



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 10, Issue 3

August, 2010

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

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

On the Road Again

Tuesday morning. Day 7. We don't hear her, but we know she's gone. Jake eased *Lady Washington* out just before dawn. We sit and scratch. And decide to wait for good light, listen to the latest weather, and then call Jake. "Where are you, and what is the sea condition?" They come right back. They're a couple of miles off shore, heading for Coos Bay. The bar is tolerable. That's what the captain needed to hear. We were up and off in ten minutes.

Swells at the bar, but no serious breaking. We head down the red line of buoys marking the southwest approach. We see *Lady Washington* under power, heading west to catch wind. The day is mixed down the coast to the Columbia River. We see a rainbow. We tiptoe through rain showers. We pick up our first dolphin. The mouth of the Columbia is foggy. Radar shows a rather active traffic pattern of blips ahead of us. We keep a sharp eye. We see them on radar but no visual sightings until we get much closer. Then we see 'em, and then we don't. Visibility is poor. Vague shapes appear and disappear.

Inside This Issue:

| | |
|------------------------------|----|
| <i>Who's Who in NACA</i> | 2 |
| <i>NACA Objectives</i> | 2 |
| <i>Cruiser Log Deadlines</i> | 2 |
| <i>Commodore's Corner</i> | 3 |
| <i>Sad News</i> | 7 |
| <i>2010 Alaska 1000</i> | 7 |
| <i>More Sad News</i> | 15 |
| <i>Yachting Magazine Ad</i> | 15 |
| <i>Scores</i> | 16 |
| <i>NACA Application</i> | 19 |

From time to time, it's a good practice to glance, no, actually turn around and look back to see if anything might be coming your way. Well, I wondered what that little bimp was far off our stern. It is a rather large bulk carrier on a course that even I, without my trusty sextant, can see will cross my path. She's going to pass us either to the port or to the starboard. But which? We watch for a while to get some feel as to her speed. Fast was the consensus. She's empty and riding high. With only a slight misjudgment on our part, we could be part of that freight train, daintily skewered on that big bulbous thingy that would catch us at salon level.

Do they see us? We call them on the radio. "Orange bulk carrier heading for Columbia River entrance, do you see us? Do you hear us?" No radio con-

(Continued on page 4)



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

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

Vice Commodore

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

Rear Commodore

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

Secretary/Treasurer

John Vignocchi (h) 847.295.7091
 (w) 773.380.0700
 E-Mail: johnv@johnkeno.com

Jr. Staff Commodore

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

2010 Directors at Large

| | |
|-----------------|------------|
| Bill Winberg | SCCA |
| Duke Wheeler | SPYC |
| Neil McClelland | IPBA//GofG |
| Marty Muir | 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

My wife Sue and I just returned from Juneau, after spending the last week with Bill and Trish Anderson on their boat, *The Tillie*, as they finished the last three legs of the fourteen legs of the 2010 Alaska 1000 race. The race was quite an accomplishment, but I don't want to talk about the race, since we will cover that elsewhere. I want to talk about how a simple idea snowballed into a tremendous outreach experience.

I received questions from others regarding the progress of the fifteen boats in the Alaska race immediately after they started on Memorial Day weekend. I suggested to the racers and the International Power Boat Association board that IPBA pay for some satellite email time for the racers to send updates to me, which I could forward to the IPBA email list, which I maintain. Wow, I then started to get requests to be added and countless thank you's which have not stopped yet. The diary, or blog, has been followed by hundreds, including local newspapers, national magazines, and others. One email summed it up: "*Bob, Thanks for all of your reporting. It was fun living the race vicariously through you. Tom*".

The word "vicariously" describes how I had felt as I read (and wrote some of) the many emails I passed along. It seemed as if so many were living the adventure that the racers were experiencing. Of course, the daily (almost) reports were topical, somewhat immediate, and about people and boats

they either knew or knew of – a great combination – but was also of interest to others.

I believe this outreach will have positive results in the future. It has already attracted new people into log racing, it will get others back into racing, and it will help spread the word. It emphasizes the fun part of "Log racing is a social event." So many boaters dream of just going to Alaska (or down the Baja coast, the inter-coastal waterway, or Tennessee/Bigbee waterway) but can't or wouldn't actually do it. I can tell you from watching the group over the last week that racing was the tie that bound those fifteen boats, but the social aspect of making the journey as a group was the trophy they all won.

The 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 NACA Vice Commodore Craig Ryan will do an excellent job. We are looking forward to it. Thank you, Craig and the rest of the Southern California Cruiser Association team.

The weather has finally warmed up in the Pacific Northwest, and, like many, Sue and I and our family intend to spend some time on the water. Hope to see you along the way.

Bob Lindal
Commodore
North American Cruiser Association

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

FUTURE NAI EVENTS (Tentative)

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

Another Ferry Tale (Part IV)
(Continued from page 1)

tact. No change in course or speed. We have the honors. We change course and speed and come across their bow when they were about a mile behind us. Not that we could count the rivets as they skimmed by, but we are close enough to not see any people. Do you think they have the same lap-top lash-up?

We call Tillamook Coast Guard. Bar is open. The captain is familiar with the entrance. We line up a sea buoy, "T". Two- to four-foot swells on the bar. We ease over with no problem. Fairly narrow going in. Lots of small fishing boats. The car top variety. You find fishermen in the darndest places. And they own the waterway. Dredged channel into the bay and a sharp left turn gets you into Garabaldi. We tidy up and fill the water tanks. A short walk to town for dinner. Today we ran 65.6 nm in 7h 23m. Average speed 8.9 knots.

Too late to buy cheese. The town closes early. The waitress was young and had a little trouble explaining an Old Fashioned to the bartender. If it's not on tap, Garabaldi can't adapt. The biggest thrill here was deciding to risk all in asking the chef to substitute fried onions for fried potatoes with my steak. The poor woman wept in gratitude in having the chance to display her culinary talents and break away from the standard, cloying presentation. This was the first time anyone had shied away from the lumberjack's meat and potatoes regimen. She did a wonderful job on the steak and onions. I decided not to push my luck on the Jello dessert. I've always been partial to raspberry, anyway.

Wednesday. Day 8. We listen to the weather. Poor sea conditions expected next few days. We look at the weather. We look at Garabaldi. We opt for the sea. At 0730, we are getting light. The sportfishers are out in full force this morning. We dodge and dart all the way to the bar. The bar is quiet. That means nothing breaking, heavily. But beyond, the seas are heavy and mixed. Northwest swell 10-12 feet, no wind waves. We slow down from 1900 to 1500 rpm's. Bad ride. We trim the

stabilizers. That helps, but still bumpy. Increase to 1600 rpm's. Better. Not good, but better. Rain, then sun breaks, then rain, then sun breaks.

We call Newport Coast Guard. No breakers on the bar. Another narrow entrance. More small fishing boats. Then to the fuel dock. There are two marinas on the river. One north, where you can walk to town. One south, where you can take a taxi over the bridge. Bad call here. A short taxi ride to dinner produced a better than average meal and raised our spirits.

Then came the real challenge. We needed to go to the store; out of jam. We devise a quick plan. We tear the grocery list into thirds. The mission, if we choose to accept, is to take a taxi to the store and have it wait while we shop. Sense the drama. The meter is running. The target time in and out in fifteen minutes. We made it but fell short of a record time, as the checkers are accustomed to chatting with their patrons in a friendly, down home sort of way. And besides, no respectable people take taxis to shop. "You must be from California." "Yes, ma'am, we are and have an important appointment to get to right outside your door." Back in the berth, we catch our breath and review the day. Tough ride. 83.7 nm in 9hr 44m. Average speed 8.6 knots. Newport is almost half way. We've come 443.3 nm of the total 866.4 nm that we'll finally log.

Thursday. Day 9. Coos Bay is the target today. We're away at 0701. Heavy swells on the bar but not breaking. The big swells still wait for us out-

(Continued on page 5)

How many legs
 does a dog have
 if you call the tail a leg?
 Four.
 Calling a tail a leg
 doesn't make it a leg.
 - Abraham Lincoln

...Another Ferry Tale (Part IV)
(Continued from page 4)

side. Heavy seas again, 10 to 14 feet. As the day progresses, the period begins to lengthen from 10 to 13 to 17 seconds. We can live with that. Around noon, a pod of dolphin check in and play hide and seek.. Up, under, around. We can see them streak in from the side and pass us like we're standing still. Wait. What is this big red thing in the sky? Lo, it is the sun. A rare sighting, worthy of noting in the log. We haven't seen it for a long time. Welcome back. We open the side windows and remove a top layer of clothing in honor of the occasion. Where's my sextant?

We call the Coast Guard at Coos Bay. It is restricted. We obviously need a boat stretcher. We arrive at sea buoy EW "K". The CG says hold until 1600, and they will send out a lifeboat to escort us. Gee, *Hombre Oro* has become a household name in the Coast Guard. The jungle telegraph is working. The word is out. Here come some live ones. If you need practice, they're the ticket.

Well, we wait for the CG, and they come and escort us into Charleston, a small fishing port just behind the jetties and bar. It is then we finally notice that the bilge pump is on. The light on the dash is green and difficult to determine whether it is on or off in daylight. The captain descends into the engine room and discovers the overflow valve to the hot water tank has broken. That the efficient pumps have drained our water tanks is the down side. The up side is the water we took on at Garabaldi was bad, and we couldn't drink it. So, we borrowed a

pipe plug from a neighboring sailboat and fixed the problem.

The highlight of the evening was dinner at the local café with bar-in-the-back. A group of people from Bodega Bay were in town promoting their local fishing festival. The centerpiece of their promotion was a mermaid. She needed two husky men to carry her about. Charlie the Tuna would size her as chunky but sleek, with long golden tresses and a stylish, appropriately decorated tail assemblage. It gave us pause to reconsider the old definition of a mermaid. "Too little women to love and too much fish to eat." People were still crabbing in the dark off the dock when we got back. Good looking crabs. The lesson at Coos Bay is: If given a choice between mermaid and crab, take crab. Easier to carry.

Friday. Day 10. Fog. At 0500, nothing but fog. The Coast Guard maintains a large sign with lights on the jetty. When the lights are lit, the bar is closed. We couldn't see the sign or the lights, if they were lit. Two sailboats had left just after midnight, before the fog rolled in. We wait for day-break and head out under radar. We inch our way out. No traffic. We have the front window rolled up and peer out. Nothing but fog. We pass the day marks. We have them on the screen. Don't see them. We stop and listen. No big roar at the bar. We go out. The bar is clear. The fog zone is inside the jetties. Weird. The day develops as bright and sunny. We notch it up to 1970 rpm's and see our ground speed zoom to 11 knots.

(Continued on page 6)

EXPERIENCED PREDICTED LOGGERS

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

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
 619.222.9446

...Another Ferry Tale (Part IV)
(Continued from page 5)

We call the Chetco River Coast Guard at Brookings. Four-foot swell at the sea buoy "CR", two-foot at the bar. Another narrow river opening. And the ever-present small fishing boats. We fuel up. This is a commercial station. We tie up to pilings, and the hose is dropped down. Lots of creosote to mess up the sides. Rickety, rusty steel ladder to scale. The captain goes up. Only to find it's cash only. New ownership, new policy. We cry a lot. The attendant relents and calls the boss. Credit okay. Whew! That's a close call on a sea voyage. Time to do a couple of loads of laundry. We're becoming almost housebroken. The first mate and I stay up late chinning. The captain has more wisdom and gets a good night's sleep. We ran 95.1 nm in 8h 27m. Average speed 9.8 knots.

Saturday. Day 11. The weather is getting better as we head south. We leave Brookings at 0630. No fog, no dew. Bar clear. We head on down the coast for Humboldt Bay. Today turns out to be a whale of a day. Correction. It is a day of whales. Big ones, small ones. All about and moving steadily south to Mexico. We make the first sighting about 1100. We're making good time. The Cap'n software says we're going to be early. So, we slow down and watch the parade. We keep passing whales. Lovely day. The coast is clear, and the hills verdant. You could come to like this kind of voyage. Even at reduced speed, we pick up sea buoy "HB" too early and start a pattern of running back and forth a mile or so until the tide changes. The CG says no problem at the bar. Nor did they mention that "HB", while on station, was unlighted.

(Continued on page 15)

NACA FLAGS

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

Sad News

Long time Piedmont resident Edward P. Jepsen, age 93, died peacefully at home on June 2, 2010.

A Bay Area native and a graduate of the University of California, Berkeley, School of Forestry, he married the former Josephine Webber, a graduate of Mills College, in 1940.

Before World War II, he worked for the United States Forest Service and California State Park System. During the war, Jepsen served as a Navy PT boat skipper in Hawaii and the Philippines, and he maintained Reserve status in the Navy until 1977.

After World War II, Jepsen went into banking and credit analysis and retired from Wells Fargo Bank in 1979. Jepsen spent his long retirement doing the things he loved most, visiting the National Parks of the western United States, boating, fishing, and traveling.

In 1981, he was North American Cruiser Association's third commodore and was the association's scorer for many years. He participated in the Alaska 1000 Predicted Log Race four times, three times in his 37-foot power cruiser, *Rough & Ready*.

He served as a docent at the Angel Island Historical Site, as well as a volunteer financial officer for the Episcopal Homes Foundation, American Baptist Homes of the West, Oakland Yacht Club, and a number of naval volunteer associations.

Mr. Jepsen was predeceased by his first wife, Josephine Webber Jepsen, who died in 1983. He is survived by his second wife, the former Karen Peterson, whom he married in 1984, his sister Phyllis Jepsen Bonnell of Florida, his daughters Margaret Bowles and Helen Wall of Woodland Hills, California, two nieces, four grandchildren, and four great-grandchildren.

Karen Jepsen
Predicted Log Racing Association
of Northern California

2010 Alaska 1000

Below is a compilation of some of the reports and e-mails that were forwarded to Bob Lindal from the IPBA racers of the 2010 Alaska 1000 from Olympia, Washington to Juneau, Alaska. Contributors include Bob Lindal, Jerry Downer, Bill Anderson, Dick Timmerman, and Kent Soffel.

With apologies for any omissions and itinerary and date discrepancies.—Editor

May 28, 2010

Eleven boats formed up off Olympia Shoal in calm drizzly weather to start the Alaska 1000 Predicted Log Contest to Juneau. With line abreast and all boats decked out in full dress colors, the Olympia Yacht Club committee boat called each boat to start in order, announcing the boat name and captain. Forming line astern, the racers made a running start at Doffelmeyer Point light and ran via Balch Pass to the Tacoma Narrows Bridge. The current was reasonable until the last leg to the finish, where eight-knot boats were flying along at fourteen knots.

With the next leg of the competition starting in Bedwell Harbour, B.C., the boats ran independently, with everyone clearing customs on Sunday, and the Canadian racers joined the group. Now with sixteen boats, the competitors started a very challenging leg through the Gulf Islands, ending south of Dodd Narrows just before slack. Wending its way from Boundary Pass through Navy Channel, past Active Pass, past Porlier Pass, all with light winds and poor visibility in rain and low clouds, the flotilla stretched out over three miles.

Tallying up the score in Nanaimo, British Columbia, Bob and Sue Lindal on *Suzie Q* turned in the best score of 1.47% error for the forty-seven mile route. At Nanaimo, there was a change in the makeup of the flotilla, with those unable to make the trip to Alaska heading for home and fresh boats joining the fleet. Now the competition turned into two overall contests, the first from Nanaimo to Prince Rupert and the second from Prince Rupert to Juneau.

Thursday, June 3, 2010

After a one day weather delay due to 40-knot winds and five-foot seas, the Alaska 1000 fleet officially

got underway. Fifteen boats are competing, with two additional boats accompanying the competitors.

Leg 1 began very early at Departure Bay, just north of Nanaimo, B.C., and ran through calm, flat waters to Winchelsea Islands and Ballenas Islands before turning for the Straits of Georgia. During the crossing, a strong southwest wind developed to test the navigation skills of the skippers. All boats completed this leg then continued to Pender Harbour for a well-deserved potluck dinner at Royal Vancouver Yacht Club's Garden Bay outstation.

Leg 2 began just outside Pender Harbour and continued northwest up Malaspina Strait to Northeast Point on Texada Island. Winds were light, and the water was smooth. Following the finish of Leg 2, the fleet continued up Malaspina Strait, past Westview and Lund on the B.C. mainland to Squirrel Cove on Cortes Island in Desolation Sound, where the fleet anchored for the night.

Saturday, June 5, 2010

The fleet left Squirrel Cove with light winds, sun breaks, and smooth water to transit Yulclata and

(Continued on page 8)

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.

2010 Alaska 1000

(Continued from page 7)

Dent rapids on their way to Blind Channel Resort.

Leg 3 was a short race from just north of Blind Channel to Whirlpool and Green Rapids. Following the race, the fleet continued on to Lagoon Cove, where Bill and Jean Barber were there to welcome the fleet. After a few light rain showers, the group gathered at the shop building for a crab and prawn feed and enjoyed the music of the Northward Bound Four (Mike and Billie Henry and Larry and Colleen Price).

Monday, June 7, 2010

The fleet moved on to Sullivan Bay and prepared for Leg 4 and the trip to Skull Bay. Waters were flat and calm for the transit to Sullivan Bay. They actually had lots of sun breaks and enjoyed some summer weather.

Leg 4 of the 2010 Alaska 1000 was completed in seas and winds that were so calm, the fleet decided to proceed around Cape Caution and continue on to Pruth Bay. Some of the veterans said they had never had such a calm crossing of Queen Charlotte Sound. Unfortunately, *Wandrian* felt it in their best interest to not continue on to Alaska.

The fleet spent three nights in Pruth Bay and enjoyed a beach picnic on West Beach. Everyone had a great time and enjoyed hamburgers and s'mores furnished by the 2010 Alaska 1000 committee.

Saturday, June 12, 2010

The next transit was to be from Pruth Bay to Rescue Bay, with Leg 5 part of the day's travels. During the transit, the fleet decided to put into Shear-

water, with the intent to have a day in Shearwater rather than a lay day in Rescue Bay. The fleet spent the night in Shearwater, waiting for good weather, so everyone did their laundry, fueled, or performed general maintenance to ready for the next leg.

The fleet left Shearwater in a downpour of rain and 15-25 knot winds. Despite the wind and rain, the trip was relatively smooth, except for the ocean swells near the entrance to Reid Passage. No race today.

Sunday, June 13, 2010

The fleet moved to Khutze Inlet via Jackson Passage, Finlayson Channel, Hiekish Narrows, Tolmie Channel, and Graham Reach. Winds were light, but the heavy rain continued. The fleet anchored in Khutze Inlet and immediately set their crab and prawn pots. A beautiful anchorage that is well worth a return visit.

Monday, June 14, 2010

They stayed in Khutze Inlet another day, and the sun actually came out in the afternoon. Everyone took a dinghy caravan trip up the Khutze River for about a mile and a half, then meandered around in the smaller tributaries, looking for bear where the river dumps into the bay. No bear sightings, but a beautiful way to spend an afternoon.

Tuesday, June 15, 2010

The fleet moved from Khutze Inlet to Lowe Inlet via Graham Reach, Fraser Reach, McKay Reach, Wright Sound, and Grenville Channel. The weather started with low clouds and light wind, then turned to sunny skies with northwest winds of

(Continued on page 9)

A man properly must pay the fiddler.

In my case, it so happened
that a whole symphony orchestra
had to be subsidized.

– John Barrymore

The only way to keep your health
is to eat what you don't want,
drink what you don't like,
and do what you'd rather not.

– Mark Twain

2010 Alaska 1000

(Continued from page 8)

15-20 knots in Grenville Channel. The fleet anchored for the night in Lowe Inlet and prepared for the last two legs of the Nanaimo to Prince Rupert race.

Wednesday, June 16, 2010

Leg 6 of the race was a short course up Grenville Channel; Leg 7 was a continuation of Leg 6, up the last of Grenville Channel and into Ogden Channel, finishing near Gibson Island.

From the finish line, the fleet moved on to Prince Rupert in very rough and sloppy seas. The wind picked up to the twenty-knot range from the northwest and was meeting a very strong runoff from the Skeena River. Everyone was very happy to arrive in Prince Rupert.

Thursday, June 17, 2010

This was a lay day for sightseeing, provisioning, and the awards banquet for the Nanaimo to Prince Rupert race. Everyone gathered at Breakers Pub for a great dinner, some libation, and the announcement of the winners. Chuck Silvernail on *Solmar* captured first place.

Friday, June 18, 2010

The fleet departed Prince Rupert at 0430 for Leg 8 of the 2010 Alaska 1000 race and the first leg of the second half of the contest. After transiting Venn Passage, a narrow and winding passage around shoals, in the dark, the contestants started Leg 8 at Hogson Reef Light, straight up Chatham Sound to Green Island Light in sunny skies (after the sun came up) and light winds that resulted in very calm and settled seas.

Following the race, the fleet continued across Dixon Entrance, up Revillagigedo Channel and Nichols Passage in very calm seas to Ketchikan. They arrived at Ketchikan in early afternoon and received moorage instructions from the harbor-master. The weather there was quite balmy, with sunny skies, a brisk northwest wind, and four cruise ships full of passengers visiting the town.

Ketchikan Yacht Club, hearing of the fleet's arrival, invited all to their Friday night hamburger barbeque. The fleet had a great time visiting with the local members and telling them about the Alaska 1000 contest. The food was great and the socializing even better. That's log racing for you!

Saturday, June 19, 2010

This is a lay day to visit Ketchikan, purchase provisions and fuel, if necessary, and shop without the town full of cruise ship visitors. One small cruise ship arrived this morning and was scheduled to leave at 1500 hours. The shops all closed at 1500 so the locals can take advantage of the wonderful weather. Ketchikan usually gets thirteen feet of rainfall per year, so sunny days are treasured here.

Alaska is all it was advertised to be. The mountains are taller, the water is deeper, the fish are bigger, and everything is pristine.

Bob Lindal flew to Sitka today to join Bill and Trish Anderson on *The Tillie* for the last week and final three legs to Juneau. Several others will fly to Sitka to join other racers.

Sunday, June 20, 2010

The fleet departed Ketchikan for Leg 9 of the Alaska 1000. This course took them from the north entrance of Tongass Narrows, just north of Ketchikan, across Behm Canal and up the west side of Cleveland Peninsula in Clarence Strait to Niblack Point Light. Skies were overcast, and the winds were 10-15 knots from the west as they crossed Behm Canal to create some mild rollers.

At the completion of Leg 9, the fleet continued up

Middle age is when you've
met so many people that
every new person you meet
reminds you of someone else.

- Ogden Nash

(Continued on page 10)

2010 Alaska 1000
(Continued from page 9)

Clarence Strait, turned northeast up Ernest Sound to Thoms Place on the southwest corner of Wrangell Island. The sun came out for a while, but the wind shifted to southeast and picked up to 20-25 knots. Thoms Place provided a good anchorage but not much protection from the wind. The bay was full of crab pots, making the process of choosing the right spot to anchor a challenge.

Monday, June 21, 2010

Leg 10 began through Zimovia Strait, a narrow, winding, and shallow passage between Wrangell and Etolin Islands. They raced this section at slow speed, then increased to cruise speed for the remainder of the race that went north to the #2 harbor entrance buoy at Wrangell. Light winds and calm seas were enjoyed for Leg 10. As they proceeded north in Zimovia Strait, there was a definite change in the color of the water, as they were now in the area of iceberg run-off.

Unfortunately, during the transit of Zimovia Strait, *Windy-I*, skippered by Kent and Carol Soffel, hit bottom and did considerable damage to their boat. Fortunately, Don and Carolee Larson on *Tewasi* were in the same area and were able to assist. *Tewasi* ended up towing *Windy-I* to Wrangell, where the travel lift was awaiting their arrival. First estimate is that they will have them repaired and underway by next Friday, so there is a possibility they may be able to join the rest of the fleet for the last couple of legs to Juneau. Thanks also went to *Sirena*, who waited at Wrangell to help get *Windy-I* to the boat repair facility.

Following the race, the fleet moved west in Sumner Strait, then north in Wrangell Narrows to Peters-

burg. There were a few heavy rain showers with limited visibility during the transit of Wrangell Narrows. Wrangell Narrows is narrow, shallow, and a winding path, but it is well marked by over 112 navigation aids in the twenty-three mile stretch of water. It has a nickname of Christmas Tree Narrows because of the many red and green lights at night.

The Petersburg Harbormaster made sure everyone had a good berth for the two-day stay with the local fishing fleet. Petersburg is a Norwegian town on the north tip of Wrangell Island, with almost any supply you can think of at hand, friendly people, and a beautiful view of snow-covered mountains (when it is not raining and overcast). All the restaurants in Petersburg are closed on Mondays, so the group invaded the local pizza parlor to celebrate Bill Anderson's birthday. They kind of overwhelmed the place, which has only twenty seats, and there were at least twenty-four in the group. The pizza was excellent, and their crew handled the group very well.

Tuesday, June 22, 2010

Today is a lay day, so the group is exploring the town and resting in the rain as they prepare for three nights at anchor in Kake, Sitkoh Bay, and Kaulin Bay before winding their way through Neva Strait to Sitka. A few of the boats will take a small detour tomorrow and explore Thomas Bay and the Baird Glacier on the way to Kake.

- From Kent Soffel to Bob Lindal

Remember what the old *Suzy-Q* looked like in Pender Harbor? The *Windy-I* looks at least as bad. I laid out the race leg to Wrangell incorrectly and then didn't listen to Carol. Instead of passing the red buoy on our starboard side, I passed it to port at a place call Shallow Point. The chart showed enough water; it was wrong. The bottom shallowed up very quickly, and suddenly we hit the rocks. I was able to use the thrusters to get out into deeper water, and *Tewasi* towed us to Wrangell. When we hit the rocks, my first thought after muttering the obligatory, "Oh, sh**!" was to call a time out.

(Continued on page 11)

.....

It makes no difference
who you vote for—
the two parties are really one party representing
four percent of the people.
— Gore Vidal

*2010 Alaska 1000**(Continued from page 10)*

The running gear sustained severe damage. On the port side, the sacrificial coupling between the two pieces of shaft broke, and the shafts were no longer coupled. Hence, no power on that side. While the tail shaft didn't appear damaged, the keyways on both ends of the shafts were damaged. The propeller was severely bent. When the shafts separated, the propeller was thrown into the rudder and bent the rudder shaft. Then, the rudder hit the rocks and bent it.

On the starboard side, the propeller was destroyed, and there is a fifteen degree bend in the end of the shaft. The shaft coupling was not damaged, but all the engine mounts broke. The front mounts were damaged when the casting supporting their mounts broke. The hull got hit in the bow, and the tube for the sonar was damaged. The aft end of the keel was slightly damaged. The hydraulic steering ram has a broken seal. We thought the struts were damaged and removed them. Fortunately, they look okay.

While unloading all the spare parts out of the cavity behind the bed to get at the strut bolts, I discovered a spare steering ram. The worst part is the coupling, which is bronze and available only from Sam's Marine in Florida. Luckily, I had two just-pitched propellers and two tail shafts onboard. Hopefully, we will start putting the boat back together and get it in the water on Tuesday or Wednesday of next week.

Today, a 70-footer came into the yard. I don't know where they hit rocks, but they took out both propellers, shattered the starboard stabilizer fin, and took off a lot of fiberglass. Misery loves company.

Being in politics is like being football coach;
you have to be smart enough
to understand the game,
and dumb enough to think it's important.

- Eugene McCarthy

The yard here is nice; and the people very friendly. The bad part is getting cabin fever. The town is small (population 600 or less), and it has been raining every day.

Note: *Tewasi* (Don and Carolie Larson), *Sirena* (Bob and Audrey Gauschi) and *Noble* (George Gregg, Bob and Pat Johnson) stood by to help us. As mentioned earlier, *Tewasi* towed us, but almost all of our racers called and offered to help. What a wonderful group of people the racers are.

June 23, 2010

The fleet departed Petersburg in the morning with smooth water, rain, and mist. All were in Chapin Bay, Admiralty Island, tonight, except *The Tillie*, *Vagabond*, and *Kletittat*, who are at Halleck Harbor on Kuiu Island to try for halibut. Good whale watching today, and they saw many full breaching whales, probably humpbacks.

The fleet made it through lumpy seas at the south end of Admiralty Island to Chatham Strait. More whale displays. They bypassed Sitkoh Bay anchorage due to southeast winds; the fleet anchored in various bays at the east end of Peril Strait.

Saturday, June 26, 2010

The fleet is in Sitka, having decided to skip the anchorage last night in Kalinin Bay (twenty miles north of Sitka, along the narrows from Peril/Chatham Straits to Sitka).

Leg #11 yesterday in Peril Straits had the all too common occurrence on this trip of predicted currents not being there, even with a following wind and a predicted help from a flood.

It is the best weather they have had, except for a few days, with light northwest wind and sun; it feels like 65 degrees. A few went out fishing, some went shopping and investigating Sitka, and others worked on their boats. The town of Sitka, spurred on by Sheila, their Chamber of Commerce director, and Linda Mudry, owner of Seasons, a card and gift shop on the main street, has eagerly been awaiting our arrival. Linda has given each of the visiting

(Continued on page 12)

2010 Alaska 1000

(Continued from page 11)

boaters a welcome gift bag full of goodies. Both of them have been getting these updates so they can track the progress. Linda also has been displaying a large wall map/chart of the Inside Passage (like what you see in marine and tourist stores) with a colored tape along the fleet's track. She has added photos from the IPBA webpage and put stars on many of the positions of the Skymate position reports, which makes a humorous journey, especially when many of the position reports are on land. Last night's report puts *Peachy Keen* about half a mile inland from their moorage in the harbor, and I can assure you they are not on terra firma.

Sue and Bob Lindal arrived last night, and they have been getting all the stories that people haven't had time to send. Breeching whales, sea otters alongside the boats, a tree with forty eagles that looked like a Christmas tree with white lights. There are eagles constantly flying around the harbor, and their screeches are the music of the day.

The race leg on Friday through Peril Straits has pretty well everyone moaning about the lack of current compared to the predictions. The top five boats all have exchanged observers or someone from another boat.

I was pleasantly surprised that the tag-along boat, skippered by an all-lady crew from Queen City Yacht Club (QCYC), none of whom had ever bg raced, has run several of the race legs. Andrea Schock on *Schocking*, a 50' West Bay pilothouse, had a seven second error on one of the legs. I think they will race the rest of the legs; they might even

beat all the racing veterans.

Monday June 28, 2010

It was another sunny day in Sitka, warmer than yesterday. *The Tillie* braved the five-foot swells on the outside of Viscarti Rocks, just south of the volcano Mt. Edgecomb, to catch the low slack and try for some king salmon and/or halibut. They caught a couple of small halibut and a bunch of rockfish, but no salmon. At least they will eat fish.

Several of the group charted commercial guide boats, and they got some nice kings weighing up to thirty pounds. Several boats also left today to work their way through the narrows and fish along the way. A number of the boats in Thomson Harbor had a pleasant visit from the Chamber of Commerce director, Sheila.

There were several visits with a QCYC member, John Cleaver, who has his commercial trawler *Deep Sea* moored across the dock from Bob Lindal. John has fished these waters for thirty-five years and had a few tips for the newbies on where and when to hook up some kings. Unfortunately, his advice didn't help today. John's brother has *Wild-life*, which is moored on the end of Dock 1 at QCYC.

Another visit was from a member of Olympia Yacht Club, Greg(?) Kluh. He was here on an annual fishing trip and had read about the Alaska 1000 in boating magazines. He presently owns a classic, which his dad used for predicted log racing decades ago. He searched around the docks until he spotted the familiar burgees and stopped by to say hello.

June 30, 2010

Early yesterday, the fleet left Sitka, or whatever bay a few who left on Monday anchored in, and rendezvoused in Appleton Cove on the upper end of Peril Strait. Not only were the series of straits and narrows along the way intricate and challenging, but the fleet was entertained by young whales in the shallows, deer on the beach, and sea otters the size of sea lions.

The young always have the same problem –
how to rebel and conform at the same time.

They have now solved this by
defying their parents and
copying one another.

– Quentin Crisp

(Continued on page 13)

2010 Alaska 1000

(Continued from page 12)

Bill and Trish Anderson were the fountain of knowledge, like having personal tour guides, which they are. They lived in Sitka in the 70's, when Bill captained the Coast Guard cutter *Clover*, based in Sitka on its dual role as the only search and rescue and aids-to-navigation vessel in the area. Not only did the fleet get the lowdown on the Sitka area, but also about the transit of the many narrows in Olga, Neva, and Peril Straits, which were made by Bill a hundred times, many at night. And all in a 180-foot 11,000 ton ship.

The fleet learned of the blasting of Whitestone and Sergius Narrows in the 70's, which Bill worked on, very similar to the blasting of Ripple Rock in Seymour Narrows, B.C. The narrows had to be widened and deepened for the new Alaska ferry system vessels. The narrows are okay now, but the racers would have hated to see them in the 60's, especially at low tide; more rocks than water.

The passage was calm, except when the fleet was exposed to a 20-knot westerly blowing into the end of Salisbury Sound, which had to be crossed between Olga/Neva and Kulka Narrows. The predicted six-knot flood in Sergius Narrows was definitely there; it got *The Tillie* up to more than fifteen knots for a bit and helped all the way to the top end of Peril Straits.

Thursday, July 1, 2010

After anchoring overnight in Appleton Cove, the run up Chatham Strait, and even more so on Friday before the race start, saw almost continuous sightings of humpback whales, dolphin, a pod of orca with a baby, and all the other various entertainments on an Alaska adventure.

The fleet stayed overnight in Tenakee Hot Springs, a quaint village of one hundred souls. No cell phones, but you can get phone and thus internet (sometimes) by microwave. Remember that technology before it was an oven?

The hot springs bath house has separate hours for

men and women; is that the Russian heritage of the area? There is a mercantile, bakery, and tavern. The salmonberries and high-bush blueberries on the walk along the trail – no cars, no roads – to town were exceptional. The fleet has placed a mass order at the town bakery to be ready at 0800, so they can have a leisurely run up Chatham Strait to Funter Bay on a sugar high with cinnamon rolls, strawberry/rhubarb pie, and scones galore.

Were bears and whales, the two largest mammals in the area, mentioned? At anchor last night in Appleton Bay, during the 8:00 pm ritual of the message to the fleet from *Tewasi*, Mike Henry interrupted and said there was “a rather large brownie (grizzly to others) loping across the beach at ten o'clock (at the boats that were pointing in the same direction in the twenty-knot breeze, so they knew where to look)”. Don't ever think you can outrun a grizzly; he was out only for a stroll and looked like a race horse.

The race start was nearly obstructed by a whale, and another was seen on the race, plus two more on the run to Tenakee in Chatham Strait. One sea otter looked like a sea lion lying on its back with flippers and head high out of the water.

Saturday, July 3, 2010

As planned, the fleet arrived at noon in Juneau; with all the colors and flag dress flying on the final Leg 14 of the 2010 Alaska 1000 race. The weather has been good the last few days, with light winds and little rain; however, the rain came back with a vengeance today. Still little wind, but even a walk to the store means full raingear.

The reception at Juneau Yacht Club was very nice, and the fleet met most of the locals. The race may even have sparked an interest in them doing some log racing in the area. Many saw the boat parade through Juneau Harbor after the race and said it was impressive. There was a helicopter taking pictures and tourists on the boatwalk, clicking away. On Channel 16, one curious seiner asked what it was all about. It did look like an early Fourth of July parade.

(Continued on page 14)

2010 Alaska 1000

(Continued from page 13)

The best news of the day is that *Windy-I* arrived this afternoon, after being launched on Thursday and running up Stephens Passage in two days. So, there is a full complement of racers for the banquet. It seems as if all boats have had their share of problems, but all are minor compared to poor Kent and Carol. There were two genset shutdowns (cooling problems), one leaking water tank, one stuck bilge float switch (on *The Tillie*), GPS loss (which is a real challenge in the narrow rocky passes), and other assorted glitches, but none to cause any racer to drop out.

The banquet at the Prospector Hotel was the usual mix of anxious participation and anticipation with a “glad it was over” satisfaction of having completed a 1000 mile race. Don Larson thanked all those who contributed to make the 2010 Alaska 1000 a success. Bob and Pat Johnson were recognized for their participation in five Alaska 1000 races over a period of thirty-five years. The group gave a standing ovation to Don Larson for chairing the event, which took more than a year of planning. The winners are as follows:

Race #1, Nanaimo to Prince Rupert

Chuck Silvernail *Solmar* 0.82420% error

Race #2, Prince Rupert to Juneau

Bob Gautschi *Sirena* 0.29931% error

2010 Alaska 1000, Nanaimo to Juneau

Chuck Silvernail *Solmar* 0.74151% error

The awards finished with special awards. Andrea Schock, with her all-lady crew, received the sportsmanship award. First, for just making the trip as a tag-along and then getting caught up and completing the second race. The Antique Racers Award went to our senior racers, Bob Johnson and George Gregg on *Noble*. The Contribution-to-the-Local-Economy Award went to Kent Soffel for his extraordinary efforts to leave a bankroll in Wrangell.

The winner of the Iceberg Trophy was obvious, go-

ing to Kent, for the largest screw-up during the race. In second place was Dick Timmerman for putting water into a fuel tank, and third place went to Bob Gautschi for letting one of his crew members fall through a hole in a floating dock.

Juneau Yacht Club Commodore Wayne had driven out to Mendenhall Glacier, a few miles past the airport, that day and plucked a 20-pound block of ice, which he gracefully presented to Kent. The 10,000-year-old ice block was clear as glass but cold as h---. Poor Kent held the ice block for nearly half a hour, as racer after racer described Kent’s ordeal, the race, the weather, etc., until Kent cried “uncle” when the frostbite set in. After Bob Lindal mentioned that he had made great ice chips for cocktails off similar iceberg blocks, Kent, not wanting to waste good “old” ice, was last seen carrying the ice block to his boat in a plastic bag.

Kent, along with all the other winners, will get their impressive and very valuable 82-year-old trophies at the IPBA annual awards banquet on November 13, 2010, in Richmond, B.C.

By the way, the never-canceled Fourth of July fireworks were postponed until the next night because of the rain. The fleet split up; the Henrys, Ritters, Rumbolds, and others headed off west to Icy Straits and the outside of Prince of Wales Island to fish; *Tewasi* headed to Skagway; others went by ferry to Skagway to avoid the nasty waters in Lynn Canal; the Andersons, Kletts, Timmermans, and others headed to see the tidewater glaciers in Tracy Arm, but all will be back for the Stimson Race at Seattle Yacht Club’s Port Madison outstation on September 18, 2010.

.....

If people concentrated
on the really important
things in life,
there’d be a shortage of
fishing poles.

- Doug Larson, Writer

More Sad News

Dave Shreve passed away on Thursday, July 22, 2010. Dave was a very important contributor to our sport. He was always a very strong supporter of predicted logging.

Dave was one of the founders of the North American Invitational (NAI) when we were still operating under American Power Boat Association .

Dave won the very first NAI held in San Diego, California, in 1973. He personally developed and handcrafted all the NAI Noon Cannon keeper trophies.

Dave was a fine yachtsman and a gentleman. He will be dearly missed.

Tom Collins
Southern California Cruiser Association

.....
...Another Ferry Tale (Part IV)
(Continued from page 6)

Not a problem in daylight.

We cleared the bar in fine shape and decided to go all the way up to Woody Island marina for the night. That's another five miles. Next time, we'll just pop around to the left in front of the CG station and drop the hook. It added ten more miles to the trip. The stats were distorted a bit by having to back and fill, waiting for the slack. 85.9 nm in 9h 22m. Average speed 9.2 knots.

To be continued in the next issue...
.....

Nobody ought to wear a Greek fisherman's cap who doesn't meet two qualifications:

1. He is Greek.
 2. He is a fisherman.
- Ray Blount, Jr.

Yachting Magazine Ad

Below is the final proof copy of NACA's ad that will run in Yachting Magazine for twelve months, starting with the September issue. Hopefully, the wide coverage of Yachting Magazine will bring results. Since that will only bring them to our website, it is critical that NACA members follow up properly on any leads received. Please go to the NACA web page and check to see that your area is properly listed on the referral page.

The ad, downloaded from the online *Cruiser Log*, creates a nice 8-1/2 x 11 poster. Copies could be posted on yacht club bulletin boards, at the local chandlery, marina bulletin board, or even the fuel dock.

Tom Collins
Southern California Cruiser Association



**Something fun to do
when you're not cruising.
Enter your boat in a
Predicted Log Regatta.
www.PredictedLog.org**

RMS Queen MaryBest 10 of first 11 contests entered

7/10/2010

Page 1 of 1

| <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 | Garry Adalian | JONATHAN | SDCA | 7 | 6066 | 867 |
| 2 | 937 | Edward Denaci | MICROSHIP II | SDCA | 7 | 5635 | 805 |
| 3 | 919 | Bob Lindal | SUZY Q | IPBAN | 6 | 5498 | 916 |
| 4 | 936 | Bob Ehlers | JB & ME | SDCA | 7 | 5414 | 773 |
| 5 | 370 | Mike Henry | PEACHY KEEN | IPBAN | 6 | 4371 | 728 |
| 6 | 825 | Jeff Calabrese | LIVING WELL | SDCA | 7 | 4339 | 620 |
| 7 | 6252 | Bill Winberg | BILLY THE KID | SCCA | 6 | 4315 | 719 |
| 8 | 2123 | Bill Anderson | THE TILLIE | IPBAN | 5 | 4074 | 815 |
| 9 | 933 | David Weimer | JUST DESERTS | SDCA | 6 | 3949 | 658 |
| 10 | 782 | Dick Timmerman | VAGABOND (IPBA N) | IPBAN | 4 | 3882 | 970 |

St Petersburg YC PerpetualBest 4 of first 5 contests entered

7/10/2010

Page 1 of 1

| <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 | 782 | Dick Timmerman | VAGABOND (IPBA N) | IPBAN | 4 | 3882 | 970 |
| 2 | 919 | Bob Lindal | SUZY Q | IPBAN | 5 | 3779 | 945 |
| 3 | 936 | Bob Ehlers | JB & ME | SDCA | 5 | 3754 | 938 |
| 4 | 955 | Bill Grady | ZORRO | IPBAN | 4 | 3520 | 880 |
| 5 | 2123 | Bill Anderson | THE TILLIE | IPBAN | 5 | 3515 | 879 |
| 6 | 937 | Edward Denaci | MICROSHIP II | SDCA | 5 | 3510 | 878 |
| 7 | 800 | Garry Adalian | JONATHAN | SDCA | 5 | 3492 | 873 |
| 8 | 20 | Tom Collins | MISTY SEA | SCCA | 4 | 3452 | 863 |
| 9 | 959 | Bruce Cullen | CAROLINE II | IPBAN | 4 | 3418 | 854 |
| 10 | 370 | Mike Henry | PEACHY KEEN | IPBAN | 5 | 3352 | 838 |

Herbert L. Stone PerpetualHighest points from 1st, 2nd, 3rd place finishes in first 7 contests entered

7/10/2010

Page 1 of 1

| <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 | Garry Adalian | JONATHAN | SDCA | 5 | 4858 | 972 |
| 2 | 937 | Edward Denaci | MICROSHIP II | SDCA | 5 | 4418 | 884 |
| 3 | 782 | Dick Timmerman | VAGABOND (IPBA N) | IPBAN | 4 | 3882 | 970 |
| 4 | 883 | Fay Baynard | PHASE OUT | SPYC | 4 | 3240 | 810 |
| 5 | 6256 | Rick George | HALE KAI | SPYC | 4 | 3240 | 810 |
| 6 | 936 | Bob Ehlers | JB & ME | SDCA | 3 | 2954 | 985 |
| 7 | 919 | Bob Lindal | SUZY Q | IPBAN | 3 | 2922 | 974 |
| 8 | 20 | Tom Collins | MISTY SEA | SCCA | 3 | 2696 | 899 |
| 9 | 755 | George Jackman | SPECIAL EFFECT | SCCA | 3 | 2584 | 861 |
| 10 | 955 | Bill Grady | ZORRO | IPBAN | 2 | 1926 | 963 |

George M. Codrington PerpetualBest 5 of first 7 contests entered

7/10/2010

Page 1 of 1

| <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 | Garry Adalian | JONATHAN | SDCA | 7 | 4858 | 972 |
| 2 | 919 | Bob Lindal | SUZY Q | IPBAN | 6 | 4766 | 953 |
| 3 | 936 | Bob Ehlers | JB & ME | SDCA | 7 | 4510 | 902 |
| 4 | 937 | Edward Denaci | MICROSHIP II | SDCA | 7 | 4418 | 884 |
| 5 | 2123 | Bill Anderson | THE TILLIE | IPBAN | 5 | 4074 | 815 |
| 6 | 370 | Mike Henry | PEACHY KEEN | IPBAN | 6 | 4009 | 802 |
| 7 | 782 | Dick Timmerman | VAGABOND (IPBA N) | IPBAN | 4 | 3882 | 970 |
| 8 | 6252 | Bill Winberg | BILLY THE KID | SCCA | 6 | 3759 | 752 |
| 9 | 825 | Jeff Calabrese | LIVING WELL | SDCA | 7 | 3663 | 733 |
| 10 | 2095 | David Padgett | SLIP AWAY | IPBAN | 5 | 3643 | 729 |

COASTAL EXPLORER TROPHY* (NACA Championship)

7/10/2010

Best eight of first eight or 9 contests entered

Page 1 of 2

| <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 | 7 | 6066 | 867 |
| 2 | 937 | Edward Denaci | MICROSHIP II | SDCA | 7 | 5635 | 805 |
| 3 | 919 | Bob Lindal | SUZY Q | IPBAN | 6 | 5498 | 916 |
| 4 | 936 | Bob Ehlers | JB & ME | SDCA | 7 | 5414 | 773 |
| 5 | 370 | Mike Henry | PEACHY KEEN | IPBAN | 6 | 4371 | 728 |
| 6 | 825 | Jeff Calabrese | LIVING WELL | SDCA | 7 | 4339 | 620 |
| 7 | 6252 | Bill Winberg | BILLY THE KID | SCCA | 6 | 4315 | 719 |
| 8 | 2123 | Bill Anderson | THE TILLIE | IPBAN | 5 | 4074 | 815 |
| 9 | 933 | David Weimer | JUST DESERTS | SDCA | 6 | 3949 | 658 |
| 10 | 782 | Dick Timmerman | VAGABOND (IPBA N) | IPBAN | 4 | 3882 | 970 |
| 11 | 2095 | David Padgett | SLIP AWAY | IPBAN | 5 | 3643 | 729 |
| 12 | 806 | Michael Fontaine | TUFFY | SDCA | 7 | 3572 | 510 |
| 13 | 955 | Bill Grady | ZORRO | IPBAN | 4 | 3520 | 880 |
| 14 | 2081 | James Lonergan | CASA DEL PERRO DOS | SDCA | 6 | 3457 | 576 |
| 15 | 20 | Tom Collins | MISTY SEA | SCCA | 4 | 3452 | 863 |
| 16 | 959 | Bruce Cullen | CAROLINE II | IPBAN | 4 | 3418 | 854 |
| 17 | 994 | Marty Muir | STELLA MARIS | SDCA | 5 | 3243 | 649 |
| 18 | 883 | Fay Baynard | PHASE OUT | SPYC | 4 | 3240 | 810 |
| 19 | 6256 | Rick George | HALE KAI | SPYC | 4 | 3240 | 810 |
| 20 | 818 | John Murphey | HOMBRE | IPBAN | 5 | 3192 | 638 |
| 21 | 591 | Robert Erly | LOIS | SDCA | 6 | 3147 | 524 |
| 22 | 704 | Pete Healy | JINKIES | SCCA | 4 | 3022 | 756 |
| 23 | 805 | Ralph Salerno | ANCORA | SDCA | 5 | 2930 | 586 |
| 24 | 839 | Fred Cole | MOUSE TRAP | IPBAN | 4 | 2844 | 711 |
| 25 | 984 | Steve Hazlerig | SOLARA | IPBAN | 4 | 2840 | 710 |
| 26 | 755 | George Jackman | SPECIAL EFFECT | SCCA | 3 | 2584 | 861 |
| 27 | 6209 | Andy Gerde | WINDY-I | IPBAN | 5 | 2516 | 503 |
| 28 | 981 | Michael Elovitz | LOVIT | SDCA | 5 | 2493 | 499 |
| 29 | 739 | Craig Ryan | BLACK JACK | SCCA | 4 | 2264 | 566 |
| 30 | 889 | Owen Ritter | OUTBOUND | IPBAN | 3 | 2237 | 746 |
| 31 | 833 | Dale King | KINGS X | SCCA | 3 | 2210 | 737 |
| 32 | 6234 | Ken Case | RAZZLE | IPBAN | 3 | 2158 | 719 |
| 33 | 941 | Tom Chandler | RM II HYDE | SCCA | 4 | 2059 | 515 |
| 34 | 6240 | Jim Korzetz | FREEDOM (IPBA N) | IPBAN | 4 | 2028 | 507 |
| 35 | 6210 | Glenn Ryan | AMNESIA | IPBAN | 3 | 1893 | 631 |
| 36 | 677 | Bill Doherty | ALDEBARAN | SDCA | 3 | 1866 | 622 |
| 37 | 6253 | Clint Chapin | SOJOURN | IPBAN | 3 | 1786 | 595 |
| 38 | 2016 | Dan Frank | MOON SHINE | IPBAN | 3 | 1733 | 578 |
| 39 | 964 | Burnell Blockhus | LOLITA | SMBPF | 2 | 1716 | 858 |
| 40 | 724 | Lynn Montgomery | LIKELY LADY | IPBAN | 2 | 1703 | 852 |
| 41 | 857 | Jerry Downer | NOR'WESTER | IPBAS | 2 | 1641 | 820 |
| 42 | 705 | Herbert Dover | COASTWATCHER | SMBPF | 2 | 1609 | 804 |
| 43 | 6219 | Dennis Sheehan | 40 CUBITS | IPBAS | 3 | 1593 | 531 |
| 44 | 982 | George Babbit | GENERAL QUARTERS | IPBAS | 2 | 1582 | 791 |
| 45 | 6261 | Pete St. Phillip | PAGEANT II | SCCA | 2 | 1532 | 766 |
| 46 | 4058 | Terry Baker | CHOPPERS II | IPBAN | 2 | 1516 | 758 |
| 47 | 6239 | Daryl Creighton | FREE SPIRIT | SCCA | 4 | 1496 | 374 |
| 48 | 842 | Team Klett/Elbon | KLETTITAT | IPBAN | 2 | 1480 | 740 |
| 49 | 6272 | Bill Herman | SUMMER HOURS | IPBAN | 2 | 1480 | 740 |
| 50 | 732 | Bill Findley | ANOTHER PROMISE | SCCA | 2 | 1441 | 720 |
| 51 | 703 | Edward Hedges | JO-SEA | IPBAN | 2 | 1425 | 712 |
| 52 | 2018 | Chuck Silvernail | SOLMAR | IPBAN | 2 | 1409 | 704 |
| 53 | 6211 | Steve Brett | PRINCESS MOKIHANA | IPBAS | 2 | 1400 | 700 |
| 54 | 6255 | Gene Paxton | EVENTIDE | IPBAS | 2 | 1389 | 694 |
| 55 | 6277 | Suzi Ward-Webb | LUX SOLIS | IPBAN | 2 | 1306 | 653 |
| 56 | 6251 | Loretta Pieretti | SISSY DOLL | IPBAN | 2 | 1250 | 625 |
| 57 | 6270 | Arnie Gaillard | BYE Y'ALL | IPBAN | 3 | 1238 | 413 |
| 58 | 6237 | Maurice McGough | QUOTIDIAN | SPYC | 4 | 1200 | 300 |
| 59 | 6257 | Richard Kay | MATANA | IPBAN | 2 | 1189 | 594 |

COASTAL EXPLORER TROPHY* (NACA Championship)

7/10/2010

Best eight of first eight or 9 contests entered

Page 2 of 2

| Place | NACA# | Contestant | Boat | Assn. | Contests Entered | Total Points | Avg Points |
|-------|-------|----------------------|-----------------------|-------|---------------------|-----------------|---------------|
| 60 | 849 | Russ Oberg | NORDIC LADY | IPBAN | 2 | 1152 | 576 |
| 61 | 834 | John Walker | PRIME TIME | SCCA | 2 | 1151 | 576 |
| 62 | 909 | Scott Strandjord | REDEMPTION | IPBAN | 2 | 1139 | 570 |
| 63 | 844 | Irving Rubinstein | LORELEI | SDCA | 2 | 1132 | 566 |
| 64 | 6280 | John Guthrie | LADY ELIANE | SPYC | 2 | 1036 | 518 |
| 65 | 3437 | Jerry Zuvich | LADY LAUR | IPBAN | 1 | 943 | 943 |
| 66 | 736 | JD Smith | SAFARI | SCCA | 1 | 924 | 924 |
| 67 | 348 | Dean Lentgis | KALOS FILOS | IPBAN | 1 | 923 | 923 |
| 68 | 6107 | Vern Smith | PATTY WAGON | IPBAN | 2 | 893 | 446 |
| 69 | 958 | Jim Anderson | FIDALGO | IPBAS | 2 | 887 | 444 |
| 70 | 6285 | Phillip Nardulli | NAUGHTY CALL | SCCA | 2 | 872 | 436 |
| 71 | 6258 | Mark Backstrom | SEABOOPLAY | IPBAN | 2 | 797 | 398 |
| 72 | 6213 | Jim Chiles | INTRIGUE | IPBAS | 1 | 746 | 746 |
| 73 | 891 | Leo Longenecker | REALITY CHECK | IPBAN | 1 | 728 | 728 |
| 74 | 976 | Dave Lewis | DAVEY'S LOCKER II | SMBPF | 2 | 713 | 356 |
| 75 | 607 | Jeff Swan | CLAIRE MARIE | IPBAN | 1 | 689 | 689 |
| 76 | 6278 | Jon Corriveau | TAHOMA | IPBAN | 1 | 648 | 648 |
| 77 | 619 | Don Larson | TEWASI | IPBAS | 1 | 645 | 645 |
| 78 | 6275 | Jim Vanantwerp | TWERPEDO | IPBAN | 1 | 639 | 639 |
| 79 | 6274 | Terynia Smith | PATTY WAGON | IPBAN | 1 | 629 | 629 |
| 80 | 3424 | Bob Bruins | OCEAN PEARL | IPBAN | 1 | 621 | 621 |
| 81 | 6114 | Frank Iannuzzi | TUTTA BENE | SCCA | 1 | 604 | 604 |
| 82 | 6249 | John Carlson | SOLMATES | IPBAN | 1 | 603 | 603 |
| 83 | 6212 | Mike Burton | ROYAL CHINOOK | IPBAS | 1 | 602 | 602 |
| 84 | 6276 | Dick/Curtis Bennison | NJ ROTC LAUGHIN PLACE | IPBAS | 1 | 586 | 586 |
| 85 | 6142 | Charles Billings | NOBSKA | IPBAN | 1 | 550 | 550 |
| 86 | 6232 | John Carrosino | RENDEZVOUS | IPBAN | 1 | 532 | 532 |
| 87 | 6271 | Tony Frey | SINGLE MALT | IPBAN | 1 | 514 | 514 |
| 88 | 6103 | Del Hoffman | SIDNEY ROSE | IPBAN | 1 | 513 | 513 |
| 89 | 6012 | John Burwell | GAVIA | IPBAN | 1 | 496 | 496 |
| 90 | 132 | Robert Johnson | SCHOTTISCHE IV | IPBAN | 1 | 487 | 487 |
| 91 | 6273 | Dan Finnely | SUNDANCE | IPBAN | 1 | 474 | 474 |
| 92 | 6238 | Gary Dove | OSPREY (IPBA S) | IPBAN | 1 | 435 | 435 |
| 93 | 5070 | Darrel Wood | DOUBLE IMAGE | IPBAN | 1 | 430 | 430 |
| 94 | 6241 | Phil Osterli | NORDIC SPIRIT | IPBAN | 1 | 425 | 425 |
| 95 | 2150 | David Garland | LUCKY DOG | IPBAN | 1 | 416 | 416 |
| 96 | 6214 | JR Collier | SPELLBOUND | IPBAS | 1 | 389 | 389 |
| 97 | 6231 | Marla Brown | SLIP AWEIGH | SCCA | 1 | 385 | 385 |
| 98 | 6109 | Bob Yates | RHUMB LINE | IPBAN | 1 | 372 | 372 |
| 99 | 6286 | Kip Cyprus | SALT SHAKER | SCCA | 1 | 362 | 362 |
| 100 | 865 | Bill Rumbold | SUNDANCE | IPBAN | 1 | 358 | 358 |
| 101 | 6246 | David Miller | SEA NYMPH II | IPBAS | 1 | 354 | 354 |
| 102 | 6281 | Alex Butler | LAUGHIN PLACE | IPBAS | 1 | 343 | 343 |
| 103 | 6248 | Greg Abell | SEABELL | IPBAN | 1 | 339 | 339 |
| 104 | 6284 | Bill Severage | SISSY DOLL | IPBAN | 1 | 324 | 324 |
| 105 | 6282 | Ron Naselow | TRIVIAL PURSUIT | IPBAN | 1 | 319 | 319 |
| 106 | 2143 | Ray Jessen | TARNHELM | IPBAN | 1 | 318 | 318 |
| 107 | 41 | Joseph Castagna | DECEMBER MORN | SMBPF | 1 | 300 | 300 |
| 108 | 821 | Jerry Wellnitz | VENTANA | SDCA | 1 | 300 | 300 |
| 109 | 6287 | Don Bernard | SEA RESORT | SCCA | 1 | 300 | 300 |
| 110 | 6218 | Dick Sapp | CASCADIA | IPBAS | 1 | 300 | 300 |
| 111 | 6283 | Mike Caton | OLD MAN IV | IPBAN | 1 | 300 | 300 |
| 112 | 2119 | Dave Bucy | BIDARKA III | IPBAN | 1 | 300 | 300 |



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

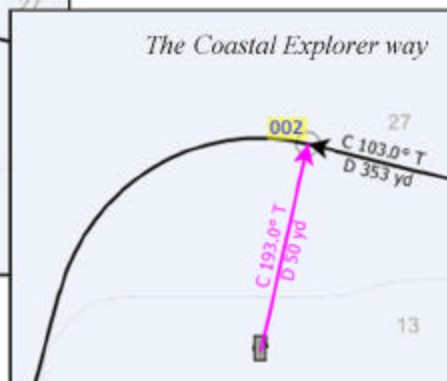
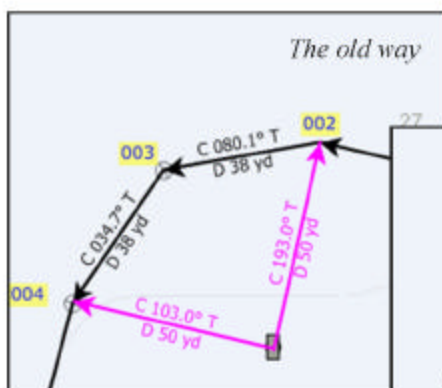
Navigation Software Just Got a Lot Better!

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 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