



# Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 09, Issue 2

April, 2009

## 2009 Heavy Weather Race

February 14, 2009, saw the 75<sup>th</sup> running of Bremerton Yacht Club's Heavy Weather Log Race. This year's contest was significant in a couple of respects, with the most important being the significant increase in the number of contestants entered (thirty-five competitors compared to a historical low of twenty-six last year). The other being the multitude of relatively less than spectacular scores for a mid-winter day race on flat water, constantly ebbing tide, no wind, and clear visibility - certainly *not* a heavy weather kind of day. Ya gotta wonder!

On the social side (after all, **log racing is a social event**), Heavy Weather weekend kicked off Friday evening with a hosted social hour, followed by dinner and an evening at the "Casino" in the clubhouse. Saturday morning dawned with that fine Pacific Northwest weather being greatly appreciated by the contestants during log check-in. The social side continued Saturday evening with a post-race social hour in the clubhouse, again followed by dinner. After dinner, the evening's entertainment program commenced with a skit contest between yacht clubs to the theme of "Showboat"; the Tacoma Yacht Club thespian effort overcame the challengers, and they walked away with the highly sought-after "Rubber Clam Gun" trophy for their victory. The evening was rounded out with live music for the crowd's dancing pleasure until the crack of midnight. Socially speaking, the weekend wound up with Sunday morning breakfast followed by the awards presentation.

### Inside This Issue:

Who's Who in NACA	2
NACA Objectives	2
Cruiser Log Deadlines	2
Commodore's Corner	3
Letter to the Editor	3
Hey, Ho, Hey Ho...	4
Ready for Some Boating?	5
Norse Gods and Goddesses	5
How to Identify a Stroke	6
How Deep is the Ocean?	6
Walker NACA Booth	7
Johnson NACA Booth	7
Portside, Starboard	8
NACA Annual Meeting	8
IPBA Awards and COW	9
Fjords	10
NACA Application	11

Back to the log racing side on Saturday. After being logged in and receiving their observers (while enjoying a continental breakfast), the thirty-five contestants returned to their boats and cast off for a day of heavy weather log racing. This year's course was only 18.5 nautical miles long but included two trips through Port Washington Narrows and a round trip through Rich Passage, where the published ebbing current predictions for these two stretches of water ranged from 2.5 knots up to 3.9 knots. Unfortunately for most of us, real life current conditions in some of the high flow areas did not match the predictions, and the scores certainly showed that. Surprisingly, nobody finished under 1.0% (and that's with the handicap factor included), only six contestants came in under 2.0%, four were under 3.0%, and most of the remaining twenty-five

(Continued on page 10)



## 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!

### Commodore

Robert VanLandingham (h) 727.362.9019  
 (c) 831.876.5159  
 E-Mail: rvanlandingham@tampabay.rr.com

### Vice Commodore

Bob Lindal (h) 206.938.1577  
 (w) 206.892.1234  
 E-Mail: bobl@lindal.com

### Rear Commodore

Craig Ryan (h) 714.434.3941  
 E-Mail: his@craigandjan.com

### Secretary/Treasurer

Jeff Calabrese (h) 619.656.8036  
 E-Mail: jeffc5250@sbcglobal.net

### Acting Executive Secretary

Robert Ehlers (h) 619.222.9446  
 E-Mail: robertehlers6@cox.net

### Jr. Staff Commodore

Chuck Rubin (h) 508.394.9824  
 E-mail: chuckhr1@msn.com

### 2009 Directors at Large

John Walker	SCCA
Fay Baynard	SPYC
Fred Cole	IPBA/S
Carl Johnson	NECA
Michael Fontaine	SDCA

### Chief Scorer

Craig Ryan (h) 714.434.3941  
 E-mail: his@craigandjan.com

### Cruiser Log Editor/Publisher

Elaine Townsend (h) 619.691.0449  
 E-mail: thepresence98@yahoo.com

## 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

Ahoy All,

Here in sunny Florida, our local cruiser navigation fleet was able to get the year started off with a couple of contests in February on Tampa Bay.

We have been working on attracting new boaters to predicted logging and were joined by Rick, a new skipper who served as navigator on his friend's boat for the contests. Rick's boat was in the shop, and he could not compete with it. Since then, he has dived in with both feet to design the next contest route, which will take us down the bay and across to a marina for lunch. We will reverse the course for the trip back to St. Petersburg Yacht Club. He has joined NACA and is fully involved with our group.

The past couple of years we have tried to get some of the contestants to put together course ideas so they will be more involved in the course design as well as the prediction side of the race. If you have only one or two who do the contest designs, you may think about getting some of the other skippers or navigators involved in the process with their ideas.

New to the NACA website is a video that describes predicted log racing with the San Diego Cruiser Association on San Diego Bay. The video is approximately 18 MB and, depending on your connection speed, may take as much as a few minutes to download. The video is in Quicktime format. I had to download the newest version of Quicktime in order to view the video. It is quite good.

Be sure to send in articles and photos for Elaine to place in the *Log*.

Good boating,

**Robert VanLandingham, Jr.**  
Commodore

## Letter to the Editor

Dear Elaine,

We so enjoy reading the *Cruiser Log*, and I usually appreciate the technical articles written by Tom Collins, but this last one went "overboard". Craig might have missed something, but he thought that the point of the article in the February issue was to find out how fast your boat goes without your mother-in-law.

The technique suggested by S/C Collins led Craig to run the measured mile with my mom on board, then stop and attempt to throw her off the back of the *Black Jack*. Well, you know how scrappy Peggy can be, and it is her boat, after all. As you can imagine, all it led to was some scratches and bruises, hard feelings, and no test results.

I'm not sure if other boaters had similar experiences, but we will be running our races this year with mom on board (although she has been a bit standoffish lately), as we could not verify the speed differential without her.

I hope you can pass this along in the next *Cruiser Log* to benefit others, so they do not make this same tragic mistake.

Thanks, Elaine. Keep up the good work.

**Jan Ryan**  
Southern California Cruiser Association

### NEW COMPETITORS

Order copies of "Enjoy Log Racing"  
Each helpful copy is full of facts and fun.  
Only \$5 (plus shipping & handling)  
Call Bob Ehlers at 619.222.9446

## “Hey Ho, Hey Ho, It’s to the Farallones We Go” (Part I)

One of my favorite boat trips was in the early 1980’s, when my father, Jack, and I were invited to go out to the Farallon Islands with Tommy Charkins on his Grand Banks 32 woodie, *Kumbaya*.

Tommy was a member of the Oceanic Society in those days. The Oceanic Society was a group of boaters who transported personnel, food, equipment, and material to the National Wildlife Refuge on the Islands. These islands are a federal reserve, and, as such, not many people are allowed to land and walk around. Tommy, as a member of the Oceanic Society, donated his time and boat to help the folks who lived out there and counted the birds. They were called census takers and still are, I think. As passengers on one of these boats, we were allowed to land on the island and take a tour.

We met Tommy on his boat in Sausalito early one morning. Soon after we finished our coffee, the observers arrived with their gear. What a load they had. We soon filled up the forward v-berth with all manner of canned goods. This would prove to be a poor location for it later. There were six or eight young men and women scheduled to relieve the crew that was on island.

So...off we went. It was a bit foggy under the Golden Gate Bridge, with a moderate chop and some ground swell running. Nothing an experienced boater would worry about. I should have known something was up when we did not run from the bridge. Now, remember, Grand Banks boats don’t hurry. In fact, they are downright lei-

surely running at their cruise speed. Grand Banks are built for comfort, not for speed. A well-tuned GB 32 with all 120 horses pulling together is good for a thrilling 7 to 7 ½ knots.

Soon after passing under the Golden Gate Bridge, maybe about the COLREGS line, things began to liven up. Inasmuch as Tommy was in a hurry, right (yeah, in a Grand Banks), and we had a long way to go, also right, and the shortest distance between two points is a straight line, never mind that this line runs right past the Potato Patch Shoal, Four Fathom Bank to others of you, that’s the track line Tommy took to get us and our passengers to the Farallones.

By now, some of the passengers are beginning to get quiet, lethargic, and a bit green about the gills. Not a good sign. We are beginning to move about a bit more now, and the bow is burying itself in the swells. Solid green water is breaking on the bridge. We could hear it hit the bridge deck and see it cascade off the sides and rear of the bridge. Remember the gear and canned goods in the v-berth? We all are remembering that stuff now. It is beginning to fly around, making quite a racket.

We are beginning to pass the Potato Patch now, and only three of us are not sick: Tommy, his father-in-law Pop, and me. Guess who got elected to secure the projectiles in the v-berth? Right you are. That’ll teach me not to throw up.

*(Continued on page 6)*

### FUTURE NAI EVENTS (Tentative)

- 2009      Seattle, Washington
- 2010      Long Beach, California
- 2011      St. Petersburg, Florida
- 2012      San Francisco, California

### NACA FLAGS

NACA flags are available for purchase.  
Only \$25.00 each  
Call Bob Ehlers at 619.222.9446

## Are You Ready for Some Boating?

The Cruiser Navigation Contest (Predicted Log) season started for International Power Boat Association (IPBA) on January 17, 2009, when Queen City Yacht Club hosted the First of the Season Race in Lake Washington. Twenty-eight fearless competitors from yacht clubs as far away as Bremerton gathered at the Queen City docks for a weekend of comradeship and competition. Meydenbauer Bay Yacht Club led the attendance with thirteen boats competing for the team trophy.

The weather was spectacular to the point of distraction. With the Cascades showing off their winter coats from Mt. Baker to Mt. Rainier, it was difficult to keep eyes from wandering from the next mark to our great Northwest skyline. If you have visited the locks lately or run the Montlake Cut, you would notice the high flow rate of water from the local rivers bringing some current through the lake. Nonetheless, there were excellent scores turned in by 1630 on Saturday.

At the awards dinner, nine competitors were recognized for scores of less than 1% error over the twenty mile course. Every club in attendance took home at least one award for performance in their class. Four novice racers from Meydenbauer Yacht Club vied for the Novice Trophy, with John Carrosino and navigator Glynis Carrosino taking the honors, with a respectable score of 1.5683% error.

Top honors went to Queen City Yacht Club, with six competitors under 1% error, led by Bob Lindal and navigator Jeff Ewell, with a score of 0.4753% error. Second place was captured by Dean (Dean of the Lake) Lentgis and navigator Dave White, with 0.5907% error. Bill and Trish Anderson finished in third place, with 0.7404% error. Dave and Joanne Padgett insured that the W.A.(Al) Smith Team Trophy went to Queen City Yacht Club, with a fourth place score of 0.7588% error.

It was a great weekend to kick off the predicted log racing season. The next competition will be hosted by Bremerton Yacht Club on Valentine's Day

weekend. Join us! Visit our web site at <http://www.IPBAlogracing.org> for more information, or call Bill Anderson at 425.641.0317.

**Bill Anderson**

**International Power Boat Association**



L to R : Lindal, Ewell, Lentgis, Anderson, Padgett

## Norse Gods and Goddesses

### Njord

Ruler of the wind and the sea, he can calm the storms, extinguish a fire, and protect fishermen, sailors, and traders. He is very wealthy and decides people's prosperity.

### Aegir

He is the god of the ocean, and his long white beard can be seen as the foam on the sea. He is also called the brewer, because the beard resembles the foam on the beer.

### Ran

She is the sea goddess of the storms and is the wife of Aegir, the sea god. She has a gigantic net that she uses to catch unfortunate mariners and takes them to the bottom of the sea. The waves are her nine daughters.



*“Hey Ho, Hey Ho, It’s to the Farallones We Go”*  
(Continued from page 4)

Now, Tommy hasn’t slowed down, and the boat doesn’t seem to mind that we’re on a roller coaster, but the fishing rod holders on the cabin ceiling did. They let go when we landed in one of the troughs, and we had fishing gear all over us. Through all of this mayhem, Tommy kept up his usual banter, reveling us with tales of days when he went out in rough water and nasty weather. Further, he rarely looked forward. Tommy chose to keep the Golden Gate Bridge in view and steer with the auto pilot. This gave me a good deal of comfort, because if Tommy was this unconcerned, and I knew and trusted him, we weren’t in any real danger. Some of the folks who didn’t know him were pretty sick, scared, and generally wishing they had stayed ashore.

It took us the better part of an hour to get clear of Four Fathom Bank, but once we did, the trip took on an uneventful flavor. Those who were ill soon felt better and began to enjoy the trip, hating those of us who didn’t get sick, a bit less. The day had turned sunny and warm, the sky was a deep blue, and the sea was a pretty blue green.

Three hours after leaving Sausalito, we arrived at the Farallon Islands and tied up to the mooring buoy. It is located several hundred feet from shore. What a sight. The birds were wheeling above, and the seals were swimming and barking all around the boat. South Farallon sat there, brooding in the sun.

Once one has arrived at the mooring buoy, one has not gotten on the island. Oh, no, not by a long shot. You see, there is no dock space for any boats at the Farallon Islands. It ain’t that easy. Next month I’ll ‘splain why it ain’t.

Thanks for listening.

**Noel Diefendorf**  
**Predicted Log Racing Association of**  
**Northern California**

## How to Identify a Stroke

Sometimes, symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

Now, doctors say a bystander can recognize a stroke by asking three simple questions:

S - Ask the individual to *smile*.

T - Ask the person to *talk* (and speak a simple sentence coherently), e.g. “It is sunny out today.”

R - Ask him or her to *raise both arms*.

If her or she has any trouble with any one of these tasks, call the 9-1-1 emergency number immediately and describe the symptoms to the dispatcher.

There is now another sign of stroke: Ask the individual to stick out his or her tongue. If the tongue is crooked (if it goes to one side or the other), that is also an indication of a stroke.

## How Deep Is the Ocean?

Ways to guess the depth, based on water color, is provided by Steve Hodgson. This is useful in the Caribbean, among other places. The mnemonic goes from shallowest to deepest.

Brown brown, run aground,  
White white, you might,  
Green green, nice and clean,  
Blue blue, run right through.

Cheerfulness and contentment  
are great beautifiers and are  
famous preservers of youthful looks.  
- Charles Dickens

## NACA Booth at USPS Expo According to John Walker

Carl Johnson and I had a great time at the USPS national conference last weekend. Thanks, Carl, for your effort. We had two 6'x 2' banners, both made of vinyl, with our name, NACA logo, and web address. One had a blank place with Velcro to attach photographs, which were also of vinyl. We have six photos with cringles and six with Velcro, so there is quite a combination of ways to set up a booth. Tom Chandler, Southern California Cruiser Association, donated all the banners and photos. The quality is the best. Thank you, Tom.

Chuck Rubin shipped us his 2008 NAI charts, which were an attention-getter. On top of all this, Tom made duplicates of everything, so that there will be more chances for us to spread the word of NACA in booths or events around the nation. Carl

and I made some very good contacts with people from around the nation, and we have some good follow-up action to take. Ken Griffing got into the act and had the USPS educational department put up some of our pictures in their booth. Ken also made it possible for us to offer the USPS Predicted Log guide at our booth, as well as the educational booth. Thanks, Ken.

Did that little man paddling on the log come from Tom Collins? It's perfect. I guess it is better to ask for forgiveness than for permission. I picked it off the web site. Thanks, Tom?

There were some 600 in attendance, including all the USPS leaders; this was \$400 well spent. Carl

*(Continued on page 8)*

## NACA Booth at USPS Expo According to Carl Johnson

Friday, February 20, 2009, dawned bright and clear (a far cry from frigid New Hampshire) when John Walker and I met to set up the NACA booth at the Hyatt Regency, Garden Grove, California. The Expo, an annual event, is held at the United States Power Squadrons annual meeting and encompasses about fifty booths, consisting of both squadron and non-squadron entities that exhibit information and wares of interest to 650 or so squadron members, officers, and friends in attendance.

John had done his homework and, in a remarkably short time, stitched together banners, hanging photographs, and hand-outs to display. He brought along all the necessary hanging hardware, so that we were in business within a half hour. Thanks, John, for the fine work. The banners and exhibits are now available for use by NACA member associations at regional boat shows. Contact John Walker of SCCA. Bill Stewart of WLECA also joined us in the booth and helped explain what we do to those who stopped by.

I estimate that a large percentage of attendees stopped to talk. Many related that their squadron or district had been active in predicted log in the past but have not conducted contests recently. Many also were holding contests yearly. We talked with an officer of the Chesapeake Cruisers Association and learned they conduct only one predicted log contest per year. They were encouraged to increase the number of contests and to join NACA as an association. The officer expressed interest and said that she would pass the invitation on to her membership and encouraged NACA to send a representative to speak at one of their meetings.

Although it is difficult to measure the direct effect of the activity, a greater awareness of predicted log contest activity throughout the country with our Power Squadron friends and our emphasis that **"predicted log is a social event"** (Mike Henry of IPBA/South) was definitely imparted to those attending.

*(Continued on page 9)*

## Portside, Starboard

A possible derivation of these two words goes back to the early days of sailing ships. There was a certain kind of vessel which had a "steering board", which acted as a rudder, suspended over the side of the ship. The steering board was suspended over the right hand side of the vessel, and so this side became known as the "steering board side", which was eventually abbreviated to starboard side.

When these vessels came into the harbor, it was safer to berth with the left hand side of the ship against the pier, thus avoiding damaging the steering. The left hand side of the ship became known as the port side.

*NACA Booth According to John Walker  
(Continued from page 7)*

will fill you in with more details.

If you have an event that could use any of these banners or pictures, let me know.

Regards,

**John Walker**  
**Southern California Cruiser Association**



## NACA Annual Meeting Notes

?At the NACA Annual Meeting on 10/02/08, a motion was approved to reduce to three the required minimum number of contestant boats in a contest to be eligible for NACA scoring.

?Perhaps some of you have noticed that NACA has been running some ads this past year aimed at bringing new log racers into our groups. They were run in BoatUS magazine, The Ensign (the United States Power Squadrons magazine), and Passage Maker magazine. The ads encouraged the reader to find out more about predicted log racing by visiting our website and then gave information on contacting a local representative.

Although it is difficult to exactly determine the success of these ads, it is known that as a result, we are now working on the development of a new log racing group in the Chesapeake Bay area. We plan on continuing some of the ads and adding two new magazines. One will be a flying magazine and the other, a sailing magazine. The idea is to target those who have an interest in precision navigation and, hopefully, bring them into our sport.

But we need help. We could use the guidance of someone who has experience in promotional and/or advertising work. If you or someone you know could offer to help in this effort, will you please have them contact our Executive Secretary Bob Ehlers at 619.222.9446 as soon as possible.

## NACA BLAZER BULLIONS

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

Really good looking!

Only \$25 (includes shipping and handling)

Call Bob Ehlers  
619.222.9446



## International Power Boat Association Awards and Change of Watch

Trophies representing over seventy-five years of Pacific Northwest cruiser navigation contest history were present at Seattle Yacht Club on 22 November 2008 for the International Power Boat Association (IPBA) Awards Dinner and Change of Watch. Newly elected IPBA Commodore Scott Strandjord presided over the occasion.

During the 2008 season, eighteen contests were held, encompassing scenic and challenging areas such as Lake Washington, Tacoma Narrows, Rich Passage, Agate Pass, Howe Sound, and Indian Arm. The annual International Cruiser Race between Canada and the United States used lovely Maple Bay Marina as its home port and circum-navigated Kuper and Thetis Islands.

Cruiser navigation contests are not only social events but also provide opportunities to cruise the most scenic areas of our fine inland waters, give us good reason to use our boats throughout the year, and develop our navigation skills. Experiencing friendly competition while enlarging our circle of friends are also by-products of this great sport.

Leading the list of the many trophies presented was the 2008 Pacific Northwest Champion. This beautiful trophy is, in fact, an oil painting of two yachts rounding Turn Point during an International Cruiser Race in the 1940's. The smaller boat is a state-of-the-art Chris Craft of the day, and the other is a 1929 Lake Union Dream Boat *Vagabond*. Dick Timmerman of Queen City Yacht Club and current owner of *Vagabond* won this award for 2008, a goal he has been working toward for several years.

Other Skipper of the Year winners were Bob Gautschi, Gulf of Georgia, representing Airport Yacht Club; Dick Timmerman, North Puget Sound, representing Queen City Yacht Club; and Mike Henry, South Puget Sound, representing Bremerton Yacht Club.

The final order of business was installation of the IPBA bridge, which will oversee the 2009 pre-

dicted log racing season in the Pacific Northwest. Commodore Scott Strandjord of Seattle Yacht Club will lead a bridge team consisting of Vice Commodore Jim Anderson of Gig Harbor Yacht Club, Rear Commodore Bob Gautschi of Airport Yacht Club, and Fleet Captain Bill Anderson of Queen City Yacht Club. Does this peak your interest in Cruiser Navigation Contests? If so, contact me, Bill Anderson, at BigBillAsr@earthlink.net.

**Bill Anderson**  
International Power Boat Association

.....  
*NACA Booth According to Carl Johnson*  
(Continued from page 7)

The Power Squadron, through Ken Griffing, Chairman of the Inland and Coastal Navigation Committee and Commodore of Hollywood Yacht Club, were pushing sales of the new Predicted Log Guide. John and I contributed to the writing of the guide, and it was reviewed by many NACA members. The new guide will be available to NACA members at a reduced price. Look for information here and on the NACA web site.

**Carl Johnson**  
New England Cruiser Association

.....  
**EXPERIENCED PREDICTED LOGGERS**

Order copies of "Predicted Log Essentials"  
Get the competitive edge!  
Only \$5 (includes shipping & handling)  
Call Bob Ehlers  
619.222.9446

## Fjords

Fjords offer mountain cliffs that soar out of the darkness and touch the blue sky above. In addition, there are spectacular sights of glacial valleys and an abundance of marine life.

A fjord is a long narrow coastal valley between rocky cliffs that were gouged out by one or more glaciers and then flooded by the nearby sea or ocean. A glacier is a large mass of ice that forms high in the mountains until it becomes heavy and starts to move downhill. Glaciers are formed over many years and usually in places where the snowfall in the winter is more than can be melted in the summer.

The history of the Chilean fjords is one that dates back almost 65 million years. At that time, the areas of the fjords were gentle landscapes, with rounded hills and wide valleys.

The rising land had formations of steep mountains, which also gave force and depth to the rivers that flowed through the valleys. Over the years, the landscape was eroded to the point of forming deep steep-walled river valleys.

Over a period of two to three million years, during several ice ages, the ice flowed down the mountains and into the valleys as a slow-moving mass that collected rocks in its path and dug the valleys deeper and wider.

The landscape, which at one time was flat, slowly was transformed into a land with steep-walled troughs that led to the sea. The weight of the ice pressed down on the land and carried the debris of the glaciers into the sea. This is why most fjords are very shallow at the mouth and can be up to 3,000 feet deep.

*Celebrity Today!*  
*February 19, 2009*

If your dreams turn to dust...vacuum.

### *2009 Heavy Weather Race (Continued from page 1)*

contestants finished up with scores in the 3.0% and 4.0% ranges.

Taking overall honors was Jerry Downer on *Norwester* from Gig Harbor Yacht Club (GHYC), with a score of 1.1133%, followed very closely by second place overall finisher Jim Anderson on *Fidalgó*, also of GHYC, with a 1.1348% score. Rounding out the top three overall places was the only other entry from GHYC, George Babbitt on *General Quarters*, scoring 1.3354%. Obviously, the GHYC group did their homework together very well. The remainder of the contestants were divided into five separate awards classes, essentially based on race speeds. Trophies were awarded to the top three finishers in each of these five classes.

Three clubs qualified to compete for the team trophy by having at least four competitors, Meydenbauer Bay Yacht Club with seven, Queen City Yacht Club with five, and host Bremerton Yacht Club with fifteen contestants. The best average of the top four scores in each club determines the winning team. This year the Bremerton Yacht Club team of Chuck Silvernail, Rob Bruins, Gene Paxton, and John Adair captured the P/C Grady Barentine Heavy Weather Team Trophy with an average team score of 1.9469%.

With the conclusion of the awards presentation and departure of the guests, most agreed that the 2009 Heavy Weather Weekend was a resounding success and certainly worthy of future planning for the 76<sup>th</sup> running in 2010.

**Mike Henry**  
**International Power Boat Association/South**

You know you're ancient  
when you can remember a time  
when errors were blamed on human beings  
rather than computers.  
- Nicole Reuben



## 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 \_\_\_\_\_

Boat Name \_\_\_\_\_

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.



# Cruiser Log

*The Newsletter of North American Cruiser Association*

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



## Get Serious!

*With the only navigation software that includes features designed specifically for Predicted Log Racers*

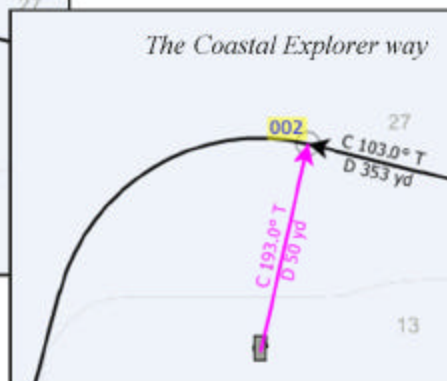
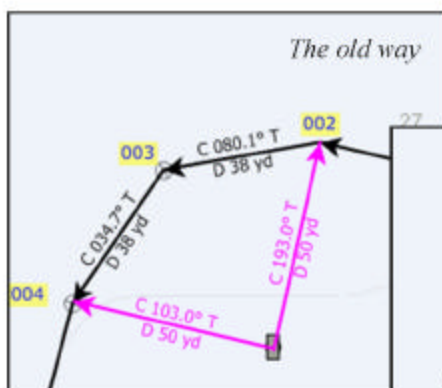
### Navigation Software Just Got a Lot Better!

Use Coastal Explorer to help plan your next Predicted Log Race. Our exclusive curved waypoint transition creates more accurate routes and Estimated Time of Arrival because the intended route is depicted and calculated for each route leg as a curve rather than a straight line. Set a port and starboard turning radius for your vessel and Coastal Explorer will do the rest! Copy a planned route directly into MS Excel for further manipulation and fine tuning. These features combined with Coastal Explorer's easy to use, uncluttered user interface make it the ideal choice for your next race and all your cruising needs.

Visit [www.rosepointnav.com](http://www.rosepointnav.com) for more information and a free trial. Or call 425-605-0985

# COASTAL E·X·P·L·O·R·E·R

20% discount for  
NACA members



**ROSE POINT**  
NAVIGATION SYSTEMS, LLC