



# Cruiser Log

*The Newsletter of the North American Cruiser Association*

Volume 24, Issue 01

May 2024

## 2023 North American Invitational (NAI)

The 2023 North American Invitational (NAI) was hosted by the International Power Boat Association (IPBA) and Port Orchard Yacht Club (POYC) from September 20 through 23, 2023. This is the second time in recent years that POYC has hosted the NAI, having welcomed nine contestants in 2016.

The work began in earnest early in the summer, preparing for this major predicted log event. There were donated boats to be found for the anticipated seven contestants to use, planning for the week's activities and meetings, and coordination with POYC scheduling and committees. Key leaders from POYC were IPBA Commodore Jim Anderson and POYC Power Chair Don Larson. They were ably assisted by the POYC House Chair, Pilar Perry, Assistant Chair Connie Adomo, and Entertainment Chair Ceci Pratt, along with their many helpers.

Of the seven donor boats that were made available for the contest, five were from POYC. The boats and owners were:

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### **Vessel**

*Claire Marie*  
*Hokuele*  
*Magic Carpet*  
*Tewasi*  
*Fidalgo*  
*Freedom*  
*Ocean Jewel*

### **Owner**

Jeff Swan  
David Reed  
PC Ed Richards  
Don Larson  
Jim Anderson  
Jim Korzetz  
Steve Brett

### **Yacht Club**

Port Orchard  
Port Orchard  
Port Orchard  
Port Orchard  
Port Orchard  
Poulsbo  
Bremerton

Five NACA Associations were represented for the 2023 NAI, in addition to the 2022 NAI and Coastal Explorer Champions. They were:

### **Contestant**

Kenn Wolf  
John Burwell  
Chuck Goes  
Ed Denaci  
Randee Wood  
Tom Collins (SCCA)  
Bob Lindal (IPBA)

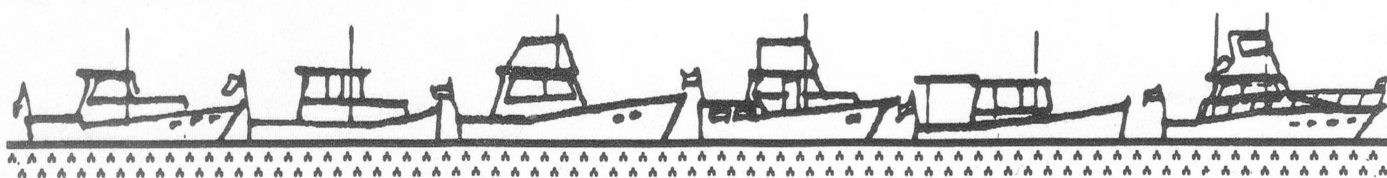
### **Navigator**

Walter Lisowski  
Jim VanAntwerp  
Robert Goes  
Magnus Karlsson  
Karen von Breyer  
Bill McCormick  
Mike McGillen

### **Representing**

Chicago Yacht Club  
Int'l Power Boat Assoc.  
St. Petersburg Yacht Club  
San Diego Cruiser Assoc.  
Southern CA Cruiser Assoc.  
2022 Coastal Explorer Champion  
2022 NAI Champion

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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 Publisher Deadlines

Submit by:	For publication in:
January 15	February
April 15	May
July 15	August
October 15	November

If you miss a deadline, your article will be published in a future issue.

## Commodore's Corner



### Gathering the "Logs"

by Jim Anderson



Well, now, how in the world did I arrive here at NACA?

In the early 70's, after my discharge from the Navy, I realized I had a love of the water. Living in the Pacific Northwest (in my mind, the "cruising capital of North America") probably had something to do with my love of being out on the water and mostly on the "salt-chuck". After all, growing up and fishing on freshwater lakes in small rowboats rounded my boating experience before the Navy years.

It was not long before I found a small cruiser (27'). Of course, I had little knowledge of navigation or where to cruise. Starting out, I spent time in southern Puget Sound on day cruises as well as some overnight short trips.

After a couple of years, I decided I needed to build a house for my future. I was in my early 20's, single, and, even though I still had a great love of the water, I sold my small cruiser and began designing/building my home.

The late 70's came, and I fell in love with my future wife Linda. We were married, moved into the new house, and life really began. For our honeymoon, I rented a 26' Tollycraft, and Linda and I cruised to

the San Juan Islands, here in Washington State. This was my first experience in any real cruising, and we had a great time, even though at this point I wouldn't say my navigational skills were honed in any way. I found that following a paper chart wasn't too complicated, as I'd had some experience, albeit very minimal. Somehow, I was able to get us to the Islands, spend a week cruising the San Juans, and make it back to Seattle none the worse for wear (us and the boat).

We had four children, two of which came with Linda. Life obviously became a bit more complicated, and my boating hiatus continued a while longer. We purchased a small run-about cruiser (18') and, after putting some finishing touches on the craft, started fishing/crabbing around the south end of Puget Sound.

In the early 1980's, we had an opportunity to travel (with the boat in tow) to Sekiu, Washington, near the entrance to the Straits of Juan de Fuca to try our luck at salmon fishing. For the next ten years, we spent our two-week vacations trailering the boat to Sekiu and fishing. This experience gave me an education in operating a small boat in what sometimes likened to open sea conditions. During this time we changed boats twice, finally moving up to a 26' boat with a cabin, enabling us to experience more cruising in southern Puget Sound as well as fishing out of Sekiu.

In the mid-90's, we found ourselves wishing to do more cruising and maybe a little less fishing. We purchased our first real cruising vessel, a 37' tri-cabin trawler from Don & Carolie Larson (avid predicted loggers), with whom I am certain that many within NACA are familiar.

Once we began cruising this vessel, which was moored in Gig Harbor, Washington, we met other boat owners in the marina, many of whom were members of the Gig Harbor Yacht Club (GHYC) and also longtime predicted loggers. It took about a year for these folks to convince us to join GHYC,

*(Continued on page 5)*

### FUTURE NAI EVENTS

- 2024—St. Petersburg (26 October)
- 2025—Chicago (23 August)
- 2026—San Diego (26 September)
- 2027—IPBA (25 September)
- 2028—SCCA (23 September)
- 2029—St. Petersburg (27 September)
- 2030—Chicago (24 August)

2023 North American Invitational (NAI)  
(Continued from page 1)

Following the preliminary events, including the boat draw, boat calibrations, endless guessing at the currents of Puget Sound, and a few meetings and socials, the main event finally took place on Saturday. Despite worries of seasonal fog or rain, a somewhat chilly and blustery day unfolded with clear visibility and moderate seas. The 10- to 15-knot winds, gusting to 20+ knots, pretty well precluded any reading of the currents and also provided quite the range of apparent winds as the boats wound their way through the passages of central Puget Sound. But the good news of the day, the anticipated chaos of finishing amidst a fleet of sailboats competing in their Mosquito Fleet Mayhem race, turned out to present only a few navigational challenges.

Results:

Place OA	Contestant	Navigator	Boat	Predicted Time (sec)	Error (sec)	Net Error (after handicap)
1	Bob Lindal	Mike McGillen	<i>Magic Carpet</i>	10,704	216	1.3943%
2	John Burwell	Jim VanAntwerp	<i>Ocean Jewel</i>	11,941	262	1.4008%
3	Kenn Wolf	Walter Lisowski	<i>Fidalgo</i>	13,368	335	1.4837%
4	Tom Collins	Bill McCormick	<i>Freedom</i>	12,476	348	1.7341%
5	Randee Wood	Karen von Breyman	<i>Clair Marie</i>	11,011	293	1.7957%
6	Chuck Goes	Robert Goes	<i>Hokuele</i>	13,210	849	3.8051%
7	Ed Denaci	Magnus Karlsson	<i>Tewasi</i>	12,267	816	4.1731%

The top two finishers, Bob Lindal and John Burwell, both being regular IPBA contestants, undoubtedly gained some advantage from their knowledge of the local waters. Indeed, they managed a very close 1-2 finish with a difference of only 0.0065%, which was less than 2 seconds of error! However, the more impressive result may be the third place finish of Kenn Wolf and Walter Lisowski on *Fidalgo*. Based on my recollection on race day, Kenn only adjusted the throttles for the mandated SLOW speed portions of the contest and made no other adjustments for wind or current, yet he scored four legs of 4 seconds error or less, out of only eight such legs total amongst all contestants!

Many thanks to the team at Port Orchard Yacht Club for again hosting a fine event and presenting a challenging contest that tested the full range of skills associated with predicted log contests. And thank you to the contestants who participated in this event, especially those who traveled far from their home waters to do so.

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1652—Jan van Rielbeeck landed at the Cape of Good Hope  
to establish a relay station at what is now Cape Town  
for ships of the Dutch East India Company.



## First of the Season for QCYC

Queen City Yacht Club  
January 27, 2024

A mild January weekend greeted the thirteen (13) rallyers/racers with flat water, light winds, some showers, some sun, and a good time was had by all. The visiting boats enjoyed the flat water and wide- open locks on both Friday and Sunday for their runs to and from QCYC.

QCYC cleaned up on all the hardware. The traditional Tach and Compass Division 1 was won by QCYC's Dave Padgett on *Slipaway*. The Use All Electronics Open Division 2 was won by QCYC's Jim Hernandez on *Ebb Tide*. The team trophy in both divisions also went to QCYC. The Novice trophy went to QCYC/SYC's Fran Farber on *About Time*.

QCYC Chef Willie Williamson served up scrumptious meals, including Friday evening, Saturday breakfast, and the award dinner on Saturday.

Thanks to all who helped put on the event.

*Bob Lindal*  
QCYC Regatta Power Chair  
P/C IPBA; P/C NACA

*Gathering the "Logs"*  
(Continued from page 3)

and, you got it, give log racing a try (some friendly coercion was involved). We'd already become involved in a small way by serving as observers for the yearly GHYC Invitational Predicted Log Race.

In 1996, we participated in the Bremerton Yacht Club (BYC) Heavy Weather, the Tacoma Yacht Club (TYC), Jack Hyde, and the GHYC Invitational log races. We didn't do too badly, and so, we were hooked on the sport. My wife Linda is my navigator and during these early days of our participation, we did not have chart plotters, and our participation involved hand layouts of the race course on paper charts. Then, transferring the numbers into a spreadsheet to prepare our logs. Although the current use of charting programs makes layout much easier

and less time-consuming, looking back, I really enjoyed those early trials at the layout. Doesn't mean I wish to go back, however.

Over the years (few by comparison to many of you), we have enjoyed competing in predicted log and, on occasion, have placed well. All in all, good and bad, Linda and I thoroughly enjoy predicted log and the social camaradery we have experienced playing this game we lovingly refer to as log racing.

In 2015 and again in 2022, Linda and I cruised our current cruiser, *Fidalgo* to SE Alaska along with many of our friends in the IPBA, participating in the "Alaska 1000", a predicted log event that began in 1928. We hope to make this trip again in 2025. IPBA has plans to hold this event again in 2028, the 100 year anniversary of the event originally named, The Capital to Capital Predicted Log Race. In the early days, this event began in Olympia, Washington and finished in Juneau, Alaska (the capitals).

So, how did I arrive here at NACA?

In my teen years, my twin brother Jerry and I attained the rank of Eagle Scout in the BSA.

In 1978, I married the love of my life, Linda.

I've come to hold a great love of life on the water, cruising in the salt-chuck. I have gone through the chairs in IPBA twice now, 2023 being the last. It's been fun and very rewarding.

Second only to my marriage with the love of my life Linda, I have to say that at the 2023 NAI, being awarded the Lou Gandelman Award has to be the greatest honor, and I am humbled by the names engraved on this grand award.

Now, here I am, arriving at the granddaddy of the log racing world, the North American Cruiser Association, and have been elected your 2024 commodore.

With great humility,  
*Jim Anderson*

Never put your hand out  
farther than you can draw it back again.  
—Irish proverb

*2023 North American Invitational (NAI)*  
*(Continued from page 4)*



*THE WINNING TEAM*

*(from left to right) Magic Carpet owner  
 Ed Richards, Mike McGillen, Bob Lindal, and Sue Lindal.*

It is a rewarding experience to share our challenges, and successes, across our national region.

*Jim Anderson*

NACA 2024 Commodore-elect



One of these days in your travels,  
 a guy is going to come up to you and show you  
 a nice brand-new deck of cards,  
 on which the seal is not yet broken,  
 and this guy is going to offer to bet you  
 that he can make the jack of spades  
 jump out of the deck and squirt cider in your ear.  
 But, son, do not bet this man,  
 for as sure as you stand there,  
 you are going to wind up with an earful of cider.

*Damon Runyon*  
 Writer

## All about Hand Leadline

*From The Mariner's Book of Days,  
 by Peter H. Spectre*

### For recording relatively shallow depths:

Weight of lead, 7 to 14 pounds  
 1 knot at 1 fathom  
 2 leather strips at 2 fathoms  
 3 leather strips at 3 fathoms  
 Unmarked at 4 fathoms  
 1 white rag at 5 fathoms  
 Unmarked at 6 fathoms  
 1 red rag at 7 fathoms  
 Unmarked at 8 and 9 fathoms  
 1 leather strip with a hole in it at 10 fathoms  
 Unmarked at 11 and 12 fathoms  
 1 blue rag at 13 fathom  
 Unmarked at 14 fathoms  
 1 white rag at 15 fathoms  
 Unmarked at 16 fathoms  
 1 red rag at 17 fathoms  
 Unmarked at 18 and 19 fathoms  
 2 knots at 20 fathoms

### Heaving the dipsy, mid-19th century description:

The sails having been put aback so that the brig stood motionless upon the bosom of the water, the reel was held by a man on the stern, and the line being uncoiled was drawn outside the ropes of the rigging, until it reached the bow. The lead was then attached and carried by a seaman to the point of the bowsprit, where the sailor sat swinging the weight like a pendulum until, upon the order to heave, he cast it forth upon its mission. Bottom having been found at thirty-four fathoms, the line was placed upon a pulley and drawn up when there was found imbedded in the grease with which the lead was filled, fine white sand, as laid down in the chart.

### U.S. Ship *Albany*, Caribbean Sea, Feb. 7, 1851:

Being in the Windward Passage, midway between Cuba and St. Domingo, bottom was reached with 840 fathoms of line, running out in ten minutes and two seconds. I cannot determine, however, what allowance to make for drift on this occasion, nor infer with any certainty, the actual depth found at this position. Although in heaving-to for these experiments, sail is always reduced to top sails; yet, the unavoidable drift during a

*(Continued on page 7)*

## NACA Celebrates 45th Anniversary, as Recalled by Tom Collins

The year was 1979, and predicted logging groups throughout North America were actively running contests. We were coming together annually, thanks to the North American Invitational contest, which was begun in 1973. Our common organizational link was the American Power Boat Association (APBA). We were their Cruiser Division, and Walter Del Mar had been the chairman (officially Vice President) of that division for two years.

There was, however, a problem in that not all of our regional groups chose to belong to the APBA. They thought that we were not being appropriately recognized by APBA, and they were right. The primary focus of APBA was speed on the water, and our kind of contest just didn't fit with that concept. We paid our dues, both individually and as member associations, but it didn't seem that we were receiving a fair recognition of our membership in APBA, either in publicity or annual trophies.

During the time Walter had been the APBA Cruiser Division chairman, he had tried to remedy these issues with little success. The idea of spinning off into our own organization took hold. It had been discussed among our groups, and all seemed to be in favor. Walter, working with others from various asso-

ciations, drafted a set of by-laws and presented them to the attendees at the 1979 NAI in Detroit. The plan was met with overwhelming approval, and the North American Cruiser Association became a reality.

The new association consisted of thirteen member organizations\* from throughout the United States and Canada. The rest is history. For forty-five (45) years, NACA has been representing predicted logging interests.

### Happy Anniversary NACA!

*Tom Collins*

*\*They were: Chicago Yacht Club, Eastern Cruiser Association. (New York), IPBA-Gulf of Georgia (Vancouver), IPBA-North (Seattle), IPBA-South (Tacoma), Narragansett Cruiser Association (Newport), New England Cruiser Association (Boston), Pacific Log Racing Association Northern California (San Francisco), Southern California Cruiser Association. (Los Angeles), Santa Monica Bay Power Fleet, St. Petersburg Yacht Club, and Western Lake Erie Cruiser Association (Detroit-Toledo).*

*All about Hand Leadline  
(Continued from page 6)*

breeze materially effects our result and prevents our giving at the best more than an approximate estimate. Lieutenant Taylor, who conducts these experiments enthusiastically, will take pleasure in using the first opportunity to make an attempt at sounding from a boat and ascertain the comparative result..

*Captain Charles T. Platt*

Don't tell your problems to people:  
eighty percent don't care, and the other  
twenty percent are glad you have them.  
- Lou Holtz, Football Coach

The following is from *When a Loose Cannon Flogs a Dead Horse There's the Devil to Pay: Seafaring Words in Everyday Speech*, written by Olivia A. Isil.

### **Hotshot...(a show-off)**

Iron cannon balls were sometimes heated in galley fires and carried in buckets to different parts of the to provide a bit of warmth on cold, damp nights at sea. According to a popular but incorrect belief, this practice gave rise to the colloquialism *hotshot*. Today, a *hotshot* is one who is skillful but showy and aggressive—an allusion to a reckless, bold, hothead who shoots a firearm eagerly and enthusiastically. Thomas Middleton described the type in *Father Hubbard's Tales* in 1604: "To the wars I betook me and ranked myself amongst the desperate Hot-Shots."





## NORTH AMERICAN CRUISER ASSOCIATION LOU GANDELMAN - HALL OF CHAMPIONS PERPETUAL TROPHY

KNOWN AS THE HALL OF CHAMPIONS UNTIL  
1981

**Awarded to a member who has made a significant  
contribution to the development of  
Cruiser Navigation Contests.**

*This award may be made at the discretion of the  
NACA Executive Committee upon recommendation  
of the prior recipients of the award.*

### History of the Gandelman Trophy

As recalled by Tom Collins, September 2016

In the late 70's, Walter Del Mar, who was then a vice-president of American Power Boat Association and chair of the Cruiser Division, led a move to spin off the North American Cruiser Association. In Detroit at the NAI in 1979, a vote was taken, and the spin-off was affirmed (I was there and had worked with Walter on the split). We brought all the trophies over from APBA, including the Hall of Champions Trophy, which was, as I recall, a less-than-impressive plaque.

Lou Gandelman had been very involved in logging and had been instrumental in creating the North American Cruiser Association (NAI) and was a moving force behind Walter seeking and attaining his position in charge of the Cruiser Division of APBA. Lou was commodore of the Del Rey Yacht Club in 1980, and, as I recall, he passed away during that year. In honor of his years of service to our sport, he was posthumously appointed to the Hall of Fame for 1980.

Lou's widow, Marge, who was a friend of Walter, asked Walter if NACA would accept a more fitting trophy to recognize those appointed to the Hall of Champions. On Walter's confirmation, Marge purchased the figure in sterling silver armor from Tiffany's (I was told that she paid \$10,000) and had it mounted as a trophy. She had the names of all previous recipients of the Hall of Fame, who dated back to 1974, inscribed on the trophy. It was then deeded to NACA as the Lou Gandelman Hall of Champions Perpetual Trophy. Marge also provided ten very nice plaques to be given to the recipient and a fund to provide for the purchase of future plaques.

The trophy is very prestigious in its appearance and, being made entirely of sterling silver, is likely now very valuable in just its intrinsic value and priceless with all of its history.

I'm not aware of where the deed may presently reside, not do I have a copy of the wording. The inscription on the trophy states: "Awarded in recognition of outstanding contribution to the sport of predicted log racing". It has always been awarded to an individual who has, over a period of time, made a significant contribution to the promotion and support of the sport of predicted logging. Performance in logging competition is not a consideration in the awarding of the trophy.

*(Continued on page 9)*

### 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)

*NAI Lou Gandelman*

*(Continued from page 8)*

It is awarded by the consideration of a committee of the previous Trophy recipients then in attendance at the annual North American Invitational. The NACA website states: *"This award may be made at the discretion of the NACA Executive Committee upon recommendation of the prior recipients of the award."* In reality, the decision is made solely by a committee of the previous recipients and does not involve the Executive Committee. I believe this change was made because at times the designee is a member of the Executive Committee.

The Lou Gandelman Trophy is perhaps one of the most significant trophies in the NACA collection. It is certainly of a quality commensurate with that of its recipients.

*Tom Collins*

### **Fast forward to September 23, 2023**

Prior the NACA Change of Watch and 2023 NAI "Peel-Off", IPBA Vice Commodore and past recipient of the Lou Gandleman Trophy, John Burwell announced the 2023 recipient of this most prestigious award.

As noted above by Tom Collins, this is one of NACA's most significant awards, presented each year to a member who has made outstanding contributions to the development of Cruiser Navigation Contests (predicted log racing).

John began with a short history of this award, followed by a description of this year's recipient. Every one in the room was anxiously awaiting the announcement of this year's recipient. John's dissertation was lengthy, and anticipation rose...

John described contributions made by the selected individual, and I, for one, had no idea what was to come because the description fit almost everyone in the room. When John announced this year's recipient was about to be installed as the 2024 Commodore of NACA, I nearly fell out of my chair. The past recipients of this prestigious award had named me, yours truly, Jim Anderson, the 2023 recipient of the "Lou Gandelman Hall of Champions Perpetual Award".

I was at a loss for words, humbled by this announcement, and totally surprised at (little ol' me) being named the 2023 and 49th recipient of this amazing award.

### **The 2023 recipient of the "Lou Gandelman Hall of Champions Perpetual Trophy"**



*Past recipient Bob Lindal (IPBA) presenting the Lou Gandelman Trophy to Jim Anderson, 2024 NACA Commodore-elect*

### **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)

## Method of Noting the Weather

As written in the 2009 *The Mariner's Book of Days*, by Peter H. Spectre, the following is Admiral Francis Beaufort's method of noting the weather in the ship's log:

b = blue sky  
 c = clouds (detached)  
 d = drizzling rain  
 f = foggy  
 g = gloomy  
 h = hail  
 l = lightning  
 m = misty (hazy)  
 o = overcast  
 p = passing shower  
 q = squally  
 r = rain  
 s = snow  
 t = thunder  
 u = ugly (threatening)  
 v = visibility (appended number equal miles)  
 w = wet (dew)

A line under a letter augments its significance.

.....

NACA clothing (other than ball caps)  
 is available at the NACA Ship's Store  
 Go to [www.navrally.org](http://www.navrally.org)  
 Click on NACA Ship's Store. This opens a link to  
 Land's End BusinessOutfitters.  
 Select your product and choice of logo.  
 It is simple to use, and the merchandise is of good  
 quality.

.....

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

## Appendix (I)

*From Wrinkles in Navigation by Squire Thornton Stratford Lecky, Nineteenth Edition, 1918 (First Edition published April, 1894).*

It may be taken as quite beyond the realm of controversy that the moon has absolutely no *direct* effect upon weather; and even an *indirect* effect, *even in certain localities*, is doubtful. For example, in Torrea Straits gales are remarkably prevalent about the times of Full and New Moon, or, in other words, at Springs. During 1841-1844, Dr. Rattray of H.M.'s surveying ship, *Fly*, noticed that at these periods there was a large area of coral reef uncovered at low water, extending out from land some 60 or 70 miles, and the great heating by the sun's rays of this large area has a tendency to cause gales at F. and C. Thus in this locality the moon, operating through the tides, *indirectly* produces (with the sun's assistance) a meteorological disturbance at regular periods, and of considerable magnitude. Proof, however, is wanting.

Again, where there is much rise of tide, say in the upper portion of the Bristol Channel, there must be some displacement of air by the incoming volume of water, quite apart from the effect produced by submergence of miles of heated tracts of land, and this is also alleged to have some effect.

Pilots of rivers and estuaries like the Mersey, the Dee, or the Clyde, are familiar with these local effects, such as a breeze springing up with the flood &c., though they may not be able to define the true cause.

Again, in very many tropical ports—Bombay for example, during the N.E. monsoon—land and sea breezes alternate with wonderful regularity. Each forenoon, the heated land draws to it the sea-breeze (or "Doctor"), and right welcome it is. This dies away after nightfall, and vessels in the offing experience an off-shore wind owing to the land having become cooler than the sea. Anyone who has beat up the Malabar or Coromandel Coast is familiar with these changes, which are all due to *fluctuations of temperature*.

One must learn to look beyond his nose for causes.



## Wreck of the *PS Portland*

On November 27, 1898, the paddlewheel steamship *PS Portland* was on its way from Boston, Massachusetts to Portland, Maine, when it was hit by a powerful storm and sank off of Cape Ann with all hands. Often labeled "New England's *Titanic*", due to the long-unknown position of the wreckage, its luxurious design, and the substantial loss of life. The loss represented New England's greatest steamship disaster before 1900. *Portland's* remnants are considered the best preserved of the New England "night boats" yet located. Its sinking during the Portland Gale of 1898 lent its name to the storm. The wreck was the first of the sanctuary shipwrecks to be listed on the National Register of Historic Places.

The side-paddlewheel steamship *Portland* was one of the largest and most palatial vessels afloat in New England during the 1890s. Built in 1889, the steamer ran between Portland, Maine and Boston until its loss during a storm-of-the-century. The ship departed Boston at its scheduled time of 7:00 p.m. on the Saturday after Thanksgiving. Despite weather warnings (which the captain may or may not have received), the ship headed northeast out of the harbor on a track to Portland, Maine. Unfortunately, conditions worsened quickly, and the vessel was caught in a major storm with strong winds, high seas, and snow-impaired visibility.

The vessel could not maintain headway due to its shallow draft and side paddle propulsion, although it is believed to have stayed afloat until the next morning. The crew of the ship included 19 African American members of *Portland's* Abyssinian Meeting House. This human loss was a contributing factor in the closure of that church several years later and dealt a significant blow to *Portland's* Black community.

In 1989, researchers calculated *Portland's* position using wind and current data, the locations of bodies and ship debris that washed up on beaches, and the times on stopped watches on several victims. The sanctuary has been making periodic trips to the wreck to confirm its identity and document its condition since 2002.

John Fish and Arnold Carr -- leaders of the Historic Maritime Group of New England and discoverers of the wreck -- provided its coordinates (their initial find in 1989 did not produce conclusive photographic evidence). Over the years, researchers have observed significant human-caused and environmental changes to the wreck site.

The location of the wreckage lies within the federally-protected Stellwagen Bank National Marine Sanctuary. Since 2019, the sanctuary has been exploring the wreck with Woods Hole Oceanographic Institution (WHOI) and Marine Imaging Technologies, collecting video imagery to develop virtual 3-D models, studying the invertebrate community, and bringing the excitement of underwater research to the public via real-time broadcasts.

In 2008, five Massachusetts scuba divers became the first to reach the steamship. The divers made three successful dives and reported that the wreck was strewn with artifacts, like stacks of dishes, mugs, wash basins and toilets but no human remains. They did not, however, explore below the deck because of the danger.

Because of the depth of the wreck site, they reported that some of their dive lights imploded, and they could explore the site for only 10–15 minutes before needing to return to the surface. The divers "were unable to retrieve artifacts" due to rules in place at the Stellwagen Bank National Marine Sanctuary. *Portland* lies upright on a mud bottom with its wooden hull nearly intact from the keel up to the main deck level. The vessel's entire superstructure is missing, with only the steam propulsion machinery protruding above deck level.

An earlier claim of locating and reportedly visiting the wreck of the *Portland* arose from the last week of

(Continued on page 12)

*Stay away from negative people.  
They have a problem for every solution.*  
- Albert Einstein

## *The Wreck of PS Portland* (Continued from page 11)

June 1945. A dive commissioned by noted author Edward Rowe Snow (who is also known as the Lighthouse Santa) supposedly occurred during the last week of June through the first week of July during the last year of World War II. Snow supposedly recorded the affidavit of diver Al George, from Malden, Massachusetts, in pages 178-180 of his book *Strange Tales from Nova Scotia to Cape Hatteras*.

According to the affidavit, George found the site by traveling to a location discovered by Captain Charles G. Carver of Rockland, Maine. The site is roughly identified as follows: "Highland Light bears 175 degrees true at a distance of 4.5 miles; the Pilgrim Monument, 6.25 miles away has a bearing of 210 degrees; Race Point Coast Guard Station, bearing 255 degrees, is seven miles distant."

According to diver George, recovery of artifacts would be cost-prohibitive and nearly impossible, given the status of the wreck. Even acknowledging the likely the presence of uncut diamonds in the purser's safe, George assessed the chances of recovery as a losing financial proposition, based in part on how deeply entrenched in the sand the wreck was, and how widely dispersed the impact with the bottom had spread bits and pieces of the ship. In light of more recent discovery, the accuracy of this entire account is highly questionable.

## Victorian Navigation

*From Wrinkles in Navigation by Squire Thornton Stratford Lecky, published April, 1894.*

The Victorian era may truly be said to form an eventful epoch in the progress of navigation, and no man knoweth the end.

As with other branches of science, so also in the seafaring direction, the march of events has brought about many improvements. There is a regular epidemic of inventions; some good, some indifferent, and others so absolutely worthless as to be at once relegated to the limbo of useless rubbish: but all bring grist to the mill of the patent agent, though not necessarily to the inventors. 'It is an oil wind, &c.'

Out of the ruck we have now instruments of beautiful precision and much greater capabilities than heretofore. It would, however, be wrong to infer that thereby the duties of the navigator had been rendered less arduous, or that he was in any degree being coddled, or 'fed with a spoon'; the contrary, the demands upon his energy, vigilance, nerve, and endurance are greater than ever. These refined appliances—the outcome of the skill of the modern mechanic—are simply called into existence by the exigencies of rapid transit. Without them, and without *the right kind of men to use them*, the speed, which costs so enormously, would, in a measure, be thrown away.

## Imperial Beach Pier

*From Great Piers of California: A Guided Tour by Jean Femling, given to me by a friend in August, 1987. Copyright 1984.*

Imperial Beach Pier is a place you have to be looking for to find. It lies on a stretch of flat, sandy surfing beach, bracketed by the Coronado Bay Bridge and the brown hills of Mexico. Fire and storms have left the pier fishermen only a wooden stub, fifteen lampposts to the overhead sign proclaiming *Most Southwestern City in Continental U.S.*, and nine more lampposts to the end.

No bigtown flash or hustle here—the quiet neighborhood is little stucco houses and beach cottages, like

Venice or Balboa forty years ago. On a crosspiece under the pier somebody has painted *Beautiful IB—Kill a Junkie*. The sunset turns the clouds scarlet and rose darkening to purple, and a fisherman baits his hook, casts, leans and waits.

A young mother has brought out her baby in his stroller, and he points and jabbars at the lights on the moving water. Downcoast, the high ridge of Tijuana is pricked with points of light, and upcoast San Diego is a luminous haze beyond the long shallow arc of glowing amber beads marking the Coronado Bridge. "We lived in Georgia for seven years, and that was okay", she says, "but not like this. I'd rather live here than anywhere".

## Alternator Driven Tachometers

A tachometer is a primary instrument for determining the performance of an engine. It takes the pulse of the engine and reports the result in revolutions per minute (RPM.) The performance and condition of an engine can be judged by measuring RPM under varying loads. However, the accuracy of the tachometer readings can be no better than the quality of the RPM signal from the engine. On some engines this signal is of very questionable quality.

On gasoline engines the signal for the tachometer typically comes from the ignition points which open an exact number of times for each revolution of the engine; no problem here. Diesel engines, however, don't have ignition points, so a tachometer sender is usually connected to the engine. It generates an electrical signal which is converted by the tachometer into RPM. However, some engines take the tachometer signal from the alternator rather than from a sender. This saves the cost of the sender and, in some cases, the tachometer drive fittings. AC pulses from the alternator are used by the tachometer to supply the RPM information. While this approach does reduce initial cost, it compromises accuracy as detailed below.

The speed of the alternator is higher than the speed of the engine and is determined by the ratio of the diameters of the driving and driven pulleys. Specifically, the diameter at the point where the vee belt contacts the pulley vee groove. The tachometer can be calibrated to compensate for this ratio, but the ratio is not fixed. It depends on how deep the vee belt rides in each pulley groove and this varies according to the width of the belt when new, belt tension, belt wear, belt temperature, and load.

In a typical application, a belt with just twelve thousandths of an inch of wear will register a four percent RPM change. While four percent may seem insignificant, it represents a 100 RPM error at 2500 RPM. The apparent loss of 100 RPM at the top end represents a substantial change in the available power from a diesel. To make matters worse, if the resulting error gives a lower than actual RPM reading, it is quite possible the engine may be operated above the manufacturers maximum rated RPM.

To compensate for this wear, the tachometer should be recalibrated whenever the belt is replaced or retensioned and at regular intervals.

Variable load is another source of error. The ratio varies in relation to the load applied. The load varies depending on the electrical loads and the charge the alternator is supplying to the battery. Consequently, the indicated RPM will increase as the battery becomes fully charged. Also, a warm belt expands and rides higher in the pulley grooves affecting the ratio. A skipper with alternator driven tachometers reported that engine RPMs increased over a three-hour period, requiring repeated reductions in throttle setting. After installing accurate tachometers, he found that the engine RPMs actually remained constant while the alternator driven tachometer reading increased by over 200 RPM. This phenomenon is of particular concern because it could result in the actual RPM being set too high when the engine is cold and most susceptible to wear.

The simplest way to determine if a diesel engine uses an alternator driven tachometer is to ask your engine mechanic. If the tachometer is not alternator driven, he should be able to point out the tachometer sender mounted on the engine. Another method is to remove the belt from the alternator, start the engine, and see if the tachometer still indicates. Caution: if the belt also runs the water pump, limit the test to just a few seconds. If the engine uses an alternator driven tachometer, have it calibrated frequently and be aware that the indicated RPM may be in error. Even better, install a direct driven, permanently calibrated tachometer, preferably digital.

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The sea, the great unifier, is man's only hope.

Now, as never before,  
the old phrase has a literal meaning:  
We are all in the same boat.

- Jacques Cousteau

## Coastal Explorer Trophy - best 8 of 1st 9 Regattas Entered

Pos	SKIPPER	VESSEL	Assoc.	Points	Entered	3-9-24
						Average
1	Adalian, Garry	JONATHAN	SDCA	2808	3	936
2	Hernandez, Jim	EBB TIDE	IPBA-N	2547	3	849
3	Karlsson, Magnus	LOLITA	SDCA	2483	4	621
4	Burwell, John	SYNNOVA	IPBA-S	2448	3	816
5	Elovitz, Michael	LOVIT	SDCA	2306	3	769
6	Vance, Paul	SHORTY	SDCA	2262	4	566
7	VanAntwerp, Jim	SARAH B	IPBA-S	2061	3	687
8	Padgett, David	SLIP AWAY	IPBA-N	1962	2	981
9	Denaci, Edward	GRAND ISLE	SDCA	1889	3	630
10	Salerno, Ralph	ANCORA	SDCA	1679	2	840
11	Chapin, Clint	SOJOURN	IPBA-N	1500	2	750
12	Ewing, Ted	EBB TIDE B	IPBA-N	1265	2	633
13	Anderson, Jim	FIDALGO	IPBA-S	1259	2	630
14	Henry, Mike	PEACHY KEEN	IPBA-S	1208	2	604
15	Pearlman, Mike	BLACK PEARL	SDCA	1200	4	300
16	Larson, Don	TEWASI	IPBA-S	987	1	987
17	McCormick, Bill	INAMORATA	SCCA	982	1	982
18	Ryan, Glenn	TANGENT	IPBA-N	933	1	933
19	Murphey, John	HOMBRE	IPBA-N	897	1	897
20	Clinkenbread, Bruce	SUSEA Q II	SCCA	897	1	897
21	Wood, Randee	AUNTIE GRAVITY	SCCA	812	1	812
22	Bolt, Rob	PEACHY KEEN B	IPBA-S	800	1	800
23	Reys, Brent	PANACHE	IPBA-N	799	1	799
24	Lampe, Steve	ROUNABOUT	SCCA	726	1	726
25	Klett, Adam	RIPPLE EFFECT	IPBA-S	675	1	675
26	Mulock, Glen	LEAVIN EARLY	SCCA	641	1	641
27	Farber, Fran	ABOUT TIME B	IPBA-N	633	1	633
28	Minard, Jim	GYPSY DANCER B	IPBA-S	633	1	633
29	Ehlers, Bob	JB & ME	SDCA	633	1	633
30	Grice, Robert	SARAH B - B	IPBA-S	612	1	612
31	Tarleton, Daniel	SAPPHIRE	IPBA-N	591	1	591
32	Ellis, John	HOME RUN	IPBA-N	556	1	556
33	Voight, Ken	LIVING THE DREAM	SCCA	556	1	556
34	Day, Michael	FIRT LIGHT	IPBA-N	494	1	494
35	Korzetz, Jim	FREEDOM	IPBA-N	487	1	487
36	Richaul, Ernie	SMOOTH	SCCA	471	1	471
37	Sengstock, Scott	GYPSY DANCER	IPBA-S	466	1	466
38	Watson, Bob/Val	PHANTOM	IPBA-S	425	1	425
39	German, Bjorn	CHALLENGE	IPBA-N	385	1	385
40	Gardiner, Ron	CHEERS	SCCA	385	1	385
41	Ales, Matt	SOUND TRAVELLER	IPBA-S	362	1	362
42	McGillin, Mike	POACH	IPBA-N	300	1	300
43	Morin, Alan	ALLYNS	IPBA-N	300	1	300
44	Stefanak, Jim	PER DIEM	IPBA-N	300	1	300
45	DeGard, Dan	SAGA	IPBA-S	300	1	300
46	Thomas, Ken	THOMAS CROWN AF	IPBA-S	300	1	300
47	Vancrey, Marilyn	SEAQUILL B	IPBA-S	300	1	300
48	Johnston, Dave	AT LAST	SCCA	300	1	300



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Hacienda Heights, CA 91745-2536

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