



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 10, Issue 2

June, 2010

Move over Brothers Grimm...Another Ferry Tale (Part III)

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

Time on My Hands

Friday. Day 3. Up before light again. We can hear the surf breaking but can't see it. The football stadium lights, installed at the end of the North Mole and help the Coast Guard read the bar conditions, are not on. We wait for first light and call the Coast Guard. Weather has calmed down overnight. Six- to eight-foot swells and no wind waves. The bar is open, but the dredge pipeline is blocking the channel. They will call the dredge for us. We're anxious to be on our way and dash down to Gray's Harbor before the real storm hits. The chief petty officer gave us some pointers on approaching Gray's Harbor bar. There are two buoy lines. The green line runs east-west from the bar and is the preferred route in northwest seas. The red line runs northeast to southwest along the coast and is used in quiet seas or when approached from the south.

He also gave us the name and phone number of a local private weather station operated by a woman named Josephine Dyas. Josie, a former Coastie, operated her own fishing boat and is well-known and respected by the local fishing fleet. He told us to not only listen to Josie, but do what she says. We would come to know Josie better than we ever wanted.

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We inch out into the river and come alongside the dredge pipeline. The dredge suggests we just nudge it out of the way, but the captain doesn't really like to hit anything in the water, so the dredge backtracks and pushes the pipe to one side, and we skitter through. The bar has a four-foot surf, and we get through slow and easy. We retrace our course from yesterday and, as soon as we clear Wash Rock, head directly for sea buoy "Q". We're off and running. The prospects of being stormbound in La Push was a serious incentive.

The weather, of course, begins to get stinky. This time, rain squalls plague us. The seas begin to build, and the ride is sort of an uneasy lope in the quartering seas. The stabilizers are doing their job okay. It's one of those just-

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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

Our racing season is off to a good start, with lots of contests completed and the various associations heating up with close scoring nearly everywhere. The NACA trophy standings are also getting filled in, so all scorers should get their association results to Vice Commodore Craig Ryan promptly.

The great Alaska Race is being held again this year with fifteen boats starting in Olympia, Washington, on May 28th and finishing in Juneau, Alaska, on July 4th. This race was first conducted in 1928, and the contestants ran day and night, with the winner finishing less than week later with such a low error percentage that you wouldn't believe it. The Olympia start is a return to the roots of the Capitol to Capitol race in 1928 (and many of the races in subsequent years). We hope this revival will produce some press in local and national publications.

The North American Invitational (NAI) will be held in Long Beach, California, on August 7, 2010, at Shoreline Yacht Club. SYC has hosted the TransPac Yacht Race for many years, and Craig Ryan will do an excellent job. We are looking forward to it. Thank you, Craig.

I am looking forward to another great year on the water with our boating friends in NACA and the entire boating community.

Thank you.

Bob Lindal
Commodore

From the Vice

We are well into the racing season, and the points are already adding up. This issue of *Cruiser Log* has the standings for the Coastal Explorer and the Stone trophies, so be sure to check out your position. If you are wondering about the other trophy standings, the reason they are not here is that, with the number of contests run so far this year, their results are the same as the Coastal Explorer trophy standings.

In compiling the national scores, there is always a chance for an error, and it is ultimately the responsibility of each contestant to make sure that the scoring is accurate. If you do spot an error, please notify your local scorer immediately, so that we can determine where the error is. No one, least of all me, wants to have anything but perfect accuracy in our national scoring.

The 2010 North American Invitational planning is fully underway. If you are a contestant this year, you may have already gotten your first mailing from the committee. If not, it will be coming soon. All communications from the committee will be both email and regular mail. We will, however, do as much as possible by electronic means. All of the NAI information will be on our website as soon as it is available. There will be a direct link on the "Helm Station" page, so be sure to check it out.

I ask the contestants to be sure to include all of their crew and guests, so that we can have an accu-

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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)

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FUTURE NAI EVENTS (Tentative)

- 08/07/2010 Long Beach, California
- 10/15/2011 St. Petersburg, Florida
- 08/04/2012 Chicago, Illinois

The Groove Is Back

Finally, Meydenbauer Bay got their groove back. On March 6, 2010, Meydenbauer Bay Yacht Club hosted their annual Boomerang Race in Lake Washington. This predicted log competition has been held each year since 1961 and has been hotly contested by several local area yacht clubs. Queen City Yacht Club has held the team trophy for twenty-six of the past forty-nine years.

With an exceptional effort, Meydenbauer Bay Yacht Club took back their trophy for the second time in the past twelve years. Led by Captain Ken Case and Captain John Murphy, the Meydenbauer Bay race team has matured, becoming a top player in the International Power Boat Association (IPBA), the sanctioning authority for cruiser navigation contests in the Northwest. They fielded nineteen boats in this contest and took third and fourth place overall.

The team trophy was a near thing, however, as Queen City Yacht Club, with seven boats in the race, relinquished their hold to Meydenbauer Bay by only 0.06% in the aggregate scores of the top four boats from each club.

The course took the thirty-six boats from a start at Groat Point, Meydenbauer Bay, clockwise about Mercer Island, passing near Rainier Beach and Seward Park and zigging over to the Stan Sayers Pitts. It then zagged back to pass under the I90 East highrise and ran to the 520 bridge near Madison Street.

A run along the south side of the 520 bridge and back to and along the north coast of Mercer Island brought the twenty-one mile course to a finish at Groat Point. The weather was dry with light winds, resulting in some excellent scores.

Third place overall went to Meydenbauer Bay Yacht Club's Bruce Cullen and Vince Firlotte, in Bruce's new boat, *Caroline*, with a score of 0.7504% error. Second place was taken by Mike and Billie Henry of Bremerton Yacht Club in

Peachy Keen, with a score of 0.7164% error. But the big winner, a name which adorns most trophies in this sport, was Dick and Sylvia Timmerman in their 1929 Lake Union Dreamboat *Vagabond*, racing for Poulsbo Yacht Club, with a near-perfect score of 0.2144% error.

As usual, Meydenbauer Bay Yacht Club members were superb hosts, providing a Friday night buffet for the earlier arrivals and a sumptuous Sunday breakfast before the racers scattered to their home ports. Of course, the highlight of the weekend was the awards dinner with the announcement of the home team winning the team trophy.

The excitement of the awards was followed by dancing to an impressive MBYC member dance

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About Scallops

Some 4,000 years ago, the inhabitants of Horr's Island, Florida, dined on a variety of different of sea foods, including the sweet and tender bi-valve mollusks that we call scallops. The name came about in the thirteenth century, probably from the old French, *escalope*, which means shell.

The use of the scallop by man for food is much more ancient than the Horr's Island folks. Not only was the scallop eaten, but the shell was also used for jewelry. An archaeological dig in Spanish caves unearthed drilled scallop shells, painted with mineral pigments, that apparently were used by prehistoric Neanderthals some 50,000 years ago as necklaces.

Later in history, Marco Polo gave us the first written record of the scallop when he noted that he had seen the mollusk with other seafood being sold at markets in Hangchow, China. The scallop shells

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Eagle Harbor Contest

On April 10, 2010, the wind was exceptional. The sailboats were stretched from Shilshole Bay to Blake Island. The sun was shining. The fetch of the wind stretched from Possession Sound to Vashon Island. What were we doing starting a predicted log race in five-foot seas? The annual Eagle Harbor Predicted Log Contest, sponsored by Queen City and Seattle Yacht Clubs, started with a timed run just north of Wing Point. As we sat near the start line, wallowing in the trough, preparing to start, we could see who had a recent bottom paint job.

The first leg was six-tenths of a mile in the trough, followed by a turn to the north directly into the seas. Green water over the bow. Of the twenty-one boats entered, only twelve captains elected to subject their boats, their crew, and their observers to that wild ride. The northbound leg took the racers to Skiff Point, then across to West Point at the traffic separation buoy "SG". The fun began in earnest with the turn at West Point toward Alki Point.

The sailing competitors, beating their way north from Blake Island, provided challenging obstacles to the powerboats making a bee line for Alki Point. Running down sea to Blake Island and around its lee gave respite from the pounding seas. That is, until the final legs from the harbor at Blake Island to Blakely Rocks. Pounding into the seas, most boats could not overcome the one knot wind-driven current and scored large errors on that leg. In at least one case, the eastbound Bremerton Ferry took

pity on a competitor and slowed to allow that boat to pass ahead. By 1730 hours, those who stayed with the course had their logs turned in and the salt washed off their boats.

Time for the "Social Event". After a cook-your-own steak dinner at the lovely Queen City Yacht Club outstation at Eagle Harbor, it was time for awards. With the conditions of the day, the expectations were for high error rates. They were unfounded. Bruce Cullen and Vince Firlotte in *Caroline* of Maydenbauer Yacht Club took third with 1.152% error. Bill Grady and Todd Prodzinski in *Zorro* from Seattle Yacht Club came second with 0.937% error. But no strangers to the winners trophy, Bob Lindal and Jeff Ewell in *Susie Q* of Queen City Yacht Club took top honors with 0.847% error; an exceptional performance under the poorest of conditions.

Queen City took the team trophy for the best average score of their top three competitors. Bob Lindal and Jeff Ewell, Bill and Trish Anderson, and Andy Gerde with Carol Soffel made up the winning team with a score of 1.355% error.

For information, visit the IPBA website at IPBAlogracing.org.

Bill Anderson
Rear Commodore
International Power Boat Association

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Weather Formula

A formula for finding the center of a weather system:

When the wind is at your back, the low is on your left. This works only for the Northern Hemisphere; in the South, it's reversed. Combined with a feeling for the direction weather moves, you can use this to make forecasts.

David H. Shaffer

The Groove Is Back
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band playing and singing just the right music. Truly, predicted log racing is a "Social Event".

For more information, visit the IPBA website at IPBAlogracing.org.

Bill Anderson
Rear Commodore
International Power Boat Association

About Almonds

The almond is a curious addition to the list of items of interest to humans, for it can be both a friend or a foe. Used as a food, food additive, skin oil, and much more, the almond can also contain a deadly poison that, in small amounts, can quickly kill a human.

Though classified in stores as a nut, the almond is not a true botanical nut, but rather a drupe (stone fruit). A drupe is a fruit in which an outer fleshy part surrounds a shell of hardened endocarp with a seed inside. Yes, the almond we crunch down on is actually the seed of a fruit, quite the same as a peach pit is the seed of the peach fruit. However, let's try not to confuse the issue and just leave the almond with its common title of nut.

Notwithstanding, the wild and unprocessed bitter almonds, which contain the poison prussic acid (also known as hydrocyanic acid), the sweet almond is the good tasting one you can eat safely.

Happy Janus

The New Year's day we celebrate here in the United States actually does not originate with the Gregorian calendar used in this and other countries of the world at the present time, but with Ancient Rome.

The month January is actually the month of the god Janus. According to Wikipedia, "in Roman mythology, Janus, the god of gates, doors, doorways, beginnings, and endings, was depicted as having two faces or heads, facing in opposite directions".

Thus, Janus and his month are quite appropriate for a celebration welcoming in the new year and ushering out the old. Now, considering the number of overindulgent celebrations on the first of January, it would seem that some of the ancient traditions of wild feasts and dangerous binge drinking in honor of Janus have carried on even to our own era, though the Roman god has long been forgotten.

When choosing between two evils,
I always like to
try the one I've never tried before.

-Mae West

NACA FLAGS

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...Another Ferry Tale (Part III)
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hang-in-and-get-there days. Not much scenery, with higher overcast and lower rain clouds puckering up from time to time.

This is when we realize the fly bridge enclosure is not absolutely water tight. We keep the computer covered with a chamois, but this isn't adequate. The computer sits on a board across the drawer, which pulls out from under the instrument dashboard. Well, the logical answer is to push the drawer in, pull it out when you want to look at the computer screen. Yes? No! Had we but known that when the technician installed the fuel gauge readout instrument there was a slight gap in the caulking, which allows a nicely controlled drip of water to fall directly down onto the keyboard, we would have remedied the situation before frying the laptop. A delicate matter, as it belongs to the first mate and not the captain.

The first clue was that the autopilot didn't seem to be holding course again. Then the waypoint lollipop didn't display on the radar. The GPS still displayed lat/lon, but it finally dawned on us that something was not quite right. Let's pull out the drawer and see what the computer screen says. Nada. We check the power cord. Installed. We try turning it on, then off. After a benediction of several salty sounding expletives, we removed it and dried it off. Now, the GPS, radar, and autopilot are still functioning, but we're determined to get the software linkage working. So, we bring up the second laptop and fiddle with it. Some people get bored at sea. I'm looking forward to that experience someday.

We're at sea buoy "GH" ahead of slack before low. We talk with the Coast Guard. The bar is restricted. We learn a new term. Restricted means that if you're big enough, i.e. over 60 feet, come on in. They recommend we hold off until slack. They mention that the *Lady Washington*, the Washington State Tall Ship, is anchored, partially blocking the channel approach to Westport. Their engine died. Repairs are under way.

We wait and look, and look and wait. There is a break in the weather. The rain has stopped, and the skies are beginning to clear. The bar looks okay from here, and we head in. Slow and easy. Keep the stern square to the following seas. We get across just fine. Ease up and around into West Port and head for the fuel dock. 384.1 gallons. Our burn rate is 20.2 gallons per hour. Too high. That first day running at twelve knots took its toll in fuel. The captain thinks it should be closer to 14-15 gph, based on his old boat. We ran 90.3 nautical miles in 10 hours 15 minutes. Average 8.8 knots.

We snuggle into a berth and are just giving the boat a little bath, when the *Lady Washington* glides into the end-tie at our dock. She's fifty-eight feet on the water line. Sixty-eight feet on the deck and one hundred ten feet overall from sprit to aft spars. Built at Aberdeen in 1989 to celebrate the Washington State Centennial, she's bound for San Francisco and a rendezvous with the *Hawaiian Chieftain* out of Sausalito.

We start working on the weatherfax and call Josie. She says, "Big storm abrewing. Sit tight." So, we sit tight. This is the off season for Westport. Not too active. We fiddle around for three days. Between calls to Josie, you've got to love her, we visit the Coast Guard station, several restaurants, and wait two hours for a bus to take us to the Cranberry Festival in Greyland. The bus never comes, because no one was about to tell us that it had been

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HELP WANTED

NACA needs someone with
 public relations or advertising experience
 to help write copy for press releases
 and to place ads that promote our sport.

Contact Bob Lindal
 206.892.1234.

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cancelled. On recommendation of a local, we walk the mile or so to the grocery store. Of course, the local concept of a measure mile runs almost double, and we have to throw ourselves on the mercy of another local to drive us back, because we're lame by now.

The best part was getting to see the crew of *Lady Washington* in action. We struck up a friendship with the captain and first mate by offering them copies of our weatherfaxes. They gave us a down-home tour of the boat. Mike (Jake) Jacobson is the captain. Tamara Becker, the mate. Jake was part of the original construction team, and this was his last tour of duty. When they get to California, Tamara steps up to captain. She's an impressive young woman. Late 20's. Holds a master's license for 100 tons, any ocean. We had them aboard for cocktails and a good chin-chin.

In the days of sailing ships, when port-bound by storms, the captains would get together to trade rum and sea stories. In this age, we haven't given up the tradition. But, along with the grog and tales, we now trade software.

They were properly reverent in examining my sextant. Armed with a sextant, I may have a future in a circus sideshow. But what impressed them more, was the Skyglobe program, which shows position of stars and planets. *Lady Washington* has GPS, radar, VHF radio, and a computer. No sextant. Their autopilot is a wooden wedge affair that cinches a vang line connected to the wooden tiller. It takes two-plus people to manhandle the tiller in heavy seas. Hard work. The anchor windlass is an other manual arts project.

Saturday, Sunday, Monday. Days 4, 5, and 6. The storm finally makes its long-awaited appearance on Sunday night. Big winds. We're all glad to be snug. Time to attend to certain electrical affairs. The captain and first mate puzzled out the autopilot problem. Why won't it hold the course? Where is the autopilot compass? "New boat, haven't found

it yet." So the search began. We finally traced some suspect wiring to foot of my bunk. After removing my seabag, we pulled up the boards. There it was. Again, the victim of the old handheld-radio-with-magnets-in-the-speaker-in-the-seabag-on-the-bunk-over-the-compass ploy. When will I ever learn? It's the same as taking kite flying lessons from Charlie Brown.

Then, we thought we could cobble together an interface wiring harness to use the handheld autopilot on the bridge. We couldn't get that to work. In this process, we needed to get to the back of the lower helm electrical panel. This is accessed by opening the mirror over the guest head. This vacu-flush unit is a modern marvel of efficiency. A small amount of water in the basin holds the vacuum. The foot lever on the starboard side is, we found out, a two-way lever. Push down, and water comes in and then the trap opens, and, with great rush, whatever has been deposited is tidily sucked up and away. Push up and only water comes in. Not an apparent problem until you need to fiddle with the wiring behind the head.

The best approach is to mount the horse backward. Picture this scene. The captain straddles the head backwards. Hands and arms up into the opening. Tough to get a firm seat. Move left leg under something. Ah, that's better balance. Concentrate on the wiring. This goes on for some time. Then we notice a steady stream of water flowing from under the door to the head, followed by a cry of anguish. The "something" that you hook your leg under is this self-same water lever. You have cleverly

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Did You Know?

5,570 gallons of beer were loaded aboard the Mayflower for passengers and crew.

51 original colonists survived that first New England winter, 1620-21.

Atlantic Ocean

The Atlantic Ocean is the second largest body of water, second only to the Pacific Ocean. Covering approximately twenty percent of the Earth's surface, it is about 41,100,000 square miles and is 27,498 feet at its deepest point.

Apparently, the Atlantic Ocean is the youngest of the Earth's oceans, having not existed until about 150 million years ago. The development of the Atlantic Ocean came about from the breakup of the Pangaea, a super continent. Some consider the correct name of the super continent to be Gondwanaland. However, whichever name you choose, this breakup or separation from what is now Africa and South America did take place and continues to take place today at a rate of approximately several centimeters a year. This is hardly, if at all, noticed by the populace of the Earth.

Many of history's famous explorers sailed the Atlantic in search of new lands and wealth. Among them were the Vikings, the Portuguese, and Christopher Columbus, whose discoveries led to many new trade routes and an acceleration of additional explorations. Because of Columbus' original discoveries, the Atlantic Ocean is now the major route between Europe and the Americas.

Economy from the Atlantic

The Atlantic Ocean is a significant factor in the development and economic survival of many countries that border it. The ocean has a plentiful supply of petroleum deposits in the sedimentary rocks

of the continental shelves, along with the world's largest fishing resources, found in the waters by the shelves. In addition, the Atlantic remains a major transportation and communications avenue.

Cod, haddock, hake, herrings, and mackerel are the major fishes found in the Atlantic. Areas where these fish are in great supply include the Grand Banks off Newfoundland, the shelf area by Nova Scotia, Cape Cod's Georges Bank, the Dogger Bank in the North Sea, waters around Iceland, the Bahama Banks, and the Falkland Banks. Additionally, whales, lobster, and eel are abundant in the Atlantic. Also found in abundance in the Atlantic Ocean waters are anchovy, sardine, flounder, and perch.

Plant life is also a major feature of the ocean, with one remarkable example found in the Sargasso Sea. The Sargasso Sea is an oval section of the North Atlantic between the West Indies and the Azores. Patches of brown gulfweed can be seen on the still waters of the surface.

Minerals mined from the Atlantic include titanium, monazite, zircon, tin, and iron ore. The continental shelves of the ocean have the potential of being very rich in fossil fuels, with petroleum already being taken from the North Sea and Caribbean Sea-Gulf of Mexico areas.

Topography

The Mid-Atlantic Range is a submarine mountain range that is considered a principal feature of the bottom topography of the Atlantic. Extending from Iceland in the north, it reaches a maximum width of approximately 1,000 miles, with the Rift Valley extending along the ridge over most of its length. The depth of the water along this ridge is quite shallow, at less than 9,000 feet in most areas and the mountain peaks that rise above the water from islands.

When we win, I'm so happy,
I eat a lot.
When we lose, I'm so depressed,
I eat a lot.

When we are rained out, I'm so disappointed,
I eat a lot.

- Tommy Lasorda

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enlisted yourself on top of the head and can't get out without getting both feet and other parts of your body wet and clammy. Bad show. We decide it is a "Binford 6100 Power Head".

The weatherfax required two solutions. One, setting up the software correctly, and two, installing a switch to turn off the speaker, so we don't have to listen to the irritating transmission signal. The first mate solved the software problem handily. The noise problem, which seemed to be a simpler problem, developed some kinks. The captain went to remove the switch, and the wires pulled back inside the cabinet. Then, we had to remove the face cover on the console to retrieve the wires and then make the modification. Another ten-minute job that took a day and a half. It is the maritime equivalent of the brave dropping his bow. Bends over to pick up bow, arrows fall from quiver. Starts to gather arrows and steps on bow. Jumps back. Quiver falls off. Throws headband on ground and stomps off.

By now, we've been to the used book store twice for reading material and decide that the captain's video library needs upgrading.

Monday. Rainy all day. We've been here long enough to register to vote. *Lady Washington* says she's going. We decide we'll let her. We watch all day. Regular line drills for the crew, but, come nightfall, she's still with us. Josie is right on the money. If we sat any tighter, we could hatch chickens.

To be continued in the next issue...

Atlantic Ocean
(Continued from page 9)

This Mid-Atlantic Ridge separates the Atlantic Ocean into two large troughs. The troughs reach depths averaging between 12,000 and 18,000 feet. Ridges that run between the continents and the Mid-Atlantic Ridge divide the floor of the Atlantic into a basin, which include the Guinea, North American, Cape Verde, and Canaries.

Salt content of the Atlantic ranges from 33 to 37 parts per thousand in the open ranges, with minimum salinity values found just north of the equator. In most cases, the lower values are found in the high latitudes and along the various coasts where large rivers flow into the Atlantic Ocean. The ocean's surface salinity values are influenced by evaporation, precipitation, rivers flowing into the ocean, and melted sea ice.

Temperatures of the surface waters and water currents, along with the winds that blow across the water, influence the climate of the ocean and land areas that border the ocean. The Atlantic has a great capacity for retaining heat; therefore, maritime climates are moderate and free of extreme seasonal variations.

The ocean's climate will vary with the latitude, with the warmest climatic area stretching across the Atlantic north of the equator and the coldest areas being in the high latitudes—the coldest regions correspond to those areas covered by sea ice.

Currents continue to play an active role in climatic control by transporting warm and cold waters into other areas. Land areas that border the Atlantic are affected by the winds that blow over the currents. For example, the Gulf Stream warms the atmosphere of the British Isles and northwestern Europe, while cold waters are the major cause of heavy fog off the coast of northeastern Canada and the northwestern coast of Africa.

Success is relative.
 It is what we can make
 of the mess we have made of things.
 – T.S. Eliot

You can't test courage cautiously.
 – Annie Dillard

Liberty Bell Challenge 2010

Twelve competitors representing six area yacht clubs gathered at Poulsbo Yacht Club on May 15, 2010, for the running of the annual cruiser navigation competition, the Liberty Bay Challenge. Unlike the opening day of yachting season this year, the weather was sunny, warm and calm.

The course took the racers south, past Brownsville to University Point., then north to Port Madison for a round trip through Agate Pass. Predicting the currents in Agate Pass is always difficult; In this case, it was made more so by transiting over a low water slack on a day with maximum current exceeding five knots. As Pat Johnson in *Schottische IV* said, "The currents in Agate Pass were too big for some of us!" As a result, the scores averaged over two percent error.

It was not too much current for the winners, though, with Bob Lindal and Jeff Ewell of Queen City Yacht Club in *Suzy Q*, placing first with 0.865 percent error. In close pursuit were two Poulsbo racers, second place winner Richard and Sylvia Timmerman in *Vagabond* with 0.921 percent error and third place winner Jim Korzetz in *Freedom* with 1.252 percent error. This win puts Bob Lindal at the top of the score sheet for International Power Boat Association so far this 2010 season. With four races remaining however, the year's winner is still in doubt.

The "Social Event" was held in Poulsbo Yacht Club's lovely club house on the east shore of Liberty Bay. With the bay in the foreground and the Olympic Mountains peeking over the ridge, captains and crews cooked their own steaks on the patio barbeque. As usual, the Poulsbo Yacht Club race chairman and crew did a great job with the dinner accoutrements, and the day was completed with the ever-exciting awards presentation.

Turnout was a bit low for this year's Liberty Bay Challenge. Why? Because many of our competitors are preparing for the Alaska 1000 run from Olympia to Juneau. Maintenance, repairs, provi-

sioning, paint, and brightwork kept many of the regular racers at the slip. The first leg starts in Olympia at 0800 on May 28, 2010, with the "Capitol to Capitol Leg 1" competition. The event will continue via Bedwell Harbour, Nainamoo, Prince Rupert, Ketchikan, Sitka, and Juneau with stops at other bays and villages along the Inside Passage. IPBA will keep you posted on the progress of the event.

Bill Anderson
Rear Commodore
International Power Boat Association

Nautical Name Origins

When you hear radio operators using numbers over the airways, you will notice they say 9er for 9 to prevent the number nine from being misunderstood. In maritime circles, there is also a word that sounded so much like another common nautical word that it was changed outright to prevent miscommunication. All, except perhaps the most uninformed landlubbers, are quite familiar with the maritime terms of port and starboard, but were you aware that "port" is a relatively new nautical term in relation to being the name for the left side of a marine vessel.

The old terms were "starboard" and "larboard". Starboard meant "side on which a vessel was steered" and larboard was "the loading side". Of course, later ships placed the rudder in the center of the stern, and loading could be accomplished from either side of the vessel, but the terms stuck. Now, imagine a fierce storm with waves crashing over the bow, rain pounding the decks, and the wind howling. Well... back in the old days before electronics and thus no IMC loudspeaker device aboard, if an order was shouted that included either starboard or larboard, there obviously could be a problem with mixing up the two terms. Larboard

(Continued on page 14)

COASTAL EXPLORER TROPHY* (NACA Championship)

Best eight of first eight or 9 contests entered

11/10/2009

Page 1 of 3

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	936	Bob Ehlers	JB & ME	SDCA	5	4510	902
2	800	Gary Adalian	JONATHAN	SDCA	5	4096	819
3	937	Edward Denaci	MICROSHIP II	SDCA	5	3947	789
4	919	Bob Lindal	SUZY Q	IPBAN	4	3523	881
5	2123	Bill Anderson	THE TILLIE	IPBAN	4	3258	814
6	370	Mike Henry	PEACHY KEEN	IPBAN	4	3250	812
7	6252	Bill Winberg	BILLY THE KID	SCCA	4	3147	787
8	825	Jeff Calabrese	LIVING WELL	SDCA	5	3115	623
9	2095	David Padgett	SLIP AWAY	IPBAN	4	3031	758
10	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	3	2958	986
11	806	Michael Fontaine	TUFFY	SDCA	5	2614	523
12	6279	Marty Muir	STELLA MARIS	SDCA	4	2600	650
13	955	Bill Grady	ZORRO	IPBAN	3	2589	863
14	755	George Jackman	SPECIAL EFFECT	SCCA	3	2584	861
15	839	Fred Cole	MOUSE TRAP	IPBAN	3	2544	848
16	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	4	2340	585
17	984	Steve Hazlerig	SOLARA	IPBAN	3	2253	751
18	591	Robert Erly	LOIS	SDCA	4	2250	562
19	889	Owen Ritter	OUTBOUND	IPBAN	3	2237	746
20	933	David Weimer	JUST DESERTS	SDCA	4	2200	550
21	6234	Ken Case	RAZZLE	IPBAN	3	2158	719
22	818	John Murphey	HOMBRE	IPBAN	3	1998	666
23	805	Ralph Salerno	ANCORA	SDCA	3	1919	640
24	677	Bill Doherty	ALDEBARAN	SDCA	3	1866	622
25	959	Bruce Cullen	CAROLINE II	IPBAN	2	1808	904
26	6253	Clint Chapin	SOJOURN	IPBAN	3	1786	595
27	964	Burnell Blockhus	LOLITA	SMBPF	2	1716	858
28	724	Lynn Montgomery	LIKELY LADY	IPBAN	2	1703	852
29	6256	Rick George	HALE KAI	SPYC	2	1690	845
30	883	Fay Baynard	PHASE OUT	SPYC	2	1690	845
31	20	Tom Collins	MISTY SEA	SCCA	2	1653	826
32	857	Jerry Downer	NOR'WESTER	IPBAS	2	1641	820
33	705	Herbert Dover	COASTWATCHER	SMBPF	2	1609	804
34	982	George Babbitt	GENERAL QUARTERS	IPBAS	2	1582	791
35	4058	Terry Baker	CHOPPERS II	IPBAN	2	1516	758
36	6272	Bill Herman	SUMMER HOURS	IPBAN	2	1480	740
37	6210	Glenn Ryan	AMNESIA	IPBAN	2	1478	739
38	704	Pete Healy	JINKIES	SCCA	2	1434	717
39	703	Edward Hedges	JO-SEA	IPBAN	2	1425	712
40	2018	Chuck Silvernail	SOLMAR	IPBAN	2	1409	704
41	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	2	1400	700
42	6255	Gene Paxton	EVENTIDE	IPBAS	2	1389	694
43	739	Craig Ryan	BLACK JACK	SCCA	3	1367	456
44	6209	Andy Gerde	WINDY-I	IPBAN	3	1312	437
45	6277	Suzi Ward-Webb	LUX SOLIS	IPBAN	2	1306	653
46	2016	Dan Frank	MOON SHINE	IPBAN	2	1261	630
47	6251	Loretta Pieretti	SISSY DOLL	IPBAN	2	1250	625
48	6257	Richard Kay	MATANA	IPBAS	2	1189	594
49	981	Michael Elovitz	LOVIT	SDCA	3	1163	388
50	849	Russ Oberg	NORDIC LADY	IPBAN	2	1152	576
51	834	John Walker	PRIME TIME	SCCA	2	1151	576
52	909	Scott Strandjord	REDEMPTION	IPBAN	2	1139	570

COASTAL EXPLORER TROPHY* (NACA Championship) 11/10/2009

Best eight of first eight or 9 contests entered

Page 2 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>
53	844	Irving Rubinstein	LORELEI	SDCA	2	1132	566
54	941	Tom Chandler	RM II HYDE	SCCA	2	1084	542
55	6280	John Guthrie	LADY ELIANE	SPYC	2	1036	518
56	3437	Jerry Zuvich	LADY LAUR	IPBAN	1	943	943
57	6270	Arnie Gaillard	BYE Y'ALL	IPBAN	2	938	469
58	348	Dean Lentgis	KALOS FILOS	IPBAN	1	923	923
59	6107	Vern Smith	PATTY WAGON	IPBAN	2	893	446
60	958	Jim Anderson	FIDALGO	IPBAS	2	887	444
61	833	Dale King	KINGS X	SCCA	1	832	832
62	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	2	809	404
63	6258	Mark Backstrom	SEABOOLPLAY	IPBAN	2	797	398
64	6219	Dennis Sheehan	40 CUBITS	IPBAS	2	793	396
65	2082	James David	LEI-SEA	SDCA	1	780	780
66	842	Team Klett/Elbon	KLETTITAT	IPBAN	1	779	779
67	6213	Jim Chiles	INTRIGUE	IPBAS	1	746	746
68	891	Leo Longenecker	REALITY CHECK	IPBAN	1	728	728
69	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	2	713	356
70	607	Jeff Swan	CLAIRE MARIE	IPBAN	1	689	689
71	6278	Jon Corriveau	TAHOMA	IPBAN	1	648	648
72	619	Don Larson	TEWASI	IPBAS	1	645	645
73	732	Bill Findley	ANOTHER PROMISE	SCCA	1	641	641
74	6275	Jim Vanantwerp	TWERPEDO	IPBAN	1	639	639
75	6274	Terynia Smith	PATTY WAGON	IPBAN	1	629	629
76	3424	Bob Bruins	OCEAN PEARL	IPBAN	1	621	621
77	6114	Frank Iannuzzi	TUTTA BENE	SCCA	1	604	604
78	6249	John Carlson	SOLMATES	IPBAN	1	603	603
79	6212	Mike Burton	ROYAL CHINOOK	IPBAS	1	602	602
80	6237	Maurice McGough	QUOTIDIAN	SPYC	2	600	300
81	6239	Daryl Creighton	FREE SPIRIT	SCCA	2	600	300
82	6276	Dick/Curtis NJROTC Bennison	LAUGHIN PLACE	NACA	1	586	586
83	6142	Charles Billings	NOBSKA	IPBAN	1	550	550
84	6232	John Carrosino	RENDEZVOUS	IPBAN	1	532	532
85	6271	Tony Frey	SINGLE MALT	IPBAN	1	514	514
86	6103	Del Hoffman	SIDNEY ROSE	IPBAN	1	513	513
87	6012	John Burwell	GAVIA	IPBAN	1	496	496
88	6273	Dan Finnely	SUNDANCE	IPBAN	1	474	474
89	6238	Gary Dove	OSPREY (IPBA S)	IPBAN	1	435	435
90	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	1	430	430
91	2150	David Garland	LUCKY DOG	IPBAN	1	416	416
92	6214	JR Collier	SPELLBOUND	IPBAS	1	389	389
93	6231	Marla Brown	SLIP AWEIGH	SCCA	1	385	385
94	6109	Bob Yates	RHUMB LINE	IPBAN	1	372	372
95	865	Bill Rumbold	SUNDANCE	IPBAN	1	358	358
96	6246	David Miller	SEA NYMPH II	IPBAS	1	354	354
97	6281	Alex Butler	LAUGHIN PLACE	IPBAS	1	343	343
98	6248	Greg Abell	SEABELL	IPBAGG	1	339	339
99	6284	Bill Seavage	SISSY DOLL	IPBAN	1	324	324
100	6282	Ron Naselow	TRIVIAL PURSUIT	IPBAN	1	319	319
101	2143	Ray Jessen	TARNHELM	IPBAN	1	318	318
102	6283	Mike Caton	OLD MAN IV	IPBAN	1	300	300
103	821	Jerry Wellnitz	VENTANA	SDCA	1	300	300
104	2119	Dave Bucy	BIDARKA III	IPBAN	1	300	300

COASTAL EXPLORER TROPHY* (NACA Championship)

Best eight of first eight or 9 contests entered

10/11/2009

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	6218	Dick Sapp	CASCADIA	IPBAS	1	300	300
106	41	Joseph Castagna	DECEMBER MORN	SMBPF	1	300	300

HERBERT L. STONE PERPETUAL TROPHY

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

11/10/2009

<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	937	Edward Denaci	MICROSHIP II	SDCA	4	3510	878
2	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	3	2958	986
3	936	Bob Ehlers	JB & ME	SDCA	3	2954	985
4	800	Garry Adalian	JONATHAN	SDCA	3	2888	963
5	755	George Jackman	SPECIAL EFFECT	SCCA	3	2584	861
6	6252	Bill Winberg	BILLY THE KID	SCCA	2	1783	892
7	6279	Marty Muir	STELLA MARIS	SDCA	2	1772	886
8	964	Burnell Blockhus	LOLITA	SMBPF	2	1716	858
9	6256	Rick George	HALE KAI	SPYC	2	1690	845
10	883	Fay Baynard	PHASE OUT	SPYC	2	1690	845

*Nautical Name Origins**(Continued from page 11)*

continued to be used by whalers well into the 1850s, despite it being long replaced by the term “port” in the merchant navy service of the time. The Admiralty (Royal Navy) officially adopted “port” in 1844, and a general order was issued by the United States Navy in 1846 to make the change official with them:

United States Navy Department
Washington, February 18, 1846

It having been represented to the Department, that confusion arises from the use of the words “Larboard” and “Starboard”, in consequence of the similarity of sound, the word “Port” is hereafter to be substituted for “Larboard”.

George Bancroft
Secretary of the Navy

*About Scallops**(Continued from page 4)*

themselves were used by Christian pilgrims who were visiting the Spanish shrine of St. James (French: St. Jacques). It was attached to their cloaks as badge of reverence and identification.

These days you don’t have to live next to the ocean to enjoy this epicurean delight, for now the scallop is commercially available in many supermarkets.

*From the Vice**(Continued from page 3)*

rate count for all the social events at the NAI. Also, if any of you plan on attending on your own, please email me as soon as possible to be sure you will be included in the various activities.

We are looking forward to a great competitive season this year, and I hope to see you all at the NAI.

Craig Ryan
Vice Commodore
North American Cruiser Association

Never memorize
what you can look up in books.
– Albert Einstein



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

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1135 Alexandria Drive
San Diego, CA 92107

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Boat Name _____

Please include your check payable to: NORTH AMERICAN CRUISER ASSOCIATION

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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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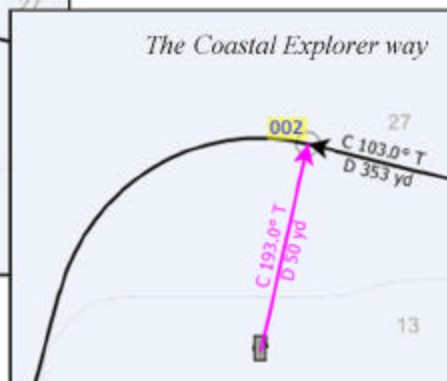
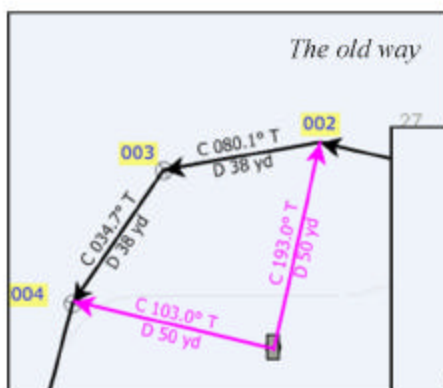
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