



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 09, Issue 6

December, 2009

Move over Brothers Grimm...Another Ferry Tale

This is the personal recollection of Jack Hicks of a boat trip from Anacortes, Washington to Sausalito, California aboard M/V Hombre Oro.

Prologue

Did I mention just missing the un-lighted sea buoy at Humbolt Bay? Or figuring out what to do if harpooned by Indians mistaking us for a whale in the gloom at Neah Bay? Or frying a laptop computer? All this and more adds up to another character-building lesson for Marley's Mentor.

Stand by to see how a carefully planned, seven day, "no sweat" excursion slides into a fourteen day "will we make it or not" real-life adventure down the Pacific Coast.

Innocence

Explosive adventure is triggered by a long fuse. A casual inquiry of "would you like to go up or down the coast sometime?", and the too-ready reply, "sure", is forgotten in the rush of the moment. The rhetorical question resurfaces months later, when the good friend and captain calls to set a date.

So, that's how I came to be on the dock at Cap Sante Marina in Anacortes, looking at his most recent boat, *Hombre Oro*, a 1991 Offshore 48. The time is early October 1998. A little past the best time for starting down the coast. But necessary repairs and out-waiting the tax man had pushed back the departure date. Besides, the captain said, the weather pattern is still holding. I would recall those words at various times at sea in the days to follow and again realize that there is absolutely no relationship between the broadcast weather reports last night and this little typhoon that signed your dance card this morning.

While the captain has solid experience in coastal running from Mexico to Alaska in a sister ship, his hand-picked crew of two were short of long days

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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 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

The NAI is over for 2009, and it was a wonderful success. Bob Lindal's team did a great job hosting the event, the boat owners provided fabulous boats, and the weather could not have been better. The scores were very close, with only 1.2% error separating the whole fleet and less than 0.4% separating the top five finishers. I want to especially thank Coastal Explorer for their interest and support of cruiser navigation and for our national championship trophy.

This is my final Commodore's Corner, and I want to thank the bridge and all of those who helped me throughout the year. It was an honor to serve as your commodore.

Please take the time to talk up predicted logging with your boating buddies, fellow yacht club acquaintances, and boaters you meet while traveling to other marinas. Let them know about the challenges and rewards of getting to learn more about the operation and navigation of their boats as well as being able to put their new skills to the test in friendly competition with other boaters.

I am looking forward to our new NACA bridge headed up by Bob Lindal as we all head into a new year and new competitions.

Robert VanLandingham, Jr.
Commodore

Land and Nautical Miles

Here is a brief explanation of the unit, the mile. When the Normans conquered England, William I divided up the country, other than crown lands, amongst the nobles who supported his adventures. The common people living on these manors were required to give their services free for three or four days a week to the lord of the manor in return for such privileges as having a cottage and garden, grazing rights on common ground, and the right to collect as much firewood from the lord's forests as they were able.

As time went on, however, people began to commute their services by paying rent. The yeoman farmer developed, and the manorial lands were slowly broken up. To establish ownership, some unit of measurement was required.

During the reign of Queen Elizabeth, an Act of Parliament was introduced, which stated that one mile should be 5,280 feet in length. At sea, however, the term mile has a mathematical basis, and the nautical mile is the length, in fact, of one minute of angle of latitude. Since the earth is not a perfect sphere but flattened at the poles, this minute of area varies between 6,046 feet at the Equator to 6,108 feet at the poles; a mean of 6,076 is thus actually used.

Daily Program
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FUTURE NAI EVENTS (Tentative)

- 2010 Long Beach, California
- 2011 St. Petersburg, Florida
- 2012 Chicago, Illinois

About Turn Times

What is the significance of the rudder angle needed to make a 180 turn in 40 seconds?

Generally, one wants to choose a turn circle that is not so small that it slows you down, but yet not so large that it provides an opportunity for significant errors to creep in. It is generally agreed that for most boats, a turn that takes between 35 and 40 seconds per 180 degrees is about right.

The turn is defined in seconds per 180 degrees because that was the value that was required in some of the turn time formulas that were used before Coastal Explorer eliminated the need for such calculations by determining time based on boat turn radius.

Before GPS and chart plotters, the usual way to determine turn time was to put the boat into a turn and once the turn was established, measure the time between two subsequent crossings of any cardinal compass point, north for example, then dividing the total time by two to get seconds per 180 degrees.

The newest way to determine the time per 180 degrees is to put the boat into a given turn, say one full turn of the helm, and then to use the chart plotter set to plot a track point every second and actually measure the diameter of the turn circle track on the plot.

Converting turn circle diameter D in yards to seconds is:

$1800 \times D \times 3.14 / (2025 \times \text{Speed}) = \text{Seconds turn time for 180 degrees,}$
or simplified: $2.79 \times D / \text{Speed} = \text{sec}/180,$

which for the 57 yard radius turn on my eight knot boat equals 40 seconds per 180 degrees.

Conversely, the formula for converting seconds per 180 degrees to yards radius is:

$\text{Speed} \times 2025 \times \text{Sec} / (3.14 \times 3600) = \text{Yards turn}$

radius,

or simplified: $0.18 \times \text{Speed} \times \text{sec} = \text{yards radius.}$

You'll want to find the rudder angle or amount of helm rotation that gives you a turn time between 35 and 40 seconds per 180 degrees. Then, whenever you make a turn in a log race, upon marking, immediately put the helm over very quickly to the desired amount of helm rotation or rudder angle, then roll out about ten degrees before reaching the desired new heading as shown on the magnetic compass.

If a rudder angle indicator is used, it is important that it be carefully calibrated (zeroed) so that it indicates equally for port and starboard turns, as verified by identical turn circle diameters or times. On the other hand, if helm rotation is used and the vessel uses hydraulic steering, note that the straight-ahead mark on the wheel must be re-established before each turn due to slippage in the system.

There are other nuances that are concerned with the delays due to reaction time, rotational momentum of the vessel and skid, but these errors are usually relatively small and fall low on the list of priorities when all sources of error are considered. Perhaps I'll address them in an upcoming edition of *Cruiser Log*.

Tom Collins

Southern California Cruiser Association

Did You Know?

Chairman Mao, the late leader of the Chinese Communist Party (1903-1976), never took a bath or brushed his teeth, the latter because tigers never brushed their teeth either.

Rather than bathing, Mao preferred to have several young concubines rub his body down with hot towels.

News from *The Altair*

United States Coast Guard Auxiliary, District 11, coves in Harbor Bluffs, Florida, was dispatched from Sand Key to assist a leatherback turtle that had snagged itself on a line from a crab trap. The Auxiliary crew successfully undid the flipper caught in crab trap line and released the large reptile, unharmed, from its predicament. It was reported that, although shaken up somewhat from being manhandled by humans, the turtle swam off smartly, heading out to do whatever it is that turtles do when not involuntarily hanging around all that human junk left floating about in the Gulf of Mexico.

The ancient leatherback turtle (*dermochelys coriacea*) evolving since the Cretaceous Period, some 110 million years ago, has the distinction of being the largest of all living sea turtles. It is the most widely distributed turtle on the planet and the deepest diving of all its kind. Some of these turtles have been found to be able to descend to depths over 3,937 feet (1,200 meters). Primarily an open ocean creature, there are a few hundred known to nest on the east coast of Florida.

Besides the turtle, they also rescued an egret in distress and even a Sooty Shearwater, a sea bird unknown in their area. While most assists at sea are to humankind, it is really nice to know that Auxiliary members are up to the task of helping out our fellow creatures, with whom we share this planet.

Motorists on Interstate 880, near the Oakland Coliseum, started calling police around 5:45 AM to report an animal walking in the center divider.

Soon, authorities arrived to find a slightly malnourished sea lion pup. The pup, nicknamed "Fruitvale" after the Oakland neighborhood where it was found, was taken to the animal control office.

When officers tried to get the youngster into a cage for transport to the Marine Mammal Center in Sausalito, the pup vetoed the idea and made for the underside of a patrol car. Eventually, officers were able to get the animal to give up (perhaps with the promise of a fishy bribe), and it was delivered into the waiting arms of the Marine Mammal Center staff.

When the ExxonMobil oil tanker *Kodiak* arrived at the Port of Valdez (Alaska) marine terminal to off-load its oil, it was discovered that she had an extra bit of cargo. Lodged on the bulbous protrusion of the ship's bow was a very dead 40-50 foot humpback whale (*megaptera novaeangliae*), considered an endangered species by the United States.

It was unknown if the *Kodiak* had struck and killed the behemoth, which can weigh upwards to 79,000 pounds (36,000 kilograms), or if the whale had been dead before becoming lodged on the bow protrusion. One thing was sure, the smell coming from the carcass was overpowering. Immediate plans were made to have the body towed to sea and sunk

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*Move over Brothers Grimm...Another Ferry Tale
(Continued from page 1)*

at sea and needed more seasoning. The first mate, who owns a 54-foot Alaskan, is an electronics maven and computer wonk. He is a fair chef also. While I, the junior midshipman, toting my sextant and a haughty look, represented traditional sailing values, highly esteemed by the US Power Squadron. I kept the logs. In short, three men in a tub.

Creature comforts are requisite for a mature crew such as we. Twin 3802 Cats, water maker, genset, and a neat fuel manifold system are tucked away in the engine room. Stabilizers give a smooth ride. The roomy lazarette stores all manner of tools and supplies, plus two halogen lights, which shine through the hull at night and light up the swim platform for an evening's skinny-dipping. Fortunately, that season was over.

Two vacu-flush are tres modern but can present an interesting problem of excess water at the wrong time, as we found out. Upper and lower and aft cockpit steering makes the boat easy to maneuver in tight quarters. Two refrigerators, microwave/convection oven, trash compactor, disposal, dishwasher, icemaker, and a freezer invite epicurean feasts. A culinary dream when not ill. In the aft cockpit, the washer/dryer takes up part of the storage cabinet.

The flybridge is enclosed with a hardtop and sliding plexiglass side windows. A flexible center section folds up to allow two things: one, to see out in the early morning when the windows are frosted up and two, freeze quickly as the brisk wind brings tears to further obliterate your vision. GPS, radar, autopilot, and the laptop computer, linked together, promise a carefree navigational environment. A single sideband radio linked to the second laptop would deliver weather fax in the comfort of the main salon.

On balance, everything you could want for a safe and comfortable passage. So, what's wrong with this story? Herein lies the tale.

The Lull

Wednesday. Day One. It wasn't our best start. The GPS signals seemed to confuse the Cap'n software sufficiently to cause the radar to report an obviously incorrect waypoint. This further addled the autopilot. The crew went to visual flight rules to navigate out of the harbor and into the channel, where the tankers play. But at 0600, the lights of the buoys were clearly visible. Fortunately, we had anticipated just this kind of problem and carefully punched in all the waypoints for the trip in the handheld Garmin X45. By the time we found where we had stowed it, we didn't need it. So much for planning.

A high cloud layer was with us most of the day. Visibility good and, luck-of-luck, the Strait of Juan de Fuca was smooth. We zipped along at twelve knots. Abeam of Port Angeles, we began to feel the gentle ocean swell. No wind and no waves. So far, a delightful trip. Except the auto pilot wouldn't hold the proper course.

The approach to Neah Bay is a fairly narrow channel between the mainland and Waadah Island. The Greenpeace ship and its satellite submarine, painted as an orca whale, were lying at anchor outside the seawall. We had followed the story on the news about the Makai Indians returning to tribal customs of whale hunting but didn't cotton onto the precise location. Now, we knew where they were. Right here.

As we walked up to town to do some shopping, two television mobile camera units were set up and interviewing locals. We slipped by, resisting the urge

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NACA FLAGS

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RMS Queen Mary

11/10/2009

Best 10 of first 11 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	919	Bob Lindal	SUZY Q	IPBAN	11	9498	950
2	800	Gary Adalian	JONATHAN	SDCA	11	8834	883
3	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	10	8443	844
4	936	Bob Ehlers	JB & ME	SDCA	11	8265	826
5	937	Edward Denaci	MICROSHIP II	SDCA	11	7997	800
6	2095	David Padgett	SLIP AWEIGH	IPBAN	9	7734	859
7	705	Herbert Dover	COASTWATCHER	SMBPF	9	7072	786
8	839	Fred Cole	MOUSE TRAP	IPBAN	10	6646	665
9	677	Bill Doherty	ALDEBARAN	SDCA	11	6578	658
10	370	Mike Henry	PEACHY KEEN	IPBAN	9	6514	724

St Petersburg Yacht Club Perpetual

11/10/2009

Best 4 of first 5 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	800	Gary Adalian	JONATHAN	SDCA	5	3879	970
2	919	Bob Lindal	SUZY Q	IPBAN	5	3871	968
3	348	Dean Lentgis	KALOS FILOS	IPBAN	5	3817	954
4	883	Fay Baynard	PHASE OUT	SPYC	5	3796	949
5	834	John Walker	PRIME TIME	SCCA	5	3761	940
6	982	George Babbit	GENERAL QUARTERS	IPBAS	5	3658	914
7	705	Herbert Dover	COASTWATCHER	SMBPF	5	3609	902
8	2095	David Padgett	SLIP AWEIGH	IPBAN	5	3579	895
9	936	Bob Ehlers	JB & ME	SDCA	5	3575	894
10	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	5	3450	862

Herbert L. Stone Perpetual

11/10/2009

Highest points from 1st, 2nd, 3rd place finishes in first 7 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	919	Bob Lindal	SUZY Q	IPBAN	6	5781	964
2	800	Gary Adalian	JONATHAN	SDCA	6	5624	937
3	705	Herbert Dover	COASTWATCHER	SMBPF	6	5092	849
4	964	Burnell Blockhus	LOLITA	SMBPF	6	5070	845
5	834	John Walker	PRIME TIME	SCCA	5	4546	909
6	883	Fay Baynard	PHASE OUT	SPYC	5	4499	900
7	2140	Team Lurie/Livingston	SUNRISE QUEEN/Exodus II	SMBPF	5	3806	761
8	936	Bob Ehlers	JB & ME	SDCA	4	3736	934
9	6256	Rick George	HALE KAI	SPYC	4	3160	790
10	720	Doug Lighthouse	WINDRUSH IV	IPBAGG	4	3021	755

George M. Codrington Perpetual

11/10/2009

Best 5 of first 7 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	919	Bob Lindal	SUZY Q	IPBAN	7	4860	972
2	800	Gary Adalian	JONATHAN	SDCA	7	4776	955
3	348	Dean Lentgis	KALOS FILOS	IPBAN	7	4683	937
4	705	Herbert Dover	COASTWATCHER	SMBPF	7	4574	915
5	964	Burnell Blockhus	LOLITA	SMBPF	7	4552	910
6	834	John Walker	PRIME TIME	SCCA	7	4546	909
7	2095	David Padgett	SLIP AWEIGH	IPBAN	7	4527	905
8	883	Fay Baynard	PHASE OUT	SPYC	6	4499	900
9	936	Bob Ehlers	JB & ME	SDCA	7	4492	898
10	982	George Babbit	GENERAL QUARTERS	IPBAS	7	4476	895

COASTAL EXPLORER TROPHY* (NACA Championship)

11/10/2009

Best eight of first eight or 9 contests entered

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Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	919	Bob Lindal	SUZY Q	IPBAN	9	7576	947
2	800	Gary Adalian	JONATHAN	SDCA	9	7204	900
3	2095	David Padgett	SLIP AWEIGH	IPBAN	9	7175	897
4	936	Bob Ehlers	JB & ME	SDCA	9	6954	869
5	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	9	6896	862
6	705	Herbert Dover	COASTWATCHER	SMBPF	9	6554	819
7	982	George Babbit	GENERAL QUARTERS	IPBAS	8	6456	807
8	937	Edward Denaci	MICROSHIP II	SDCA	9	6087	761
9	348	Dean Lentgis	KALOS FILOS	IPBAN	7	6063	866
10	370	Mike Henry	PEACHY KEEN	IPBAN	9	6060	758
11	834	John Walker	PRIME TIME	SCCA	7	6013	859
12	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	9	5920	740
13	6252	Bill Winberg	BILLY THE KID	SCCA	8	5887	736
14	2123	Bill Anderson	THE TILLIE	IPBAN	8	5875	734
15	677	Bill Doherty	ALDEBARAN	SDCA	9	5710	714
16	964	Burnell Blockhus	LOLITA	SMBPF	7	5536	791
17	839	Fred Cole	MOUSE TRAP	IPBAN	9	5525	691
18	739	Craig Ryan	BLACK JACK	SCCA	8	5331	666
19	933	David Weimer	JUST DESERTS	SDCA	8	5306	663
20	844	Irving Rubinstein	LORELEI	SDCA	9	5166	646
21	825	Jeff Calabrese	LIVING WELL	SDCA	9	5152	644
22	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	8	4884	610
23	857	Jerry Downer	NOR'WESTER	IPBAS	7	4829	690
24	883	Fay Baynard	PHASE OUT	SPYC	6	4799	800
25	6209	Andy Gerde	WINDY-I	IPBAN	9	4788	598
26	591	Robert Erly	LOIS	SDCA	9	4741	593
27	2140	Team Lurie/Livingston	SUNRISE QUEEN/Exodus II	SMBPF	8	4706	588
28	958	Jim Anderson	FIDALGO	IPBAS	8	4645	581
29	909	Scott Strandjord	REDEMPTION	IPBAN	6	4474	746
30	806	Michael Fontaine	TUFFY	SDCA	8	4257	532
31	981	Michael Elovitz	LOVIT	SDCA	9	4139	517
32	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	9	3891	486
33	6239	Daryl Creighton	FREE SPIRIT	SCCA	8	3849	481
34	941	Tom Chandler	RM II HYDE	SCCA	7	3788	541
35	619	Don Larson	TEWASI	IPBAS	7	3706	529
36	959	Bruce Cullen	FANTOME	IPBAN	6	3579	596
37	805	Ralph Salerno	ANCORA	SDCA	9	3541	443
38	720	Doug Lighthouse	WINDRUSH IV	IPBAGG	5	3537	707
39	6219	Dennis Sheehan	40 CUBITS	IPBAS	5	3498	700
40	818	John Murphey	HOMBRE	IPBAN	5	3451	690
41	904	Bob Gautshci	SIRENA	IPBAGG	5	3335	667
42	6257	Richard Kay	MATANA	IPBAS	6	3244	541
43	2018	Chuck Silvernail	SOLMAR	IPBAN	5	3197	639
44	6256	Rick George	HALE KAI	SPYC	4	3160	790
45	724	Lynn Montgomery	LIKELY LADY	IPBAN	4	3151	788
46	6253	Clint Chapin	SOJOURN	IPBAN	5	3103	621
47	704	Pete Healy	JINKIES	SCCA	4	2966	742
48	732	Bill Findley	ANOTHER PROMISE	SCCA	4	2930	732
49	5177	Schell Harmon	HALF SCHELL	IPBAN	5	2927	585
50	6234	Ken Case	RAZZLE	IPBAN	5	2843	569
51	6123	Peter Dawson	GRIFFIN	SPYC	5	2703	541
52	132	Robert Johnson	SCHOTTISCHE IV	IPBAN	5	2691	538

COASTAL EXPLORER TROPHY* (NACA Championship)

Best eight of first eight or 9 contests entered

11/10/2009

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
53	6109	Bob Yates	RHUMB LINE	IPBAN	4	2404	601
54	889	Owen Ritter	OUTBOUND	IPBAN	4	2325	581
55	967	Karen Lieberman	KNOT FOR SALE	SPYC	4	2217	554
56	6215	George Gregg	NOBLE	IPBAS	6	2168	361
57	2016	Dan Frank	MOON SHINE	IPBAN	4	2164	541
58	296	Paul Pettit	ROSIE	SDCA	3	2146	715
59	821	Jerry Wellnitz	VENTANA	SDCA	3	2091	697
60	6122	Don Murray	KARA ANNE	SPYC	4	2071	518
61	6107	Vern Smith	PATTY WAGON	IPBAN	4	2045	511
62	6231	Marla Brown	SLIP AWEIGH	SCCA	4	2031	508
63	6249	John Carlson	SOLMATES	IPBAN	4	2020	505
64	607	Jeff Swan	CLAIRE MARIE	IPBAN	3	1972	657
65	20	Tom Collins	MISTY SEA	SCCA	2	1964	982
66	914	Neil McClelland	FOREVER	IPBAGG	3	1882	627
67	6235	Marlette Wolleback	LYSGAARD	SCCA	3	1795	598
68	865	Bill Rumbold	SUNDANCE	IPBAN	3	1693	564
69	6021	Gary Coles	SOPHISTICATED LADY	WLECA	2	1690	845
70	2150	David Garland	LUCKY DOG	IPBAN	2	1647	824
71	2121	Bill Catlett	KINGS X	SCCA	2	1613	806
72	703	Edward Hedges	JO-SEA	IPBAN	2	1549	774
73	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	3	1518	506
74	3424	Bob Bruins	OCEAN PEARL	IPBAN	2	1516	758
75	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	2	1323	662
76	628	Dennis Mintus	WINTER STORM	WLECA	2	1254	627
77	712	William Stewart	TUITION FREE	WLECA	2	1254	627
78	842	Team Klett/Elbon	KLETTITAT	IPBAN	2	1244	622
79	6255	Gene Paxton	EVENTIDE	IPBAS	2	1213	606
80	6248	Greg Abell	SEABELL	IPBAGG	2	1185	592
81	6103	Del Hoffman	SIDNEY ROSE	IPBAN	2	1141	570
82	2004	John Adair	PACIFIC STAR	IPBAS	2	1112	556
83	6237	Maurice McGough	QUOTIDIAN	SPYC	2	1099	550
84	891	Leo Longenecker	REALITY CHECK	IPBAN	2	1039	520
85	4058	Terry Baker	CHOPPERS II	IPBAN	2	1036	518
86	6232	John Carrosino	RENDEZVOUS	IPBAN	2	1012	506
87	6130	Rob Langford	DUE NORTH	IPBAGG	1	980	980
88	5151	Dale Ellis	CHACKIT UP	WLECA	1	954	954
89	2097	Craig Kenyon	LEGASEA	IPBAN	2	953	476
90	833	Dale King	KINGS X	SCCA	1	917	917
91	955	Bill Grady	THOR	IPBAN	1	915	915
92	984	Steve Hazlerig	SOLARA	IPBAN	1	877	877
93	6266	John McCallum	BRAEMAR	IPBAGG	2	863	432
94	6212	Mike Burton	ROYAL CHINOOK	IPBAS	1	862	862
95	6241	Phil Osterli	NORDIC SPIRIT	IPBAN	2	859	430
96	6267	Don Smith	EL VIAJERO	SCCA	2	828	414
97	6119	Rich Vale	MEGA BYTES	WLECA	2	818	409
98	2014	Steve Castle	TANGO-RUMBA	IPBAN	2	804	402
99	6268	Shawn Sutherland	WILD ONE	IPBAGG	1	799	799
100	6263	Colin Dunwoody	SNAFU TOO	IPBAGG	1	785	785
101	771	Tom Scott	SCOTT'S'N'WATER II	SCCA	1	780	780
102	74	Robert Roth	NIGHTWATCH	SCCA	2	766	383
103	6214	JR Collier	SPELLBOUND	IPBAS	1	750	750
104	736	JD Smith	SAFARI	SCCA	1	737	737

COASTAL EXPLORER TROPHY* (NACA Championship)

10/11/2009

Best eight of first eight or 9 contests entered

Page 3 of 3

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
105	6227	Myron Scherer	STARLING	WLECA	1	736	736
106	851	Bob Wheeler	CAROUSEL	IPBAS	1	709	709
107	9126	Zale Martell	ZZ ESCAPE	IPBAGG	1	688	688
108	822	Kim Lorenz	TIRELESS	IPBAN	1	686	686
109	6262	Steve Nash	CHEERS	SCCA	1	641	641
110	6264	Sten Hanen	WIND CALL	IPBAGG	1	633	633
111	6261	Pete St. Phillip	PAGEANT II	SCCA	1	612	612
112	6229	Jim Nicholson	HAVEN	IPBAGG	1	591	591
113	6260	Rock Rockwell	R TIME	SCCA	1	550	550
114	6258	Mark Backstrom	SEABOOPLAY	IPBAN	1	546	546
115	6245	Robert Malicki	ENDEVOUR	WLECA	1	518	518
116	6238	Gary Dove	OSPREY (IPBA S)	IPBAN	1	505	505
117	951	Mike Leedy	SEA TRUST II	IPBAN	1	484	484
118	6251	Loretta Pieretti	SISSY DOLL	IPBAN	1	480	480
119	6218	Dick Sapp	CASCADIA	IPBAS	1	425	425
120	2976	Tex Dominy	AFTER 5	IPBAN	1	423	423
121	6242	Loretta Schutten	SISSY DOLL	IPBAN	1	423	423
122	892	Jim Killingsworth	DAISY	IPBAN	1	415	415
123	697	Gordon Dickson	SEA BEAR II	IPBAN	1	406	406
124	6140	John Rodgers	NIRVANA	IPBAN	1	383	383
125	2120	Jim Richards	EXPLORER	IPBAN	1	382	382
126	6104	Ray Mazza	CURRENT AFFAIR	IPBAN	1	377	377
127	6259	Jeff O'Leary	SERENDIPITY (SCCA)	SCCA	1	362	362
128	6142	Charles Billings	NOBSKA	IPBAN	1	320	320
129	6114	Frank Iannuzzi	TUTTA BENE	SCCA	1	300	300
130	3104	Jim Nelson	SAMMY JO	IPBAGG	1	300	300
131	6133	Janice Berner	APRES SOL	SPYC	1	300	300
132	41	Joseph Castagna	DECEMBER MORN	SMBPF	1	300	300
133	6269	Sherry Barnhart	WESTERLY	IPBAS	1	300	300
134	6265	Alex Maier	BRRRR IV	IPBAGG	1	300	300
135	6250	Mike Dwight	ENCHANTER	SCCA	1	300	300
136	2044	Brian Cutler	BUONA VITA	SCCA	1	300	300
137	2056	Dave Charnet	DOLPHIN (WLECA)	WLECA	1	300	300
138	6236	Rich Dixson	TWO DADS DREAM	IPBAN	1	300	300
139	6224	Team Frankel/Terris	KINDRED SPIRIT	SMBPF	1	300	300

*Move over Brothers Grimm...Another Ferry Tale
(Continued from page 6)*

to step in and say, "How! Mom". The local notice to mariners had instructed mariners to avoid this area. Come no closer than four nautical miles to the Indian canoes because they were using rifles to kill the whales. So much for tradition. I suggested to the captain that we stick a harpoon in our transom when we got to Sausalito, so we could say we were the big one that got away.

The next problem was getting weatherfax printouts using the SSB radio. We could tune it, but nothing came through correctly using the captain's back-up

laptop computer. We went back to listening to the radio broadcasts. When we weren't looking, a low had materialized six hundred miles off the coast but was stationery. The Canadian weather station came in clear, but the United States was hard to pick up. As you might guess, the Canadians' interest is in weather a bit farther north and concentrated on their local areas. We were back to the wet finger in the wind. No wind this night, except for one solid wave that hit us after midnight. It must have been a fishing boat going out or in, but no one heard any motor sound. We agreed that being nudged by a salmon made a better story. We had run 87.4 nm in 6 hours 56 minutes.

To be continued in the next issue...



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.

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Cruiser Log

The Newsletter of North American Cruiser Association

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



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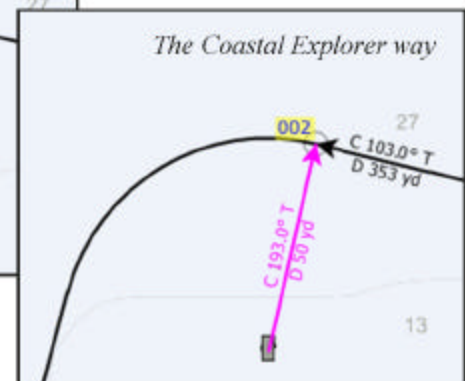
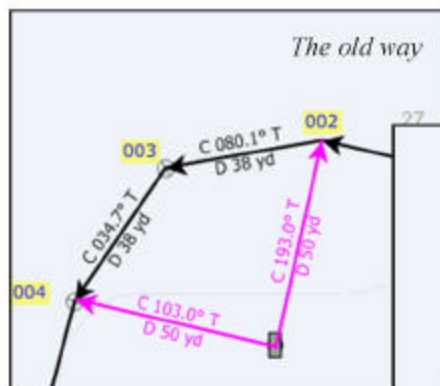
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