



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 06, Issue 02

April, 2006

Bremerton Yacht Club Heavy Weather Weekend 2006

Heavy Weather Weekend at Bremerton Yacht Club (BYC) in the Pacific Northwest kicked off with a Friday evening of wine tasting – perfect for some proper pre-racing attitude adjustment. Saturday started with continental breakfast in the clubhouse, and the visiting club skit teams learned that “Sea Chanties” would be the theme for their skit performances to be performed that evening. Each team then had the remainder of the day to create and fine-tune their thespian efforts in preparation for their evening performances.

Saturday evening started with a social hour that preceded a great sit-down barbequed ribs dinner. Following dinner, four clubs presented their versions of “Sea Chanties”, which ranged from traditional to heavily stretched versions, all of which were wonderful entertainment. Queen City Yacht Club sang their way to first place and were awarded year-long custody of the Rubber Clam Gun Trophy. Finally, a band took the stage and provided us with dance music for another several hours.

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While Mother Nature may have opened her freezer to us for a few of the previous nights, race day Sunday dawned with clear, sunny skies and without any wind. So much for “heavy weather” again this year. Great day for predicted log racing in February. Thirty-four entries defrosted enough to get to Bremerton Yacht Club for the start of the race.

The course of seventeen miles took us on a tour of Sinclair Inlet, plus a fixed throttle round-trip through Rich Passage in pleasantly warming sunny weather and flat seas. All boats and crews returned by mid-afternoon, turned in their contest logs, and readied themselves for the evening's festivities.

At 1730 hours, the social (and story telling) hour commenced. This is also known as “dance” hour. It seems that IPBA racers will tap dance all around any questions regarding their own scores and are quite reluctant to divulge any of that information prior to the formal awards presentation. Race awards followed the sit-down dinner, with Racemaster Leo Longenecker and BYC Commodore Charles Billings making the presentations.

Chuck Silvernail, of host BYC, led all finishers with 0.7609%, followed by

(Continued on page 7)



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.

.....

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

It must be spring!! It's March 18, 2006, San Diego Cruiser Association ran their third race of the year, and your Acting Executive Secretary is awaiting the return of all the 2006 NACA membership application forms. If your application is on the coffee table, please fill it out and pop it in the mail. Your Acting Executive Secretary will thank you, as will your Commodore.

Secretary/Treasurer Graham Swindell is generating organizational charts of member organizations for the 2006 Yearbook. If you have not been contacted yet, take the initiative and drop him an e-mail, identifying all the officers in your group.

Rear Commodore Chuck Rubin has scheduled a conference call with the Eastern associations. The only time we ever get together is at the NAI, but we have the ability, through a conference call, to share ideas and find ways that NACA can support local associations and promote the sport. Your group is welcome to participate in these calls. If you have an interest, please contact any NACA board member listed on page 2 of *Cruiser Log*, and we will make it happen.

Bob Ehlers
Commodore/Acting Executive Secretary

Future NAI Events (tentative)

- 2006 Puget Sound, Washington
- 2007 San Diego, California
- 2008 Detroit, Michigan
- 2009 Newport, Rhode Island
- 2010 San Francisco, California

From the Editor

In the Association News column of the February 2006 issue of *Cruiser Log*, David Weimer was mistakenly identified as the only entrant from San Diego Cruiser Association to the elusive 500 Club for the 2005 racing year. The actual inductee was Bob Alberts, with an amazing score of 0.3161 percentage error.

I humbly apologize for this error and will endeavor to provide more accurate information in this and future issues. If, however, I screw up again, just let me know, and I will make any correction needed.

Elaine Townsend
Editor/Publisher

Attention: Association Scorers

Please send your contest scores to Chief Scorer Craig Ryan as soon after a race as possible, so he can compile NACA standings for publication in the next issue of *Cruiser Log*. Please note his new e-mail address. Send to:

Craig Ryan
2820 Boa Vista Drive
Costa Mesa, CA 92626-3549
714.434.3941
E-mail: his@craigandjan.com

Did You Know?

Each king in a deck of playing cards represents a great king from history:

Spades - King David
Hearts - Charlemagne
Clubs - Alexander, the Great
Diamonds - Julius Caesar

Western Lake Erie Reports

Although the winter has been unusually mild, and there is no ice on the water as I write this in late January, we can always hope for some good winter weather. Lake ice cover is good for the environment and also keeps the water levels higher.

Western Lake Erie Cruiser Association (WELCA) is off to good start this year with the election of officers at the annual meeting. We have added a new club to the organization, and they have scheduled a new predicted log contest this summer. We have also had requests to teach a predicted log class at two yacht clubs.

The really big news is that the Inter-lake Yachting Association (I-LYA) is starting a Junior Power Boat Program. The goal is to have a strong program at all the clubs that is comparable to the junior sail programs that exist at most yacht clubs.

One of the contests that will be part of the initial program is a junior predicted log using inflatables. The planning is in the very early stages, but the age groups involved would be a Junior Program for 9-12 year olds, and a Senior Program for ages 13-17.

The program will be divided into seven divisions and cover all the I-LYA clubs from Erie, Pennsylvania, to Detroit, Michigan. If you look at the charts, you can see that this area is several hundred miles and includes over one hundred forty yacht clubs. The top three contestants of each division will then compete in a "Championship Contest".

We are extremely pleased to be building interest in predicted log racing at this early age and hope that, as a result of this program, predicted log competition in WLECA will grow and continue for many years to come.

William M. Stewart
Western Lake Erie Cruiser Association

Thank You, Martha Coston

Martha Coston perfected, then patented, her deceased husband's idea for a pyrotechnic flare. Coston's husband, a former naval scientist, died leaving behind only a rough sketch in a diary of plans for the flares. Martha Coston developed the idea into an elaborate system of flares called Night Signals that allowed ships to communicate messages nocturnally. The United States Navy bought the patent rights to the flares. Coston's flares served as the basis of a system of communication that helped save lives and win battles. Martha Coston credited her late husband with the first patent for the flares, but, in 1871, she received a patent for an improvement exclusively her own.

Martha Coston invented a system of maritime signal flares based on color and pattern. Using various color combinations, these flares made ship-to-ship and ship-to-shore communication possible. In February 1859, C.S. McCauley, Captain and Senior Officer of the United States Navy, recommended the signals to the Secretary of the Navy, Isaac Toucey. Coston sold her system to the U.S. Navy for \$5,000, and later sold the U.S. patent rights to the Navy for \$20,000. Her system was also adopted by the governments of France, Italy, Denmark, the Netherlands, and Haiti.

As of the late 1970s, the Coston Supply Company, established by Mrs. Coston, remained in business. This system of bright, long-lasting signal flares revolutionized naval communication and continues to be in use.

What do the following have in common:

bulletproof vests,
fire escapes,
windshield wipers,
and laser printers?

They were all invented by women.

The Mile and the Knot

Here is another excerpt from “Wrinkles in Navigation”, written in 1881 by Squire T.S. Lecky, Master Mariner. Watch for more “gems” in future issues.

Knights of the quarter-deck, as well as laymen, are frequently just a trifle misty over this seemingly “knotly” subject. A short chapter will serve to clear away the haze and unravel the tangle.

There are three perfectly distinct kinds of miles:

1. The Statute mile
2. The Geographical mile
3. The Nautical or Sea mile

Nos. 2 and 3 are often improperly taken to be one and the same thing.

The *Statute mile* is the English and American standard of itinerary measure and was, incidentally, defined by an Act passed in the 35th year of the reign of “Good Queen Bess” to be ‘8 furlongs, of 40 perches of 16 1/2 feet each,’ = 5,280 feet. This is a purely arbitrary measure and has no connection with any scale in nature.

The *Geographical mile* is based upon the *size* of the earth, it being the length of a minute of arc of the earth’s *equator* and regarded as a fixed quantity in all longitudes. Assuming the equatorial circumference to be 24,902.18 statute miles, = 131,483,510 feet, and dividing by 21600 (360° x 60), we get 6087.2 feet as the length of the *Geographical mile*.

But the navigator is not much concerned with either of the foregoing. When afloat, he has only to deal with the *Nautical mile*, which depends for its length upon the *shape* as well as the size of the globe over which he sails. In a general way, we are accustomed to think of our orange-shaped planet as a true sphere, but, if we go into close detail, the flattening at the poles and other irregularities of shape will not allow themselves to be slightly passed over as negligible quantities.

Most costly, refined, and protracted geodetic operations, undertaken by many countries during the past and present century, have settled, within such ex-

ceedingly narrow bounds, the size, weight, and precise figure of the globe, that it is only left to ‘wranglers’ to wrangle pleasantly over a trifle of a few hundred feet or so in any direction...

Practical Navigation is not an “exact science” and never will be...

The earth’s *equatorial* circumference...is the longest distance which can possibly be traveled in a *direct line* (Great Circle) over its surface. It is, however, the earth’s *meridional* circumference which is responsible for the length of the nautical mile...

The sea mile varies with the latitude. Its length at the equator is 6046 feet, increasing to 6109 feet at the poles. The difference is not appalling, and as ships on the high seas are not navigated to yards, it is clear that the variation in the length of the nautical mile is of no importance to the sailor, further than that if he “fancies himself” and wishes to be a cut above his fellows, he ought not only to be acquainted with the fact, but also capable of giving an intelligent explanation...

The nautical mile, therefore, varies slightly with the latitude, and...it thus happens that books of reference assign to it values pretty much in accordance with the caprice of the writer and the idea pervading his mind at the moment; for example, a favourite notion is that the nautical mile should correspond to the latitude of the region most traversed by the fleets of commerce...

It is doubtful if the Admiralty lay claim to a nauti-

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.....

Give a man a fish and he will eat for a day.
Teach him how to fish, and
he will sit in a boat and drink beer all day.

32 Years Later...

The following article was written by J.J. Quinn for December 8, 2005 issue of The Log newspaper and is, with permission, re-printed here.



Tom Collins is well known in the Southern California predicted log community for one thing: winning.

That's because Collins has won more predicted log races than most in his thirty-two years of experience.

Collins became involved in predicted log racing after becoming somewhat bored with other, more "typical" facets of boating. He had owned a 32-foot Chris-Craft express cruiser for five years and enjoyed local cruising and fishing but was looking for some more interesting things to do with his boat.

He had heard about predicted log racing but knew little of what the sport entailed or how to become involved. After reading a newspaper article that mentioned a seminar on the subject at California Yacht Club, Collins signed up immediately.

At the seminar, log racing veterans explained how the navigation contests work and invited the attendees to participate in an upcoming race series sponsored by seminar host, Herb Ritts.

Collins finished his first course with a score of just higher than 2 percent - last place. Not letting that initial loss deter him, Collins persevered and went on to win the entire Herb Ritts series.

In the years since, Collins has participated in countless log races up and down the West Coast, as well as in local contests sponsored by Southern California Cruiser Association (SCCA). He has won a variety of North American Cruiser Association

(NACA) trophies and has had his name on the top NACA Championship Trophy nine times. In fact, Collins has won every local and NACA contest at least once. And his winning ways show in his massive trophy collection.

In 2003, Collins took home the North American Invitational trophy, a victory that had eluded him for twenty-eight years.

Collins still competes in predicted log races, though the former engineer is now retired (he sold his electronic instrument business in 1999). He is still an active cruiser in his 46-foot Bertram sportfisher, along with his wife, Joanne.

Always looking to help out fellow boaters, Collins invites anyone interested in log racing to give him a call at (818) 831-1678. Seeing the sport evolve over the years has given him a unique perspective, which he is happy to share, along with his own personal tips and advice.

Local predicted log races are usually held about once a month from March through October and put on by SCCA and area yacht clubs. Most races are held in the waters off Marina del Rey, Long Beach, Newport Beach, and Ventura.

For more information, visit SCCA's web site at www.predictedlog.org/scca/scca.html.

JJ Quinn

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The Mile and the Knot (Continued from page 5)

cal mile of any fixed length. On page 37 of the 5th edition of the *Admiralty Manual of Scientific Enquiry* - a work published by authority - the number of feet in a sea mile is given as 6075; and on another page, the Table of Dip is stated to be calculated for a mile of 6060 feet.

6080 feet correspond to latitude 48°, and these figures - recommending themselves more particularly on account of round numbers - are adopted throughout "Wrinkles". The *nautical mile* is therefore 800 feet longer than the *statute mile*.

For roughly converting nautical miles into statute miles, or vice versa, it is useful to know that 13 nautical miles are near about the equivalent of 15 statute miles; then by simple proportion, you can find the equivalent of any other number.

Landsmen, and seafarers in some instances, confound the *knot* with the *nautical mile*, and regard the word *knot* as used to discriminate against the *statute land mile*. This idea is quite erroneous! The *knot* is the world's unit of speed; the *mile* is the unit of length. One *knot*, two *knots*, etc., are speeds of one nautical *mile*, two nautical *miles*, etc., an hour. This definition should never be forgotten...

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-David E. Beswick,
from Bald Men Always Come Out On Top

Bremerton Yacht Club Heavy Weather Weekend (Continued from page 1)

Dean Lentgis (1.5732%) and Bill Anderson (1.6479%), both from Queen City Yacht Club (QCYC). Interestingly, both Chuck and Dean have previously won this race, while this was Bill's first time at Heavy Weather.

Awards were also presented to the first three places in each of five classes and to the racers with the best score in each of seven legs; the novice trophy went to Bill Anderson of QCYC for the best score of all first-time participants in Heavy Weather. The traveling team trophy for the best score of the top four finishers from each participating club went to Bremerton Yacht Club.

Heavy Weather Weekend wrapped up Monday morning with a breakfast in the clubhouse and thanks being given to all who attended and helped make the four day celebration a resounding success.

Special Note:

BYC's race team was joined this year by new member John Adair and his wife Marilyn, former log racers in SCCA, who recently moved to the Bremerton area. No doubt John can give his SCCA friends some of his candid thoughts on running this race with the three knot currents through Rich Passage.

Mike and Billie Henry International Power Boat Association/North

NACA BLAZER BULLIONS

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From Bud Lloyd

We just anchored in Marathon, Florida, which is on Vaca Key in the lower keys. It's about forty miles east of Key West. Marathon is where a lot of cruisers come to hang out for the winter months. We haven't been ashore yet to find out what is here, but it sounds as though there is just about anything you could ever want or need.

We have been having a great time. We left Miami on the 20th of January and traveled down to Key Largo. We spent three days there (why, I don't know) and then came further down to Islamorada on Matecumbe Key. Both of these stops were touted by the cruising guides, and, for the life of me, I can't figure out why. There really isn't anything to do on either one of them. Key Largo has very few places to even get groceries. Islamorada had a little more but still was a disappointment. We won't recommend either one to anyone that we meet.

The weather has gotten somewhat better, but what can you expect in January. It's in the lower- to mid- 70's everyday, and some days will get into the lower 80's. The wind has been blowing a lot but only in the fifteen knot range. Not too bad. We have gone in the water a couple of days. With the water around 75 to 76 degrees, we can't resist. The locals think the water is cold only because they haven't experienced the water in California.

One thing that we have found to be indispensable is our laptop with the Coastal Explorer software. Any of the electronic navigation programs will work fine, but to have one down here is mandatory. We are going down on the inside of the keys and, with all of the narrow channels we need to stay in, having and being able to see our position on the screen is fantastic. I'm going to write to the guys at Rose Point and let them know what a great program they have. I know that they are sponsoring the NAI, so I will blow their horn for them and let them know that they have a very satisfied customer...

In Memoriam

Harold "Van" Van Vickle died peacefully in his sleep on Saturday morning, February 18, 2006 in Sun City West, Arizona.

On July 28, 1926, Van was born in Maynard, Minnesota and was raised on farms in Sioux Rapids and Washta, Iowa. Standing tall at 6' 3", Van enjoyed playing forward on his high school basketball team.

Van served in the United States Navy during WWII. In 1947, he met and fell in love with his wife Adeline at the Tomba Ballroom in Sioux City, Iowa. They married in 1948. He earned a Bachelor degree in Music Education and a Master degree in Education. Van played clarinet in the college band and was president of the college choir. Upon graduation, he became a school band director, teaching instrumental and vocal music. His passion for education led him to become the school superintendent in Linn Grove, Iowa.

In 1959, Van moved Adeline and his two daughters, Kathy and Linda, to Scottsdale, Arizona. For over twenty-four years he worked for the McGraw Hill Publishing Company, selling educational tools to high schools and colleges. In 1967, he was promoted to Field Manager and moved his family to Camarillo, California.

Van enjoyed the beauty of the desert, golf courses, and cruising the California coast in his boats. He won several awards in cruiser navigation contests. In 1994, Van and Adeline moved to Sun City West, Arizona. He loved to golf, play the clarinet in the Sun City Pops Band, sing in the church choir, play cards (especially 500 and Bridge), keep up on world events, and care for his citrus trees and cacti.

Van struggled for many years with breathing-related health challenges that increasingly limited his activities, but he managed to keep a positive attitude through it all.

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Farewell to Robert, Sr.

Robert VanLandingham, Sr. passed away on March 28, 2006, after a year and a half battle with cancer. He was 80 years old.

He was a cadet at Kings Point Merchant Marine Academy and, during World War II, was on active duty in the North Atlantic.

He received a Bachelors Degree in Electrical Engineering from Georgia Institute of Technology in 1947 and was the successful business owner of Van and Smith Co., Inc. until his retirement in 1986.

He was a long time member of St. Petersburg Yacht Club. For the last eight years, he was involved in predicted logging as a boat owner, supporting his son Robert as contestant, with David Shreve as navigator. A supporter of NACA, he provided his boat for the 2005 North American Invitational held in St. Petersburg last October.

He is survived by his wife Marianne, daughter Linda, sons Niel and Robert, six grandchildren and two great-grandchildren. He was loved and will be missed by all who knew him.

In Memoriam

(Continued from page 8)

He is survived by Adeline, his wife of fifty-seven years; his sister Jo Ann Peterman; his daughters and sons-in-law Kathy and Gabriel Velasquez and Linda and Scott Pangrle; and his granddaughters and their families.

Van requested all memorial contributions be directed to the Phoenix Children's Hospital Foundation, c/o Harold Van Vickle Memorial Fund, 1920 E. Cambridge Avenue, Suite 200, Phoenix, AZ 85006.

Editor's Note: Van's daughter, Kathy Velasquez, is Chief Observer for San Diego Observers Association.

World's Easiest Quiz?

Here's a little quiz a friend sent to me. Four correct answers are required to pass.

1. How long did the Hundred Years' War last?
2. Which country makes Panama hats?
3. From which animal do we get catgut?
4. In which month do Russians celebrate the October Revolution?
5. A camel's hair brush is made of what?
6. The Canary Islands in the Pacific Ocean are named after what animal?
7. What was King George VI's first name?
8. What color is a purple finch?
9. From what country do Chinese gooseberries come?
10. What is the color of the black box in a commercial airplane?

Here are the answers:

1. 116 years.
2. Ecuador
3. Sheep and horses
4. November
5. Squirrel fur
6. Dogs
7. Albert
8. Crimson
9. New Zealand
10. Orange, of course

How did you do? I failed. I knew two answers, #2 and #9 only because I visited those countries a few months ago.

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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 *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.

Improve Your Nautical Vocabulary

The following is an excerpt from “When a Loose Cannon Flogs a Dead Horse There’s the Devil to Pay: Seafaring Words in Everyday Speech” by Olivia A. Isil.

Grog...Groggy...

(spirituous drink, and the dazed, unsteady condition that it produces)

Admiral Sir Edward Vernon (1684-1757) was known throughout the Royal Navy as “Old Grog” because he always appeared on deck in a dramatic cloak fashioned from *grosgram* (grosgrain) - a coarse fabric of silk, mohair, and wool. Vernon was a flamboyant man of intemperate speech, a trait that did not endear him to the office of the Admiralty. He also favored strict discipline and temperance with regard to drink, a trait that did not endear him to his men.

In order to curb the incidence of drunkenness aboard ship, “Old Grog” ordered that the daily rum ration of one pint neat issued to sailors of the fleet was thenceforth to be diluted with water. Outraged sailors promptly named the watered-down concoction *grog* after the none-too-popular admiral. Daily rum rations were discontinued in the Royal Navy in 1970, but the popular tradition lives on in song and verse. In his poem about sailor Sam Swipes, Frederick Marryat, an early-nineteenth-century naval officer and writer, could not resist the urge to comment on grog and its effects:

*Sam Swipes, he was a seaman true,
As brave and bold a liar
As e’er was dressed in navy blue
On board a man-of-war.*

*One fault he had—on sea or land
He was a thirsty dog;
For Sammy never could withstand
A glass or so of grog.*

*He always liked to be at sea,
For e’en on shore, the rover
If not as drunk as he could be,
Was always “half seas over”.*

*The gunner, who was apt to scoff
With jokes most aptly timed,
Said Sam might any day go off,
‘Cause he was always “primed”.*

*Sam didn’t want a feeling heart,
Though never seen to cry;
Yet tears were always on the start,
The drop was in his eye.*

*At fighting Sam was never shy,
A most undoubted merit;
His courage never failed, and why?
He was so full of spirit.*

*In action he had lost an eye,
But that gave him no trouble;
Quoth Sam, “I have no cause to sigh,
I’m always ‘seeing double’.”*

*A shot from an unlucky gun
Put Sam on timber pegs;
It didn’t signify to one
Who ne’er could keep his legs.*

*One night he filled a pail with grog,
Determined he would suck it;
He drained it dry, the thirsty dog!
Hiccapped, and “kicked the bucket”.*

Grog Blossom... *(red nose)*

This colorful term is the sailor’s description for the bulbous red nose frequently seen on grog aficionados such as Sam Swipes.

.....

What is history but a fable agreed upon?
– Napoleon Bonaparte



Cruiser Log

The Newsletter of North American Cruiser Association

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



Get Serious!

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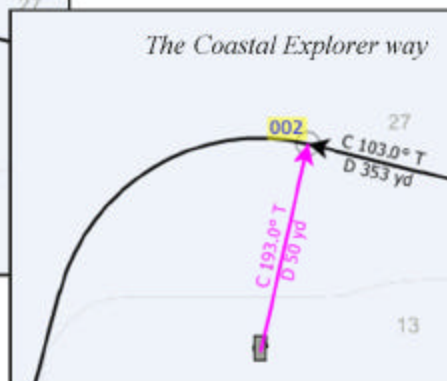
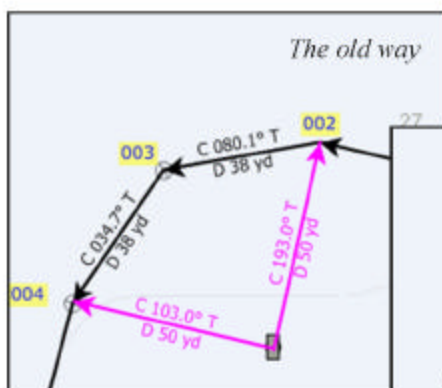
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