “tea-kettle”. Navigation of to-day demands much greater precision; and, in large steamers at all events, the Course is now rarely given otherwise than in *degrees*. Indeed, some of the new pattern compass cards are so graduated as to leave it no longer optional.

To the man unaccustomed to it, this steering to degrees seems rather absurd, as he is almost certain to regard it as a vain striving after the impossible. But when he discovers that the long and finely-modeled vessels of present build actually *make* the desired Course, allowing for current and leeway, his unbelief gives place to astonishment, and he is fain to admit that the world progresses.

Mel Lurie: A Very Special Person
(Continued from page 5)

was absolutely the most expressive. He would not only use a lot of adjectives and adverbs, but also he would add special emphasis in his delivery, which conveyed the fact that he really, really meant and believed in what he was saying. That is something about Mel I'll never forget and always cherish - his true sincerity worn on his sleeve. Thanks for that, Mel.

Many of the folks who knew and loved Mel have now passed on, too. But for those of you still with us who had the opportunity to meet him, perhaps on an NAI, I'm sure you have some special memories of Mel that perhaps you too will cherish.

Goodbye, Mel, we'll miss you!

Tom Collins
Southern California Cruiser Association

numerous to mention. At every cruiser navigation contest he was involved in, he always said, "Who is the winner? If you are out on the water competing, you all are winners".

Our thoughts and prayers go out to Bernice and the rest of the Lurie family.

All I know at this time is that the funeral is for family only. I will let you all know if any other information is forthcoming.

Goodbye, old friend.

Craig Ryan
Staff Commodore
Southern California Cruiser Association

.....

Flagship U.S.S. Texas, 1928

I recently came across a photograph album and log/journal that belonged to my late father-in-law, A.C. Townsend. Here are a few entries that may be of interest to you.—Editor

Another Tribute to Mel Lurie

I just received word from SCCA and Del Rey Yacht Club member Mickey Scheinbaum that an icon in the boating world and, in particular, the cruiser navigation world, passed away on January 27, 2014.



Mel Lurie was a long-time member of Del Rey Yacht Club, Southern California Cruiser Association, and North American Cruiser Association.

He was a tireless promoter of the sport of cruiser navigation. His accomplishments, in his personal and professional life, are quite literally too

From January 8, 1928 to June 2, 1928

The Texas flagship of Admiral Wiley left New York January 8th for Key West to take the President to Havana, Cuba. Arrived Key West January 12th. Cleaned ship until 15th, the date Coolidge came aboard. Arrived Havana the same day and went ashore to take in the sights. Lay at anchor until the 17th and then back to Key West, leaving there the same day for Guantanamo Bay, Cuba, arriving in that vicinity the 19th...

March 19, 1928

...getting underway for San Diego 2 o'clock the same day. It has been 6 long days since we left Balboa, and we have stood an Admiral's inspection. The inspections aren't so bad—it is the work of getting ready for it. While lounging around on topside today (Sunday, 25th March) sighted a school of sea turtles and a school of porpoise. Have seen several very large black fish on this trip. All hands are looking forward to San Diego and mail from loved ones...



Encourage a friend to join the North American Cruiser Association...*Today!*

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.

For your annual dues of \$10, a print copy of each issue of *Cruiser Log* and the annual roster will be mailed to you.

Complete this form to join or renew membership in the North American Cruiser Association:

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Spouse Name: _____ Boat Name: _____

E-mail: _____

Home Telephone: _____

Office Telephone: _____

Boat/Cell Phone: _____

Other Boating Organizations: _____

ANNUAL DUES: \$ 10.00

CONTRIBUTION*: \$ _____

TOTAL ENCLOSED:\$ _____

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