



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 05, Issue 04

August, 2005

Alaska 1000 According to John Willister

The Alaska 1000 race started in Nanaimo, British Columbia, on May 31, 2005. This article was written by John Willister of Southern California Cruiser Association (SCCA), aboard Scotts N Water II for the duration of the race; the verbiage is "from the perspective of those of us aboard".

The boats and contestants entered in the contest were as follows:

Scotts N Water II, of Shoreline Yacht Club of Long Beach, California, flying the colors of SCCA; aboard was John Willister of Hollywood Yacht Club, also representing SCCA.

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Bolinger, owned by Brian Carlson of Sandy Hook Yacht Club, was the boat that competed in the 1928 Alaska 1000 but had mechanical problems and couldn't make it.

Jubilee, owned by Jack Hensley of Bremerton Yacht Club; also aboard *Jubilee* were Walter and Flo Hensley.

Sirena, owned by Bob and Audry Gautschi of Airport Yacht Club, British Columbia; also aboard, from Prince Rupert, B.C., was Elizabeth Gautschi. Joining *Sirena* in Sitka, Alaska, until the finish in Juneau, was Neil McClelland.

Tewasi, owned by Race Master Don and Carolie Larson of Gig Harbor Yacht Club; also aboard was Elizabeth Gilham.

Windrush IV, owned by Doug Lightheart of Thunderbird Yacht Club, British Columbia; also aboard was our Scorer, Graham Swindell.

Tuesday, May 31, 2005

Awoke at 0630 to a steady rain and overcast skies but no wind. The visibility is okay in the harbor, so if the same is occurring in the Strait, there should be no problem seeing the marks. Off the dock at 0728 to go out and see what the current is doing, although with a fixed throttle, there won't be much we can do.

(Continued on page 13)



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 the *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.

New, New *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.

Trivia

Based on a recent nationwide online survey of more than 1,000 boaters:

22% said it was harder to name their boat than their pet or child.

14% said their significant other's name influenced the name of the boat.

8% said their occupation influenced the name of the boat.

48% never shop around for boat insurance to find a better rate.

30% spent about one month shopping for their boat.

9% spent just one day shopping for a boat before buying.

19% said "The Perfect Storm" is their favorite movie.

51% take Fridays off from work to spend more time with their boat.

37% work less overtime to spend more time with their boat.

23% work fewer hours each day to spend more time with their boat.

7% call in sick to work to spend more time with their boat.

27% wear clothing with nautical motifs.

54% said being out on the water is the main reason they like to go boating.

Definition of a Phillips screwdriver:

Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt.

Commodore's Corner

Here we are in the middle of the summer boating season, and it seemed like it would never get here. I hope that all are enjoying a great season of log racing. All of you in St. Petersburg, Florida: hold on and keep the NAI on track, and we will all hold a good thought regarding the weather.

The NACA bridge has been busy these past few months. At least Staff Commodore Tom Collins has. Thanks to his efforts, we now have a new sponsor for the NACA Trophy, Rose Point Navigation Systems, producer of "Coastal Explorer", a navigation program for computers. You will be hearing more on that soon.

Tom also tells me that he is confident that a new sponsor for the Noon Cannon Trophies is not far behind. Watch for further news.

Remember, please forward information about your local associations to our editor, Elaine Townsend, so we can keep informed on log racing all around the country and any events that are upcoming.

Bill Findley
Commodore

Future NAI Events

- 2005 St. Petersburg (October)
- 2006 IPBA
- 2007 San Diego
- 2008 WLECA
- 2009 NECA/NCA
- 2010 PLRANC

Association News

NECA - VC Edward Palermo recommends the advice from Narragansett Cruiser Association's website, <http://members.aol.com/NarrCruise/GettingStarted.htm>. He said that the first year he used the advice from this website, he was competitive.

"Wrinkles"

This is an excerpt from "Wrinkles in Navigation", written in 1881 by Squire T.S. Lecky, Master Mariner.

It is natural that Britishers should be deeply interested in any discovery - scientific or non-scientific - which promises to be an infallible guide in predicting the weather. Situated in the direct path of disturbances from the Atlantic, these Isles are subject to extreme and sudden climatic variations; dry and wet, hot and cold days follow each other so quickly as to give no definite value to the orthodox meteorological prophecies, which only venture on the probabilities of a day, and even then are frequently far from being absolutely reliable. For England, about the best almanac going is:

January - Snowy
February - Flowy
March - Blowy
April - Showery
May - Flowery
June - Bowery
July - Moppy
August - Croppy
September - Poppy
October - Breezy
November - Wheezy
December - Freezy

Definition of a flashlight:
A case for holding dead batteries.

2005 NAI Contestants (so far)

NECA	Charles Rubin
SDCA	Garry Adalian
SPYC	Glen Schwalm
PLRANC	Haluk Akol
IPBA/North	Bill Menees
IPBA/South	Jerry Downer
IPBA/GofG	Bob Good
2004 Champion	Tom Collins

Did You Know?

Rockfish have been known to live up to 150 years.

During the Middle Ages, Mediterranean seamen called the north wind, "Tramontana".

Great white sharks have more than 3,000 teeth, positioned in several rows for maximum biting and chewing efficiency.

The largest boat propeller ever built weighed 95 tons and measured 29 feet in diameter.

Sharks are omnivorous and often eat sea vegetation instead of fish.

Definition of amidships:

Anchored at Glorietta Bay on Fourth of July

EXPERIENCED PREDICTED LOGGERS

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Barusch/Castagna Results

Place	Vessel	Contestant	Organization	Error
1	<i>Exodus II</i>	Bob Lindal	IPBA/N	0.860%
2	<i>Sunrise Queen</i>	Jerry Downer	IPBA/S	1.045%
3	<i>Lizzie H</i>	Bernie Blockhus	SMBPF	1.179%
4	<i>Black Jack</i>	Bill Doherty	SDCA	1.207%
5	<i>Jinkies</i>	Patrick Frampton	IPBA/GG	1.433%
6	<i>Mutual Fun</i>	Haluk Akol	PLRANC	1.500%
7	<i>December Morn</i>	Craig Ryan	SCCA	1.506%
8	<i>Rm to Hyde</i>	Bill Menees	IPBA/N	1.546%
9	<i>Sweet Agnes</i>	Garry Adalian	SDCA	1.601%
10	<i>Bull's Eye</i>	Klett/Elbon Team	IPBA/N	1.615%
11	<i>Miss Behave II</i>	Bill Findley	SCCA	2.113%
12	<i>Safari</i>	Herb Dover	SMBPF	2.206%
13	<i>Mouse Too</i>	Bob Good	IPBA/GG	2.464%
14	<i>Libra's Love</i>	Dick Timmerman	IPBA/S	2.556%



Castagna Navigation Team Trophy Results

Association	Contestants	Team Error
1 San Diego Cruiser Association	Garry Adalian Bill Doherty	1.404%
2 International Power Boat Association/North	Klett/Elbon Team Bill Menees	1.580%
3 Sant a Monica Bay Power Fleet	Bernie Blockhus Herb Dover	1.693%
4 International Power Boat Association/South	Jerry Downer Dick Timmerman	1.800%
5 Southern California Cruiser Association	Craig Ryan Bill Findley	1.810%
6 International Power Boat Association/ Gulf of Georgia	Patrick Frampton Bob Good	1.948%

Barusch 2005 According to Jerry Downer

I was really excited and honored to win the IPBA/South Championship in 2004, which qualified me to participate in the 2005 Barusch/Castagna Regatta at Marina del Rey, California. Right after receiving the initial information on the contest from Race Master Marty Livingston, I began my own layout of the race. I also shared the race information with my navigator, Jim Anderson, so he could do the layout on his own. This was to be Jim and Linda's first experience at the Barusch/Castagna, and they were as excited as I was to be competing on this level.

All of the IPBA/North and IPBA/South contestants agreed to meet one night a week before the race to share thoughts and strategies for this race. North Sounders Bill Menees and the Klett/Elbon team, along with their navigators and helmsmen; defending champion Bob Lindal and his brother Doug and their navigator, Jeff Ewell; and Dick Timmerman, representing South Sound, met with Jim and me to go over the race instructions, share mileage and compass courses for each leg of the race, and talk about what we may or not be able to "read" when on the water.

Bob Lindal had aerial photos of the area, both vector and raster charts to compare. We found slight differences in the three versions of the charts, most notably, the missing stacks near King Harbor.

Long time racers Lynn Montgomery and Al Smith also attended to add any information they could share. We all agreed, after heated discussions, that the winner will be the one who can be in the correct position and "read" the water conditions correctly.

We all returned home to put the final touches on the race before heading to sunny southern California. Some drove to the area, and most arrived by air. Those who came early took the time to drive to key points of land where we would be making decisions from the water and took photos of the landmarks to share with the others.

The Thursday night barbeque at Del Rey Yacht Club gave everyone a chance to see old friends, meet some new friends, and have some great food. After the barbeque came the exciting time to draw boats and meet the boat owners, who were generous enough to donate their boats for this event. That's the first time I have had the opportunity to draw a boat by answering the question from the Helm of Fortune host, "What's a stolen stick?", as "Vanna White" turned the letters on the easel board. Well, what else could it be but a mizzen mast!

I decided to take lucky number 13, which turned out to be the *Sunrise Queen*, owned by Mel Lurie, a past champion of this event. Mel's 46-foot Maxum was an excellent boat to draw, both because it seemed to operate at almost the same speed as I race my own boat and the fact that the owner was such a delight to have aboard.

Jim Anderson and I ran the boat through the measured mile on Friday morning, and it didn't take us long to determine that the compass was as accurate as we could drive the boat. The speed curve was real consistent up and down from the cruising speed we had decided to use. Now it was back to the hotel to plug in the boat speed to our spreadsheet to determine the times for each leg. Later that evening, we met with the other IPBA racers in one of the hotel rooms to have a final "skull session". Lots of talk but not much new information to think about.

After the "skull session", we just barely made it to

(Continued on page 7)

NEW COMPETITORS

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Barusch 2005 According to Jerry Downer
(Continued from page 6)

California Yacht Club's cocktail party that preceded their famous seafood buffet. I know where I would be spending my Friday nights if I lived in the Los Angeles area. The food and selection was **great!**

Saturday! It's race day. We left the dock a little early, hoping to sit behind the starting line outside the Marina del Rey breakwater and determine if there was any current. After sitting in almost exactly the same spot for over five minutes, we decided to run the first two legs as flat. This turned out to be a pretty good decision, as we had 2 and 5 second errors on those legs.

The next leg was southbound with not a lot of anything to tell us if there was current. We kept it flat and had a 7 second error on that leg. So far so good, but now we were making two more legs southbound, for a total of almost thirteen miles. We ended up with a 14 second fast. Then we had a long blind point heading north from the Palos Verdes area before heading for a groin just south of King Harbor. We had a 56 second error on that leg, then a 17 second error on the short leg up to the north end of the King Harbor breakwater.

Leg 7 took us up to the Manhattan Pier, where we had a 15 second error. Of course, we didn't know we were doing this good while on the race course, but, looking back, we had a good feeling about our position on the course at all times and thought we had made slight throttle adjustments when we saw something that dictated action.

Well, the final leg was from the Manhattan Pier to the finish line, a buoy marking mooring buoys where the tankers come to off-load their load. As we approached these buoys, we noticed a large tug at anchor. You could have walked an elephant down their anchor rode! Both Jim and I came to the conclusion that there was current, lots of current against us. Increase the throttles. Wow, we shot ourselves in the foot. We failed to see that the tug also had a stern anchor pulling against the bow an-

chor. Our worst leg; we were 64 seconds fast. That one decision cost us the championship!

Second place is not too bad, especially when you lose to the defending champion.

The entire weekend was well worth the time and expense of competing, meeting up with past friends, and meeting other participants from the other areas. I hope to be fortunate enough to do it again next year in San Francisco. As we say in IPBA, log racing is a social event!

Many thanks to the wonderful people at Del Rey Yacht Club and California Yacht Club for all their hard work to host this event. Also, a special thanks to Mel Lurie and his wife, Bernice, for sharing their wonderful boat *Sunrise Queen* for the weekend. Also, thanks to Jim and Linda Anderson for being great companions for the trip and for Jim's help in making the correct decisions on and off the water.

Jerry Downer

International Power Boat Association/South

2005 NAI Hotel Information

A special rate of \$114 per night is available at Hampton Inn and Suites, which is very close to St. Petersburg Yacht Club. Be sure to make your reservations before the cut-off date of September 1, 2005.

Call 727-892-9900 and quote "NAI Championship" to obtain the special rate. There is a limit of fifty (50) rooms at this rate, so early booking is advised.

NACA BLAZER BULLIONS

NACA has replenished its supply of blazer badges and added staff commodore badges, with three embroidered silver stars, to its inventory

Really good looking!

Only \$25 (includes shipping and handling)

Call Bob Ehlers 619-222-9446

**2005 North American Invitational
St. Petersburg, Florida
Schedule of Events**

**Tuesday
October 4, 2005**

1400 Check-in and Pre-registration

**Wednesday
October 5, 2005**

0900 - 1200 NACA Bridge Meeting
1200 - 1330 NACA Bridge Lunch (includes spouses)
1400 Check-in and Registration
1800 Cocktail Party and Boat Drawing in Ballroom

**Thursday
October 6, 2005**

0800 Time Trials
1400 - 1700 NACA General Meeting
 Skippers Meeting
 Observers/Scrutinizers Meeting
 Gandelman Trophy Winners Meeting
1900 Casino Night at Bayfront

**Friday
October 7, 2005**

Free Day

**Saturday
October 8, 2005**

Time? NAI Contest
1800 NAI Results Banquet

2005 North American Invitational Contestant Registration Form

Contestants should complete this form and return with check to:

Robert VanLandingham, Jr.
6718 N. Himes Avenue
Tampa, Florida 33614

Association Represented:

Contestant Name	
Navigator Name	
Crew Member	
Crew Member	
Crew Member	
Crew Member	
Guest Name	
Guest Name	
Guest Name	
Guest Name	

Contestant Fee is \$195.00. Make checks payable to St. Petersburg Yacht Club

2005 North American Invitational Events Application Form

Please enter my reservations for the 2005 NAI Championship Events as shown below. Indicate the number of people in your party who will attend each event.

Please print all information.

<u>Date</u>	<u>Event</u>	<u>Cost</u>	<u>Persons</u>	<u>Total \$</u>
10/5	Cocktail Party	Hosted		
10/6	Casino Night	\$36		
10/8	Awards Banquet	\$45		
			Total	_____

Also please note that Petersburg Yacht Club have a club event on the Friday night (10/7, which is an October Fest. NACA visitors would be welcome at this event. The cost is \$19. If you are interested, please indicate below and add the total to your check.

<u>Date</u>	<u>Event</u>	<u>Cost</u>	<u>Persons</u>	<u>Total \$</u>
10/8	SPYC October Fest	\$19		
			Total	

Total Check Enclosed \$_____

Please make check payable to SPYC and send to:

Robert VanLandingham, Jr.
6718 N. Himes Avenue
Tampa, FL 33614

Please complete the information below for each person in your group. This will be used to prepare name badges and event admittance.

- (1) Name to be shown on badge
- (2) Indicate Boat Owner/Contestant/Navigator/Crew/Guest/NACA Observer/NACA Scrutinizer/NACA Officer
- (3) Indicate Association
- (4) If Officer of Association, indicate Title
- (5) to (8). Check each event person will attend.

[illegible]

2005 North American Invitational Merchandise Order Form

Name _____

Address _____

Phone _____ Fax _____ Email _____

Shirts - Men's Size S/M/L/XL/2XL/3XL/4XL Quantity @\$30 _____ TOTAL \$.....

Shirts - Women's Size S/M/L/2XL Quantity @\$30 _____ TOTAL \$.....

Caps Quantity @\$15 _____ TOTAL \$.....

Tote Bags Quantity @\$15 _____ TOTAL \$.....

Check Total \$.....

All items must be ordered in advance by August 15, 2005.

Send with check payable to St. Petersburg Yacht Club to:

Robert VanLandingham, Jr.
6718 N. Himes Avenue
Tampa, FL 33614

Phone: 727-367-9019 (home)
813-334-2440 (cell)
Fax: 813-876-5159

Email: rvanlandingham@tampabay.rr.com



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

Membership in NACA keeps everyone who is interested in Predicted Log Contests well informed about the sport throughout North America. Competitors from thirteen member Associations compete for National Trophies simply by competing in their local contests. The champion from each organization competes in the North American Invitational, hosted by a different organization each year.

Your dues entitle you to receive the *Cruiser Log* (the NACA newsletter), the Annual Yearbook that lists all NACA members and their addresses, along with information about the member organizations, and the NACA Handbook that details the national rules for Predicted Log Contests as well as the perpetual trophies.

To join the North American Cruiser Association or renew your membership, complete this membership form and mail it with your check to:

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

Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

Spouse Name _____

Home Telephone _____

Office Telephone _____

Yacht Club or Other Boating Organizations _____

Please include your check payable to: **NORTH AMERICAN CRUISER ASSOCIATION**

ANNUAL DUES: **\$10.00**

CONTRIBUTION: \$ _____

TOTAL ENCLOSED: \$ _____

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

Alaska 1000 According to John Willister (Continued from page 1)

They do have a rule that says we can call the Scorer, Graham Swindell, fifteen minutes prior to our start and change our rpm, but, due to the circuitous route of this first leg, we had probably better stick with what we planned.

All the starts for this race are running starts, with a five-minute window that allows a lot of leeway, compared to our normal SCCA standing starts.

At the start, we covered up all our GPS indications, put towels over our computers, and put the radar to standby, as required by the contest rules.

Arrived in Pender Harbor (latitude 49° 37' 51.8" N/ longitude 124° 01' 34.9" W) at 1215 at the Royal Vancouver Yacht Club outstation. A beautiful series of coves and a secluded harbor surrounded by hills and trees; many houses are tucked in between the trees with overlooks of the harbor(s).

Back at 2035 from a cocktail party at the Royal Vancouver Yacht Club facility outstation. We socialized with all the contestants, and eventually the talk turned to some errors in the times for the Dent and Yaculta rapids. The times published for the slack were wrong, and we have to rearrange the leg times accordingly. Not like a crossing to Catalina from Long Beach; if one times the rapids wrong, the result is in currents of seven knots plus. And, they call them rapids for a reason.

Wednesday, June 1, 2005

Up at 0600 and off the dock at 0718 for day two and contest leg two, with a weather forecast of small craft warnings in the Strait of Georgia and winds rising to gale force in the Johnstone Strait by afternoon. We are southeast of Johnstone Strait and parallel to the Strait of Georgia, with Texada Island in between us and the Malaspina Strait. We should be across and in the lee of the northwest winds by late morning. The sun is coming through the clouds, and the rain has ceased, with excellent visibility to the horizon.

The contest rules allow changing our fixed rpm up to fifteen minutes prior to start. At sixteen minutes prior to our start time, we changed our rpm to cancel out the current we had predicted. This is a real commitment for the whole leg, so we are scratching our heads, wondering if we added when we should have subtracted or vice versa.

The wind is blowing about twelve knots, with whitecaps and a small one-foot wind wave almost directly against us. We have thirty-two miles to go to Squirrel Cove, which is our anchorage for tonight. Tomorrow is a travel day only, during which we will go through Dent Rapids and Yaculta Rapids, so our time for lines away in the morning will be determined by slack water at the rapids.

Anchored in Squirrel Cove behind Protection Islet at 1334 and way, way back from the entrance. This is a secluded spot that we had a hard time finding to plot our course; for those interested in our exact location, the latitude/longitude is 50° 08' 30.8" N/ 124° 55' 21.8" W.

Tomorrow will be an early wake-up, as we have to finish the leg at slack water before Whirlpool Rapids (note name!) at 0735.

We elected to plan tomorrow's leg, which is a travel day only, to be at Dent Rapids at the afternoon slack at 1434.

Thursday, June 2, 2005

The morning sky is overcast, with a few breaks of blue and not any wind at all. We are anchor-up at 1025 and then on to the Yaculta Rapids, Gillard Pass, and Dent Rapids by the afternoon slack. We motor out of the cove under a blue sky with patchy white clouds and clear to the horizon. The tide is just starting to flood, and all the rocks are exposed down to the low water line.

At 1218, we are within seven miles of Yaculta Rapids, and the computer prediction still shows 4.7 knots coming against us. The scenery around us is

(Continued on page 15)

Barusch 2005 According to Bob Lindal, or “Three Wins in Four Years”

Coming to Santa Monica for the Barusch as defending champions for the second time in three years, we were concerned. We knew that the luck part of racing was unlikely to be with us again. And if we were going to be carrying a trophy back to Queen City Yacht Club, we had to win the Barusch. As the defending champion does not have a chance to win the Castagna Team Trophy, it was all or nothing.

Santa Monica Bay Power Fleet (SMBPF), Del Rey Yacht Club and California Yacht Club put on a great event, with a lot of work done by so many of their members. We had a full slate of good boats for racing in the swells and wind of the California coast. We were fortunate to draw a beautiful 52-foot Seahorse trawler, *Exodus II*, owned by the race committee chairman, Marty Livingston. My teammates, brother Doug and Jeff Ewell, who are both “trawler” types, loved it from the first minute! By design, a trawler typically does not have the large range of speed adjustment that the fast boats have, but it turned out to be a boon for us.

SMBPF competes in the only saltwater area in the country where there are currents but no current predictions available. We were all told that you had to “read the water”. Not very easy when there are few buoys and little else to read. It turned out that there actually was very little current, and the current we saw turned out to be localized and not over a large area. If it weren’t for the “time of day” that we were given at the two timed legs, we would have had hardly any information to figure out what the currents were doing.

We had a major piece of luck on Leg 2. This was a slow speed leg which we were supposed to complete in a time given in the instructions. We had forgotten to slow down! As we passed the boat ahead of us, we realized our mistake and then just cut the throttle to minimum and fell back into line roughly half way between the boats ahead and behind us. We ended up with only one second error. Our best leg of the day. Guess that Lady Luck had-

n’t abandoned us completely!

The throttle adjustments in the next two legs (which totaled nearly half the race distance) were pretty good, so we had only a minute error when we got the second time of day at the PV buoy. The last quarter of our race was not as good but, fortunately, still good enough for a 0.86% error, which turned out to be the winning score of the afternoon.

The humbling experience was looking at our GPS chart program track afterward (which we had recorded on my laptop located in the salon of *Exodus II*, using a handheld GPS and, of course, hidden from view during the race). The throttle changes were good only because we were out of position due to the Blind Points (timed runs on a compass course), and the adjustments luckily partially corrected the position errors. Also, the records of the boat speed from the GPS did confirm the lack of currents. I guess we can’t read the water, either.

We enjoy the challenge of log racing and the camaraderie of a “gentlepersons” sport. It is a great way to enjoy boating and makes us all better boaters. Whether it is a club or power squadron race, a race sponsored by one of the associations, or a major event like the Barusch/Castagna or North American Invitational, the same camaraderie and friendly competition makes the sport such an enjoyable pastime.

I thank all our friends at Del Rey Yacht Club, California Yacht Club, Santa Monica Bay Power Fleet, and Southern California Cruiser Association for sponsoring a fine Pacific Coast Yachting Association event. See you all next summer in San Francisco Bay!

Bob Lindal

International Power Boat Association/North

.....

Did You Know?
Coca-Cola was originally green.

Alaska 1000 According to John Willister
(Continued from page 13)

incredible; off to the north are mountains with snow cappings showing in between the clouds blanketing the tops and, ahead in the distance, we can see the channel narrowing at the approach to Yaculta Rapids.

We pass Kellsey Pt. at 1330, with the current still 2.5 knots against us and nothing but a few swirls around us. The surface of the water is like a glassy mirror with the swirls painted on it. Right in the middle of the channel of Yaculta Rapids are two big lodges with small fleets of what look like high-speed small boats. There are also several dozen houses which must have quite a view when the current is roaring through at ten-knots plus. After Yaculta, the current is still 4.0 knots in Gillard Pass, with the whirlpools very visible on the glassy surface, and one can actually see the surface of the water appearing to have a hole in it. Almost like a long ocean swell, only circular in shape. Passed the light at the northwest end of Little Dent Island at 1413 and into smooth water.

Arrived at Blind Channel Resort fuel dock (latitude 50° 24' 50.8" N/longitude 125° 30' 06.1" W) at 1555. This is a small resort with a few cabins, a restaurant (not open yet), and a fueling dock with slip space for about sixteen vessels of our size. The sky is mostly blue with only a few clouds, the birds are a-chirping in the trees, the local eagles are perched in the trees looking for their dinners, and the water in the small channel is like glass. A really good day, with a milk-run across the Yaculta Rapids, Gillard Pass, and the Dent Rapids.

Friday, June 3, 2005

Up at 0530 and then off the dock at 0614. Around the point from our dock to the start line, we went through the Green Point Rapids, with the current giving us a 4.2 knot push and pretty little whirlpools swirling around us.

By 0900, we are in the east end of Johnstone Strait, where two days ago there were gale force winds.

This morning, the strait is almost calm, with just a gentle breeze and a scenic rocky shore to our starboard, with trees seeming to grow right out of the rocks.

At about 1030, we turn to starboard off the Johnstone Strait and into the Havannah Channel, which narrows and cuts between a rocky shoreline with trees in some places right down to the water line.

Docked at Lagoon Cove dock (latitude 50° 35' 54.6" N/longitude 126° 18' 49.8" W) at 1158. This evening, we will all have a crab feast, with the ladies bringing all the trimmings. The sun is shining, the sky is blue with puffy white clouds, the air is warm, Jimmy Buffett is playing on the CD, and life in the wild northern waters is good.

The sun is still shining at 1955, and we have returned from the crab-cook-get-together, where we all had a great time. Everyone brought something different - prawns, crab, potato salad, garlic bread, etc., and we b.s.'ed and drank for a couple of hours as the sun gradually sank through the trees on the mountains into the western sky. Tomorrow, without a contest leg, we will do a transit day of about forty-eight nautical miles to Sullivan Bay. The world we know to the south seems further and further away, as if in a dream. Nothing seems to matter any more except the sky, the wind, the sounds of the birds in the trees, and the next rocky, tree-lined channel to the north.

Saturday, June 4, 2005

Up at 0745 and, after breakfast, we are off the dock at 0909, bound for Sullivan Bay. It is noticeably warmer this morning, with the sun peaking through the clouds and visibility unlimited on smooth water.

At 1020, we are going down the Tribune Channel with the surface of the water almost glass and mountains of twelve-hundred to fourteen-hundred meters in height that are still snow-capped on each side of the channel. Some of the mountain tops are poking into the broken clouds with the sun shining

(Continued on page 20)

Top 10 CODRINGTON TROPHY ResultsBest 5 of first 5, 6, or 7 contests

07/05/2005

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	957	Bill Menees	ALASKA HUNTER	IPBA N	6	4757	951
2	724	Lynn Montgomery	LIKELY LADY	IPBA N	6	4553	911
3	2127	Mike Schachter	-	SCCA	6	4552	910
4	761	Dick Devlin	IRISH MIST	SDCA	5	4223	845
5	732	Bill Findley	ANOTHER PROMISE	SCCA	6	4166	833
6	933	Dave Weimer	JUST DESERTS	SDCA	5	4134	827
7	782	Dick Timmerman	VAGABOND	IPBA N	6	4007	801
8	839	Fred Cole	MOUSE TRAP	IPBA N	6	3987	797
9	739	Craig Ryan	BLACK JACK	SCCA	7	3966	793
10	800	Garry Adalian	JONATHAN	SDCA	5	3821	764

Top 10 QUEEN MARY TROPHY ResultsBest 10 of first 10 or 11 contests

07/05/2005

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	957	Bill Menees	ALASKA HUNTER	IPBA N	6	5451	908
2	2127	Mike Schachter	-	SCCA	6	5337	890
3	724	Lynn Montgomery	LIKELY LADY	IPBA N	6	5144	857
4	739	Craig Ryan	BLACK JACK	SCCA	7	4950	707
5	732	Bill Findley	ANOTHER PROMISE	SCCA	6	4890	815
6	839	Fred Cole	MOUSE TRAP	IPBA N	6	4372	729
7	782	Dick Timmerman	VAGABOND	IPBA N	6	4367	728
8	352	Russ Knapp	KARU	IPBA N	6	4226	704
9	761	Dick Devlin	IRISH MIST	SDCA	5	4223	845
10	933	Dave Weimer	JUST DESERTS	SDCA	5	4134	827

Top 10 ST. PETERSBERG TROPHY ResultsBest 4 of first 4 or 5 contests

07/05/2005

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	957	Bill Menees	ALASKA HUNTER	IPBA N	5	3762	940
2	761	Dick Devlin	IRISH MIST	SDCA	5	3677	919
3	2127	Mike Schachter	-	SCCA	5	3608	902
4	724	Lynn Montgomery	LIKELY LADY	IPBA N	5	3606	902
5	5024	John Walker	PRIME TIME	SCCA	4	3585	896
6	5070	Darrel Wood	DOUBLE IMAGE	IPBA N	4	3445	861
7	933	Dave Weimer	JUST DESERTS	SDCA	5	3391	848
8	732	Bill Findley	ANOTHER PROMISE	SCCA	5	3360	840
9	964	Burnell Blockhus	LOLITA	SMBPF	4	3338	834
10	348	Dean Lentgis	KALOS FILOS	IPBA N	4	3316	829

Top 10 STONE TROPHY ResultsTotal score of 1st, 2nd, and 3rd place finishes in first 7

07/05/2005

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	957	Bill Menees	ALASKA HUNTER	IPBA N	4	3920	980
2	2127	Mike Schachter	-	SCCA	4	3705	926
3	5024	John Walker	PRIME TIME	SCCA	4	3585	896
4	782	Dick Timmerman	VAGABOND	IPBA N	3	2950	983
5	950	Bob Good	MINERVA IV	IPBA G	3	2902	967
6	761	Dick Devlin	IRISH MIST	SDCA	3	2835	945
7	964	Burnell Blockhus	LOLITA	SMBPF	3	2601	867
8	5086	Bob Gautschi	SIRENA	IPBA G	3	2269	756
9	691	Ted Shultz	BAYOU CADILLAC	IPBA N	2	1929	964
10	20	Tom Collins	MISTY SEA	SCCA	2	1921	960

NACA TROPHY ResultsBest eight of first eight or nine contests.

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	957	Bill Menees	ALASKA HUNTER	IPBA N	6	5451	908
2	2127	Mike Schachter	-	SCCA	6	5337	890
3	724	Lynn Montgomery	LIKELY LADY	IPBA N	6	5144	857
4	739	Craig Ryan	BLACK JACK	SCCA	7	4950	707
5	732	Bill Findley	ANOTHER PROMISE	SCCA	6	4890	815
6	839	Fred Cole	MOUSE TRAP	IPBA N	6	4372	729
7	782	Dick Timmerman	VAGABOND	IPBA N	6	4367	728
8	352	Russ Knapp	KARU	IPBA N	6	4226	704
9	761	Dick Devlin	IRISH MIST	SDCA	5	4223	845
10	933	Dave Weimer	JUST DESERTS	SDCA	5	4134	827
11	2004	John Adair	PACIFIC STAR	SCCA	6	3975	662
12	800	Garry Adalian	JONATHAN	SDCA	5	3821	764
13	919	Bob Lindal	SUZY Q/SEA BEAR	IPBA N	6	3759	626
14	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	5	3683	737
15	2095	David Padgett	SLIP AWAY	IPBA N	5	3587	717
16	5024	John Walker	PRIME TIME	SCCA	4	3585	896
17	936	Bob Ehlers	JB & ME	SDCA	5	3471	694
18	2121	Bill Catlett	LISA MICHELLE	SCCA	6	3459	576
19	937	Edward Denaci	MICROSHIP II	SDCA	5	3456	691
20	5070	Darrel Wood	DOUBLE IMAGE	IPBA N	4	3445	861
21	2144	Don Merritt	ANN MARIE	IPBA N	5	3382	676
22	889	Owen Ritter	OUTBOUND	IPBA N	5	3371	674
23	964	Burnell Blockhus	LOLITA	SMBPF	4	3338	834
24	348	Dean Lentgis	KALOS FILOS	IPBA N	4	3316	829
25	619	Don Larson	TEWASI	IPBA S	4	3222	806
26	5128	Sally Harkness	FREEDOM	IPBA N	5	3192	638
27	671	Jack Hensley	JUBILEE	IPBA N	4	3183	796
28	591	Robert Erly	LOIS	SDCA	5	3010	602
29	677	Bill Doherty	ALDEBARAN	SDCA	4	2992	748
30	921	Bob Alberts	BOB'S	SDCA	5	2951	590
30	5177	Schell Harmon	HALF SCHELL	IPBA N	4	2951	738
32	955	Bill Grady	THOR	IPBA N	4	2932	733
33	55	Donald Haines	ONE MORE CHIME	SDCA	4	2904	726
34	950	Bob Good	MINERVA IV	IPBA G	3	2902	967
35	844	Irving Rubinstein	LORELEI	SDCA	5	2840	568
36	6112	John Bemmer	AVENGER	SCCA	4	2779	695
37	691	Ted Shultz	BAYOU CADILLAC	IPBA N	4	2769	692
38	2007	Michael Fontaine	TUFFY	SDCA	4	2695	674
39	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	4	2686	672
40	607	Jeff Swan	CLAIRE MARIE	IPBA N	4	2590	648
41	705	Herb Dover	COASTWATCHER	SMBPF	4	2560	640
42	6100	Ralph Arthur	R&R	IPBA N	4	2396	599
43	842	Team Klett/Elbon	KLETTITAT/PUKA KAI	IPBA N	3	2389	796
44	909	Scott Strandjord	REDEMPTION	IPBA N	3	2385	795
45	982	George Babbit	GENERAL QUARTERS	IPBA S	3	2365	788
46	2115	Jeff Calabrese	LIVING WELL	SDCA	5	2349	470
47	959	Bruce Cullen, MD	CAROLINE II	IPBA N	4	2337	584
48	5086	Bob Gautschi	SIRENA	IPBA G	3	2269	756
49	6102	Ron Burley	STILL SHAMELESS	IPBA N	5	2244	449
50	408	Jack Kahlo	SWEET AGNES	SCCA	5	2198	440
51	370	Mike Henry	PEACHY KEEN	IPBA N	3	2127	709
52	941	Tom Chandler	RM II HYDE	SCCA	4	2121	530

NACA TROPHY ResultsBest eight of first eight or nine contests.

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
53	958	Jim Anderson	FIDALGO	IPBA S	3	2105	702
54	5133	Neville Lambert	NIMUE	IPBA N	3	2081	694
55	5073	Gene Neill	TROUBLE MAKER	IPBA N	4	2070	518
55	3437	Jerry Zuvich	LADY LAUR	IPBA N	3	2070	690
57	736	J D Smith	SAFARI	SCCA	3	1938	646
58	6109	Bob Yates	SEA DAWN	IPBA N	3	1932	644
59	20	Tom Collins	MISTY SEA	SCCA	2	1921	960
60	898	Dick Spence	KICHIGAI	IPBA N	4	1888	472
61	6110	David Cover	MOONDANCE/JANESS	IPBA S	4	1875	469
62	6105	Sharon Neglay	MADERA	IPBA N	2	1867	934
63	720	Doug Lighthouse	WINDRUSH IV	IPBA G	3	1802	601
64	805	Ralph Salerno	ANCORA	SDCA	4	1801	450
65	662	Jeff Sayer	WAYWARD SUN	IPBA S	2	1792	896
66	986	Steve Hazelrig	SALARA	IPBA N	3	1736	579
67	2139	Doug Waddell	MAQUINNA	IPBA N	3	1669	556
68	2140	Team Livingston/Lurie	SUNRISE QUEEN	SMBPF	4	1658	414
69	2160	Jack Hendershot	LA TORTUGA	SMBPF	4	1635	409
70	4058	Terry Baker	CHOPPERS II	IPBA N	3	1551	517
71	6101	Bill Baxter	MY LIZZY TOO	IPBA N	3	1463	488
72	818	John Murphey	MADERA	IPBA N	2	1442	721
73	2089	Donald Rude	BELLA VITA	IPBA N	3	1423	474
74	1981	Michael Elovitz	LOVIT	SDCA	3	1420	473
75	704	Pete Healy	JINKIES	SCCA	3	1383	461
76	5002	Paul Williams	MYSTIFIED	SCCA	3	1356	452
77	857	Jerry Downer	NOR' WESTER	IPBA S	3	1344	448
77	2018	Chuck Silvermail	SOLMAR	IPBA N	2	1344	672
79	772	Graham Swindell	WENDY JAY	IPBA G	2	1265	632
80	132	Robert H. Johnson	SCHOTTISCHE IV	IPBA N	2	1244	622
81	916	Larry Zessin	JENNIFER ROSE	IPBA S	2	1232	616
82	5063	Ralph Jorgenson	SEA SALLY	IPBA N	2	1201	600
83	2148	Kim Narraway	MARIA DEL MAR	IPBA G	3	1169	390
84	655	Rupert Hansen	VIKING	SDCA	2	1129	564
85	865	Bill Rumbold	SUNDANCE	IPBA N	2	1046	523
86	771	Tom Scott	SCOTT'S N' WATER II	SCCA	2	1041	520
87	6111	Elizabeth Gilham	HAKUNA MATATA	IPBA S	2	1009	504
88	743	Richard Johnson	SPIRIT	IPBA N	2	1000	500
89	296	Paul Pettit	ROSIE	SDCA	1	990	990
90	3161	Barney Thompson	MAGGLET	IPBA N	2	967	484
91	2150	Dave Garland	LUCKY DOG	IPBA N	1	923	923
92	2123	Bill Anderson	TILLIE	IPBA N	1	916	916
93	2082	James David	LEI-SEA	SDCA	1	905	905
94	697	Gordon Dickson	SEA BEAR II	IPBA N	1	875	875
94	2092	Robin Maas	ASPEN	IPBA N	1	875	875
96	596	C T Yarrington	ENDURANCE II	IPBA N	2	848	424
97	676	Phil Hardwick	HECTOR	IPBA N	2	831	416
98	951	Mike Leedy	SEA TRUST II	IPBA N	1	815	815
99	2033	Robert Deline	VENTURE	SDCA	2	812	406
100	2010	Dale Armstrong	STOLEN MOMENTS	IPBA N	1	800	800
101	6108	Mike Wessel	SALTY QUACKER	IPBA N	1	785	785
102	2149	Mike Mueller	PERSUS	IPBA N	1	779	779
103	912	Bud Lloyd	DIAMOND GIRL	SCCA	1	777	777
103	2085	Kim Lorenz	TIRELESS	IPBA N	1	777	777

NACA TROPHY ResultsBest eight of first eight or nine contests.

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
105	3424	Bob Bruins	OCEAN PEARL	IPBA N	1	754	754
106	2153	Sherri Kennamer	EMMA ROSE	IPBA S	2	717	358
107	917	Duane Hampton	FRESH START	SCCA	2	703	352
108	2044	Brian Cutler	BUONA VITA	SCCA	1	701	701
109	3621	Sam Olsson	SLO TROLL	IPBA N	1	683	683
110	6114	Frank Iannuzzi	TUTTA BENE	SCCA	1	671	671
111	755	George Jackman	SPECIAL EFFECT	SCCA	1	644	644
112	978	Dave Wilson	SKOOKUM	IPBA N	2	640	320
113	703	Ed Hedges	JO-SEA	IPBA N	1	636	636
114	6106	Rod Perryman	COMFORT ZONE	IPBA N	1	633	633
115	6113	Alan Leingang	ZENTOPIA/MOON SHOT	IPBA S	2	630	315
116	5067	Jim Jeter	GREY DAWN	IPBA N	1	618	618
117	6012	John Burwell	GAVIA	IPBA N	1	603	603
118	765	Jim Hutchinson	BET-T-ANN	SDCA	2	600	300
119	891	Leo Longenecker	REALITY CHECK	IPBA N	1	573	573
120	5118	Conrad Banks	MEMORY BANKS	SCCA	1	565	565
121	915	John Rosendale	MISTIC BLUE	IPBA N	1	558	558
122	887	Ted King	VOYAGER	IPBA N	1	540	540
123	2120	Jim Richards	EXPLORER	IPBA N	1	516	516
124	6116	Gary Toler	SEA RESORT	SCCA	1	484	484
125	3522	Roy Jensen	MICKEY JAY II	IPBA N	1	482	482
126	669	Tom Brooke	GREAT ESCAPE II	IPBA N	1	479	479
127	710	Elaine Townsend	ILEINA MAKAI	SDCA	1	473	473
128	6103	Del Hoffman	CAMEA BRANDON	IPBA N	1	468	468
129	2122	Doug Bowers	LU-SEA	IPBA G	1	424	424
130	2005	Eugene Albright	SHARON LEE III	SCCA	1	415	415
131	963	Dan Robinson	LUCKY GIRL	IPBA N	1	391	391
132	6104	Ray Mazza	CURRENT AFFAIR	IPBA N	1	376	376
133	5169	Gordon Wickward	YANKEE CLIPPER	IPBA S	1	361	361
134	6107	Vern Smith	PATTY WAGON	IPBA N	1	348	348
135	2143	Ray Jessen	TARNHELM	IPBA N	1	345	345
136	2976	Tex Dominy	AFTER 5	IPBA N	1	324	324
137	2118	Ragsdale BM 1C	OLD MAN V	IPBA N	1	300	300
137	6115	Tom Murphy	TAJA	SCCA	1	300	300
137	5065	Mike Rann	FANTA SEA	IPBA N	1	300	300
137	6117	Rich Skapski	SALTY VEN	IPBA G	1	300	300

Hood Ornament

From Narragansett Cruiser Association's website, a justification for the use of the term, hood ornament:

Webster's Dictionary, Second College Edition, provides, in part, the following:

- **Hood:** a covering for the head
- **Head:** the foremost part of a thing; the front part of a ship; bow
- **Ornament:** a person whose character or talent adds luster to his surroundings

Therefore, a person hanging out on the bow of a ship can be called a hood ornament.



Cruiser Log

The Newsletter of North American Cruiser Association

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



Alaska 1000 According to John Willister
(Continued from page 15)

through between the clouds onto the surface of the water. In some places, one can see the mirror image of the mountain on the glassy water surface.

At about 1030, we received a radio call that one of our boats, *Tewasi*, owned by Race Master Don and Carolie Larson of Gig Harbor Yacht Club, has a leaking main seal on a single-engine boat. We hovered for a time at that position and then decided to head back in the general direction of Lagoon Cove while a decision was being made as to what was to be done.

We have reversed course and, at 1215, are almost

abeam the entrance channel to Lagoon Cove. We are on a route to Port McNeill to rendezvous with the other boat and to make some decisions later. We are about thirty miles from Port McNeill and should arrive 1530 this afternoon.

All boats in the fleet have arrived at Port McNeill (50° 35' 38.3" N/127° 05' 20.7" W), and we now have to make a decision as to how long to wait for the diagnosis of the problem on *Tewasi*. If his problem can't be fixed in a day or so, the rest of us will continue on with the Alaska 1000 race, and he will attempt to catch up when his problem is fixed.

To be continued in next issue...