



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 10, Issue 4

October, 2010

How I Won the 2010 North American Invitational (NAI)

The 2010 NAI event chairman and NACA Vice Commodore Craig Ryan came up to me after the awards presentation and made an interesting comment to the effect: "I watched you and your partner Jeff Ewell all evening, and you showed little emotion." I replied that that changed as soon the last numbers were announced. But the fact is, we didn't think that a 1.66% would win. We knew we had tough competition with all the best racers, including the local knowledge experts John Walker, who won the Southern California Cruiser Association (SCCA), and Herb Dover from Santa Monica Bay Power Fleet (SMBPF), who had won the NAI before, as well as Garry Adalian from San Diego Cruiser Association (SDCA), who won the NAI in our waters in Seattle last year.

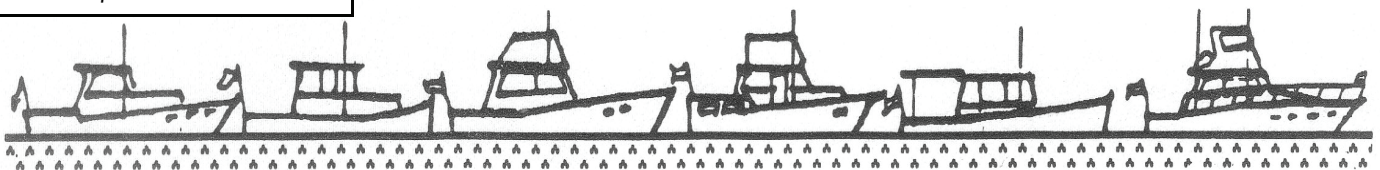
I knew the SCCA rules would make a tight race: radar, time-after-mark (TAM) at all waypoints, unlimited throttle adjustment, a fleet of very equal boats, all of which could produce low scores; an error in even one leg could cost you the race. The TAM theoretically produces a race with zero error as you adjust for any error at the waypoint and voila – a zero leg – not quite. Indeed, there were no zero legs. The biggest challenge proved to be something that Southern California rarely sees, current like we deal with in Puget Sound on nearly every race. However, our currents, like in San Diego and elsewhere, are predictable and well understood.

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Jeff and I had a heads up to those currents on Friday afternoon, the typical race calculation day. We were done early (we thought) and went to lunch with International Power Boat Association/South (IPBA/S) contestant George Babbitt and IPBA Commodore Jim Anderson in San Pedro. We asked if they could see the oil islands about eight miles south of the breakwater, and they said it was only a mile to the lookout over Pt. Fermin, go look. As Jeff and I looked at them, Jeff exclaimed something like "wow, look at that buoy", the red buoy just below. The telltale trail off to the east was no 0.25 knot, which the local longshore current should be. It had to be a knot or more. How would that relate to the race the next morning was our question. We also thought we could see the oil islands from the suspension bridge to San Pedro.

Actually, that wasn't the biggest challenge of the day. During the time trials
(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!

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NACA Objectives

The objective of the North American Cruiser Association is to promote the sport of Predicted Log Contests in North America. Pursuant to this objective, NACA will:

1. Publish and distribute a periodic newsletter known as the *Cruiser Log*, which shall contain news and information pertaining to the sport.
2. Schedule and coordinate an annual "North American Invitational" (NAI) Predicted Log Contest.
3. Sanction contests of member associations that are to be scored for NACA points.
4. Maintain and publish scoring and standings of Predicted Log contestants participating in NACA sanctioned contests.
5. Provide perpetual and suitable keeper trophies and other awards for winners of such North American Predicted Log series and events as may be established by NACA.
6. Establish "Recommended Contest Rules" for NACA sanctioned Predicted Log Contests.
7. Generally be responsive to the needs and requirements of member associations and of the sport of Predicted Log Contests.
8. Support boating and Corinthian yachting in general.

Cruiser Log Publication Deadlines

Submit by:	For publication in:
January 15	February
March 15	April
May 15	June
July 15	August
September 15	October
November 15	December

If you miss a deadline, your article will be published in a future issue.

Commodore's Corner

The 2010 North American Invitational (NAI), held in Long Beach, California, on August 7, 2010, at Shoreline Yacht Club (SYC), was a tremendous success. SYC has hosted the Trans Pac yacht race for many years, and Craig Ryan, Tom Collins, and their fellow Southern California Cruiser Association (SCCA) members did an excellent job. Thank you, Craig and the rest of the SYC and SCCA team.

Shoreline Yacht Club reminded me very much of my own club in Seattle, Queen City Yacht Club (QCYC), and many others in our area. Basically, an all-volunteer club with members doing nearly everything and, in doing so, becoming stronger. Also, like QCYC, they view log racing as an important part of their activities and another tie that binds them and the other clubs in the region.

I expressed that feeling well before the race on Saturday, but the awards banquet definitely put a positive light on it all. See my story on the NAI in this *Cruiser Log*. I only wish my wife Sue and our daughters could have joined Jeff and me, but the marriage of our youngest daughter in two weeks took preference. Is anyone surprised?

Winning the NAI is definitely an accomplishment I will always cherish. It is for the elite, and it is difficult enough to win your association's races and get to be there. I now especially look forward to joining the qualifiers in St. Petersburg, Florida, Oc-

tober 12-15, 2011, for another test of the best. I know our new secretary and board member, Fay Baynard, who is the event chair, and her crew will do another great job.

The cruising weather is still great in the fall in nearly all our areas. Enjoy it and your races while timid fair weather sailors tie up or haul their boats. Run the last of your races for the season, cheer on the winners as they compete for your association and NACA trophies, and have some fun. Remember, *Log Racing is a Social Event*.

Thank you,

Bob Lindal
NACA Commodore

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Actor Charles Laughton commented
that he was successful
in the role of Captain Bligh in
Mutiny on the Bounty
because he had come from a seafaring family.
"I presume," said George S. Kaufman, alluding to
Laughton's portrayal of Quasimodo
in *The Hunchback of Notre Dame*,
"that you also came from a long line of
hunchbacks."

.....

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FUTURE NAI EVENTS

15 October 2011 - St. Petersburg, FL

04 August 2012 - Chicago, IL

03 August 2013 - Vancouver, B.C.

02 August 2014 - San Diego, CA

How I Won the 2010 NAI (Continued from page 1)

on Thursday, we had our share of misfortunes. First, we were boarded by the Coast Guard for their typical safety inspections; we think they were training some newbies, and a powerboat doing timing circles in the harbor was a curious target.

The digital tachometer had one element burned out, and we were frustrated by the inability to tell 50 from 90. Then, those things became inconsequential when the steering died. Our boat owner, Mike Chiles, jumped right in and stopped us and got us back into the dock using the throttles.

Mike, Tom Collins, and Craig Ryan tackled both problems that afternoon, got the steering pump out and repaired in the morning, and it was all fixed by the time we had lunch on Friday. Though we had a good backup boat to use if they hadn't fixed it, that would mean another four hours timing. Thank goodness for the extra day in the NAI for calculations and boat repairs. We did have to bleed the system again on the morning of the race, but we got to *Chiles Play* early and had enough time, so we were only ten minutes late starting.

Saturday morning followed the pattern of much of the summer, low cloud/fog from a marine layer that burns off after lunch and unseasonably cool. Visibility of the oil islands and distant marks would be critical.

I had prepared several tables for the TAM calculations, since I don't like doing math on the fly during the pressure of any race; I use tables whenever I can. I had some tables for rpm adjustments for TAM error, I had others for current-related rpm adjustments.

I had a summary table to write the TAMs on, calculated the new predicted time at the next mark and then quickly determined the error to be made up. I then entered the rpm corrections from the tables and any other rpm corrections needed, such as from observations of current, which, of course, there proved to be. I believe the rpm and summary tables

were a key factor in why we won three of the six legs that had a TAM at the waypoint.

The challenge of rounding three of the oil islands also was a factor; I don't think we did so well doing that, but without GPS tracking to review after the race, you can have only a gut feel.

The two blind runs were the biggest challenge and the biggest errors for everyone. The first was about four miles from island EVA, aiming at nothing. There was a good time tick near the end (but four miles away) on the extension of a pier and a poor back range from EVA to Sunset Beach Park. I was good on the tick, which showed us way long, implying a southerly current of about 0.3 knots. I was okay with the back range, but my only conclusion from the analysis of our 66 seconds slow on the next leg was we were probably 200 yards east of the BP A.

We were planning to take the buoy near the southerly of the outer four islands (EUREKA) to starboard, but, as we approached, we saw a long poly mooring line streaming to the left (SE), and we passed close by to port. We estimated 0.5 knot current, which proved to be low, as we had 1 knot hurt at the next waypoint and hammered the throttles all the way to CP5 – EDITH (won that leg with 17 seconds slow) and the start of the Blind Run B.

The six nm BP was the game breaker. The current Jeff and I saw at Pt. Fermin had stretched all the way across. My analysis of the 79 sec error on the next one nm leg was a current of over one knot at a sharp angle to the track. I looked for our aiming point, which was the right pier of the suspension bridge. My image-stabilized 10x binoculars helped me pick it out within a few minutes, and we ranged on it all the way to BP B. Although we were well to the left of the other boats, Jeff held the range, crabbing in the current more and more as we went.

We also won the next leg with a large throttle adjustment after the TAM at the waypoint due to the same current. But we took most of it out near the breakwater Check Point 7 as we crossed a rip line,
(Continued on page 5)

How I Won the 2010 NAI (Continued from page 4)

which usually indicates a current change - for 5 sec fast.

Though we didn't win either Blind Point leg, we did well enough that our low errors in the other six legs held up for the win. Though I can assure you that even when the leg percentage errors were peeled off that evening, all the way to and including the final leg, Jeff and I were still holding our breath for the scores of the top three.

The local, John Walker, took third place at 2.3% percentage error, which put us on the sharpest pins and needles. We weren't even sure who our challenger was in the top two. It was the greatest relief that 2.2% was second and a joy to see that it was the new NACA bridge member, Fay Baynard from St. Petersburg and chair of the next NAI. Jeff and I only then smiled but stayed humble until Craig announced our names.

I have raced in NAI's for ten years, four as a contestant, two as a team member, and once as owner of the winning boat. I am glad I didn't have to race in NAI's for twenty-seven years like Tom Collins, who finally won in 2003 and 2007. Jeff and I are proud to be among the elite in our sport – the winner of an NAI.

Bob Lindal
International Power Boat Association

Story of Thanksgiving

Most stories of Thanksgiving history start with the harvest celebration of the Pilgrims and the Indians that took place in the autumn of 1621. Although they did have a three-day feast in celebration of a good harvest and the local Indians did participate, this "first Thanksgiving" was not a holiday, simply a gathering. There is little evidence that this feast of thanks led directly to our modern Thanksgiving Day holiday. Thanksgiving can, however, be traced back to 1863, when President Lincoln became the first president to proclaim Thanksgiving Day. The holiday has been a fixture of late November ever since.

However, since most school children are taught that the first Thanksgiving was held in 1621 with the Pilgrims and Indians, let us take a closer look at just what took place leading up to that event, and then what happened in the centuries afterward that finally gave us our modern Thanksgiving.

The Pilgrims who sailed to this country aboard the *Mayflower* were originally members of the English Separatist Church (a Puritan sect). They had earlier fled their home in England and sailed to Holland (The Netherlands) to escape religious persecution. There, they enjoyed more religious tolerance, but they eventually became disenchanted with the Dutch way of life, thinking it ungodly. Seeking a better life, the Separatists negotiated with a London stock company to finance a pilgrimage to America.

(Continued on page 10)

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NACA News

* New 2011 NAI Officers announced:

Commodore: Craig Ryan - SCCA
 Vice Commodore: Jeff Calabrese - SDCA
 Rear Commodore: John Vignocchi - CYC
 Secretary/Treasurer: Fay Baynard - SPYC
 Jr. Staff Commodore: Bob Lindal - IPBA/North

* 2011 Directors-at-Large elected:

Ken Case - IPBA/North
 Marty Muir - SDCA
 Duke Wheeler - SPYC
 Bill Winberg - SCCA

* A 2010 roster was mailed out to all NACA subscribing members in early August. This year, we are publishing a roster instead of a yearbook in order to avoid duplicating information that is already posted on our website (www.predictedlog.org). Only the sensitive information that can not be placed on the website is now included in the printed roster as a cost and tree-saving measure.

* Look for NACA advertisements in the following publications: Passage Maker Magazine, USPS Ensign, BoatUS Magazine, and Yachting Magazine. Also, NACA will offer cost sharing for our member organizations that wish to advertise locally. Contact Commodore Lindal for details.

* At the NAI Awards Banquet on August 7, 2010, S/C Tom Collins presented the Gandelman Trophy to S/C Bill Findley. Collins stated that the Gandelman is the only NACA trophy that is not awarded for skills in predicted log racing. Instead, it is awarded to the member who has, over an extended period, given substantial contribution to the sport. He said that S/C Findley has been a strong supporter of log racing for decades and, over that time, has chaired races for his club, helped conduct seminars, been commodore of his club, commodore of Southern California Cruiser Association, and a commodore of North American Cruiser Association. He is well deserving of the award as con-

firmed by the standing ovation he received upon announcement as this year's recipient.

* Bob Lindal won the 2010 NAI, hosted this year by Shoreline Yacht Club in Long Beach, California. The contest encompassed 36-plus nautical miles that circumnavigated the oil islands and platforms in the adjacent San Pedro Channel, located between Long Beach and Catalina Island. In fact, the contest was aptly named the Ten Island Regatta. Navigating the islands was tricky because it involves some very large turns that need to be executed precisely in order to maintain split second accuracy. However, in addition, the currents were very unusual for the locale. What are normally 0.2 to 0.3-knot open ocean currents were smoking at speeds of over one knot, something the locals indicated they've never seen before. These currents were most pronounced as a cross current on a 6-plus mile run to a blind point that truly invoked the contestants' best navigational skills.

It is fitting that our current NACA commodore, Bob Lindal, who hails from the Pacific Northwest, where they are accustomed to currents well above that, scored first place. Upon being awarded the beautiful Noon Cannon perpetual trophy, Bob said that he was overjoyed to finally win after ten years of trying. The contest was definitely challenging, as indicated by the scores. Bob's first place was secured with a 1.662% error, while Fay Baynard of St. Petersburg took second with a 2.224, and SCCA local John Walker took third with a 2.331. All in all, it was a very successful NAI, and a good time was had by all.

Tom Collins
Southern California Cruiser Association

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If my film makes one more person miserable,
 I've done my job.
 - Woody Allen

Move Over Brothers Grimm...Another Ferry Tale, Part V (Final)

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

Vigilance Pays

Sunday, Day 12. We didn't need the five mile radar run in heavy mist/fog the next morning. But there we were again. Windows open, eyes bleary, groping through the fog. The bar is wide on paper, but the channel is narrow, and you have to keep to the south. Visibility is about 100 feet. We see the jetties on either side. We see the day marks on the channel. We proceed slowly. No traffic. We have sea buoy "HB" as a waypoint. It pops right out on the screen. We head for it. Big seas now, and we're throttled down.

The Cap'n shows the waypoint slightly to the left and beyond. But the radar is showing we're heading right for it. "Can you see the light yet?" the captain inquires. "No." "Now can you see it? It should be just ahead." None of us pick it up. But it is showing dead ahead. The captain says, "I gotta turn". Lucky he did. Just as we came left fifteen degrees, old Mister RW "HB" looms up and slides off our starboard, just where we would have been in another five seconds. No light showing. We missed it by under twenty yards. It's a big mamoo and would have decidedly altered our spirits and paint job.

We didn't have the presence of mind to call this small discrepancy into the Coast Guard. It was on the regular 1100 Notice to Mariners that it was reported unlit and cautioned mariners to be alert. We wondered who else stumbled on to the fact and how?

We thought the seas would smooth down farther out. But under sunny skies, the swell held at 14-15 feet and gave us an exhilarating ride. We had wind, wave, and current pushing us along. By mid-afternoon, we were looking for sea buoy "NA" marking the Noyo River. Well, if we thought Tillamook, Newport, Coos Bay, Chetco River, and Humboldt Bay somewhat narrow, Noyo takes the

cake. It is not an entrance. It is a crevasse. A cleft in the rock. The biblical eye-of-the-needle. No leeway to recover on either side with a pronounced set of dragon teeth smiling at you. An orthodontist's dream.

We thread the course and slip under the bridge in fine shape. No traffic to jockey with. Tight river channel and marina entrance. The trip has been an exciting experience but has taken longer than expected. The first mate has a medical appointment. We won't make it by boat. His bride drives up from Sausalito and rescues him from any further danger. We replenish the larder and bid them fond adieu. We rolled up 106.6 nautical miles in 10h 46m at an average speed of 9.9 knots.

Temptation

Monday. Day 13. Well, it's just the captain and I. Neither of us need to be anywhere in any near time, say two to three years. We look at the charts. We're scheduled into Bodega Bay today. We just know it's going to be a great day for a boat ride, even at 0500. We quickly cast off and enter the river. We see a local fishing boat ahead of us. Good news. We just follow that fellow right on out. We're right. He knows the way, and we hug his stern through the rocks and past the sea buoy.

(Continued on page 8)

Alcohol is a very necessary article.
It enables Parliament to do things
at eleven at night
that no sane person would do
at eleven in the morning.
- George Bernard Shaw

...Another Ferry Tale, Part V (Final)
(Continued from page 7)

Yesterday's big tiger waves are pussycats this morning. A gentle, easy swell. We pick out Pt. Arena and clear with no problem. The lighthouse is about half way out on the long narrow spit. Beautiful country. We remember going out and around the old abandoned lighthouse at Pt. St. George. Lots of kelp about. Lots of rocks underneath. We could see commercial fishing boats between the lighthouse and shore, but we had no stomach for cutting that corner. We also almost ran down a special beacon buoy, floating deep in the water with little freeboard. We wondered what that funny symbol on the charts was; now we know.

We pick up dolphin again and then something that looks like albacore. El Nino is still active in these parts. We have plenty of fuel, it's a nice day, and it's only a couple more hours to Drakes Bay. We decide to cut Bodega and head for the fish plant. Subconsciously, I think we remembered the mermaid. With our luck, she would be back in her home port as the un-official maritime equivalent of the Welcome Wagon, waiting to greet the lonesome sailor.

While the other ports were strange and new, Drakes Bay is an old friend. We dropped the hook in twenty feet of water, 300-400 feet off the old fish plant and settled in for the night. Even did laundry again. We really didn't need to, but we just wanted to see the look on the spouse's face when she emptied the seabag and found all clean clothes. Surprise. "See, you thought I was just lolly-gagging about for two weeks, when I've been slaving over a hot laundry tub."

Tuesday, Day 14. The temptation this morning is to turn slightly right, coming past Chimney Rock. We could follow the whales and, before you know it, we're in Mexico for the winter. Warm breezes, soft sand, great shrimp, cold cerveza. Ah, that's the life.

I don't know when the grim pilgrim stowed away, but in the clear light of dawn, the prudent course of action seemed to indicate a course for Sausalito and home. We would not go down quietly. We dressed ship with the assortment of flags, tested the hailer for proper transmission of Handel's *Alleluia Chorus*, and set off in a triumphant attitude.

The home folks had been alerted by cell phone of our imminent arrival, so we were prepared for a warm welcome. Our light-hearted spirits were further raised as we came in Richardson Bay and found a small flotilla of decorated boats, including a press boat waiting for us. Well, were we excited. Yes, until we noticed no one was looking directly at us, and, in fact, they seemed to be saying, "What are you guys doing here? Get out of the way." That's when we spotted another craft majestically working her way out of the basin. It was *Wander-Bird*, an ancient mariner who started life as a German pilot boat in the North Sea in the last part of the last century. Here we are, all dolled up, but no pedigree. So, we joined in and gave her a farewell blast on the horn and a proper salute to a grand old lady. We also had a bit of a celebration. Smoked salmon, cheese, wafers, and champagne waited for us when we docked. A wonderful way to end a great adventure.

The log reads, "Another ho-hum trip. 886.4 nm in 88h 22m. Average speed 9.8 knots. Average fuel consumption 14.45 gph. Can't wait to do it again."

I learned law so well, the day I graduated
I sued the college,
won the case,
and got my tuition back.
- Fred Allen

NACA FLAGS

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Numbers Every Log Racer Should Know

Listed below are the important numbers pertaining to my boat that I use to make quick adjustments while underway whenever some new information comes available. For example, assume I've just received the time at a waypoint after a 1½ mile run. It says I'm 15 seconds late, and I have two more miles to go to get to the checkpoint. Dividing 15 seconds slow by the 1½ nm distance traveled shows I was 10 seconds-per-mile slow. At 5.6 sec/tenth knot (*e* below), that indicates there is about a 0.2 knot current against me (10 sec/nm ÷ 5.6 sec/tenth knot). I'll have to add 24 rpm to correct for the current (12 rpm/tenth X 2 tenths). I'll also need to add some rpm's to make up the 15 seconds that I was late at the waypoint by dividing the two nm remaining into the 15 sec I was late to get 7.5 sec/nm. Multiplying 7.5 sec/nm times 2.1 RPM/sec/nm from the table below yields 15.75 rpm.

Rather than use a calculator, I would simply round and multiply 8 x 2 to get 16 rpm, which is close enough, since I can't set ¼ rpm anyway. What is important here is to get the calculations done quickly, so the rpm's can be adjusted as soon as possible. Exact precision in the calculations isn't as important as getting a quick approximation as to what is needed and correcting the rpm's right away. In this example, I would add 24 rpm for the current and 16 rpm to correct for the late arrival at the waypoint, for a total of 40 rpm. Adding that to the baseline 860 rpm gives a new rpm of 900 for the rest of the leg. Good Luck!

Description	Misty Sea's Value
a. Base speed RPM (<i>a</i> , <i>b</i> , & <i>d</i> are from measured mile speed curve)	860 RPM
b. Vessel speed in knots (on measured mile average knots, not seconds)	8.0 knots
c. Vessel speed in seconds per nautical mile ($3600 \div \text{speed in knots}$)	450 sec/nm
d. Speed Sensitivity, RPM change required to change speed $1/10$ knot	12 RPM/ $1/10$ knot
e. Seconds/nm per tenth knot ($3600 \div \text{speed } b - (3600 \div (\text{speed } b + .1))$)	5.6 sec/ $1/10$ knot
f. Speed Sensitivity, RPM to change speed 1 sec/nm ($d \div e$)	2.1 RPM/sec/nm
g. Acceleration time, dead stop to full speed (additional time for 1 nm)	6 seconds
h. Turn time, seconds per 180° (time for continuous 360° turn ÷ 2)	40 seconds/180°
i. Turn radius in yards ($645 \times \text{turn time } h \div \text{speed } c$)	57 yards
j. RPM added for 10° dogleg ($.154 \times \text{speed } b \times \text{speed sensitivity } d$)	15 RPM
k. Weight sensitivity, pounds per second per nm ($.007 \times \text{boat weight lbs.}$)	350 pounds/sec/nm

Tom Collins

Southern California Cruiser Association

Story of Thanksgiving (Continued from page 5)

Most of those making the trip aboard the *Mayflower* were non-Separatists but were hired to protect the company's interests. Only about one-third of the original colonists were Separatists.

The Pilgrims set ground at Plymouth Rock on December 11, 1620. Their first winter was devastating. At the beginning of the following fall, they had lost 46 of the original 102 who sailed on the *Mayflower*. But the harvest of 1621 was a bountiful one. And the remaining colonists decided to celebrate with a feast and included 91 Indians who had helped the Pilgrims survive their first year. It is believed that the Pilgrims would not have made it through the year without the help of the natives.

The feast was more of a traditional English harvest festival than a true "thanksgiving" observance. It lasted three days. Governor William Bradford sent "four men fowling" after wild ducks and geese. It is not certain that wild turkey was part of their feast. However, it is certain that they had venison. The term "turkey" was used by the Pilgrims to mean any sort of wild fowl.

Another modern staple at almost every Thanksgiving table is pumpkin pie. But it is unlikely that the first feast included that treat. The supply of flour had been long diminished, so there was no bread or pastries of any kind. However, they did eat boiled pumpkin, and they produced a type of fried bread from their corn crop. There was also no milk, cider, potatoes, or butter. There were no domestic cattle for dairy products, and the newly-discovered potato was still considered by many Europeans to be poisonous. But the feast did include fish, berries, watercress, lobster, dried fruit, clams, venison, and plums.

This thanksgiving feast was not repeated the following year. Many years passed before the event was repeated. It wasn't until June of 1676 that another day of thanksgiving was proclaimed. On June 20 of that year, the governing council of Charlestown, Massachusetts, held a meeting to de-

termine how best to express thanks for the good fortune that had seen their community securely established. By unanimous vote, they instructed Edward Rawson, the clerk, to proclaim June 29 as a day of thanksgiving. It is notable that this thanksgiving celebration probably did not include the Indians, as the celebration was meant partly to be in recognition of the colonists' recent victory over the "heathen natives".

A hundred years later, in October of 1777, all thirteen colonies joined in a thanksgiving celebration. It also commemorated the patriotic victory over the British at Saratoga. But it was a one-time affair.

George Washington proclaimed a national day of thanksgiving in 1789, although some were opposed to it. There was discord among the colonies, many feeling the hardships of a few pilgrims did not warrant a national holiday. And later, President Thomas Jefferson opposed the idea of having a day of thanksgiving.

It was Sarah Josepha Hale, a magazine editor, whose efforts eventually led to what we recognize as Thanksgiving. Hale wrote many editorials championing her cause in her *Boston Ladies' Magazine* and later, in *Godey's Lady's Book*. Finally, after a 40-year campaign of writing editorials and letters to governors and presidents, Hale's obsession became a reality when, in 1863, President Lincoln proclaimed the *last* Thursday in November as a national day of Thanksgiving.

Thanksgiving was proclaimed by every president after Lincoln. The date was changed a couple of times, most recently by Franklin Roosevelt, who set it up one week to the next-to-last Thursday in order to create a longer Christmas shopping season. Public uproar against this decision caused the president to move Thanksgiving back to its original date two years later. And in 1941, Thanksgiving was finally sanctioned by Congress as a legal holiday, as the *fourth* Thursday in November.

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Historian: an unsuccessful novelist.

- H. L. Mencken

George Washington's 1789 Thanksgiving Proclamation

Whereas it is the duty of all nations to acknowledge the providence of Almighty God, to obey His will, to be grateful for His benefits, and humbly to implore His protection and favor; and Whereas both Houses of Congress have, by their joint committee, requested me "to recommend to the people of the United States a day of public thanksgiving and prayer, to be observed by acknowledging with grateful hearts the many and signal favors of Almighty God, especially by affording them an opportunity peaceably to establish a form of government for their safety and happiness:"

Now, therefore, I do recommend and assign Thursday, the 26th day of November next, to be devoted by the people of these States to the service of that great and glorious Being who is the beneficent author of all the good that was, that is, or that will be; that we may then all unite in rendering unto Him our sincere and humble thanks for His kind care and protection of the people of this country previous to their becoming a nation; for the signal and manifold mercies and the favorable interpositions of His providence in the course and conclusion of the late war; for the great degree of tranquility, union, and plenty which we have since enjoyed; for the peaceable and rational manner in which we have been able to establish constitutions of government for our safety and happiness, and particularly the national one now lately instituted for the civil and religious liberty with which we are blessed, and the means we have of acquiring and diffusing useful knowledge; and, in general, for all the great and various favors which He has been pleased to confer upon us.

And also that we may then unite in most humbly offering our prayers and supplications to the great Lord and Ruler of Nations and beseech Him to pardon our national and other transgressions; to enable us all, whether in public or private stations, to perform our several and relative duties properly and punctually; to render out National Government a blessing to all the people by constantly being a Government of wise, just, and constitutional laws,

discreetly and faithfully executed and obeyed; to protect and guide all sovereigns and nations (especially such as have shown kindness to us), and to bless them with good governments, peace, and concord; to promote the knowledge and practice of true religion and virtue, and the increase of science among them and us; and, generally to grant unto all mankind such a degree of temporal prosperity as He alone knows to be best.

Given under my hand, at the city of New York, the 3d day of October, A.D. 1789.

(signed) *G. Washington*

Note:

Shortly after the Thanksgiving Proclamation was written, it was lost for 130 years. The original document was written in longhand by William Jackson, secretary to the President, and was then signed by George Washington. It was probably misplaced or mixed in with some private papers when the U. S. capitol moved from New York to Washington, D.C.

The original manuscript was not placed in the National Archives until 1921, when Dr. J. C. Fitzpatrick, assistant chief of the manuscripts division of the Library of Congress found the proclamation at an auction sale being held at an art gallery in New York. Dr. Fitzpatrick purchased the document for \$300.00 for the Library of Congress, in which it now resides. It was the first official presidential proclamation issued in the United States.

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 at 206.892.1234.

RMS Queen Mary

8/14/2010

Best 10 of first 11 contests entered

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	9	7779	864
2	936	Bob Ehlers	JB & ME	SDCA	9	6979	775
3	937	Edward Denaci	MICROSHIP II	SDCA	8	6372	796
4	825	Jeff Calabrese	LIVING WELL	SDCA	9	5871	652
5	919	Bob Lindal	SUZY Q	IPBAN	6	5498	916
6	933	David Weimer	JUST DESERTS	SDCA	8	5367	671
7	6252	Bill Winberg	BILLY THE KID	SCCA	8	5341	668
8	20	Tom Collins	MISTY SEA	SCCA	6	5160	860
9	704	Pete Healy	JINKIES	SCCA	6	4731	788
10	806	Michael Fontaine	TUFFY	SDCA	9	4569	508

St Petersburg YC Perpetual

8/14/2010

Best 4 of first 5 contests entered

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	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	704	Pete Healy	JINKIES	SCCA	5	3467	867
9	20	Tom Collins	MISTY SEA	SCCA	5	3452	863
10	959	Bruce Cullen	CAROLINE II	IPBAN	4	3418	854

Herbert L. Stone Perpetual

8/14/2010

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

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	IPBAN	4	3882	970
4	20	Tom Collins	MISTY SEA	SCCA	4	3678	920
5	704	Pete Healy	JINKIES	SCCA	4	3553	888
6	883	Fay Baynard	PHASE OUT	SPYC	4	3240	810
7	6256	Rick George	HALE KAI	SPYC	4	3240	810
8	936	Bob Ehlers	JB & ME	SDCA	3	2954	985
9	919	Bob Lindal	SUZY Q	IPBAN	3	2922	974
10	994	Marty Muir	STELLA MARIS	SDCA	3	2669	890

George M. Codrington Perpetual

8/14/2010

Best 5 of first 7 contests entered

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	20	Tom Collins	MISTY SEA	SCCA	6	4434	887
5	937	Edward Denaci	MICROSHIP II	SDCA	7	4418	884
6	704	Pete Healy	JINKIES	SCCA	6	4279	856
7	2123	Bill Anderson	THE TILLIE	IPBAN	5	4074	815
8	370	Mike Henry	PEACHY KEEN	IPBAN	6	4009	802
9	933	David Weimer	JUST DESERTS	SDCA	7	3934	787
10	782	Dick Timmerman	VAGABOND	IPBAN	4	3882	970

COASTAL EXPLORER TROPHY* (NACA Championship)

8/14/2010

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	9	7175	897
2	936	Bob Ehlers	JB & ME	SDCA	9	6679	835
3	937	Edward Denaci	MICROSHIP II	SDCA	8	6372	796
4	825	Jeff Calabrese	LIVING WELL	SDCA	9	5571	696
5	919	Bob Lindal	SUZY Q	IPBAN	6	5498	916
6	933	David Weimer	JUST DESERTS	SDCA	8	5367	671
7	6252	Bill Winberg	BILLY THE KID	SCCA	8	5341	668
8	20	Tom Collins	MISTY SEA	SCCA	6	5160	860
9	704	Pete Healy	JINKIES	SCCA	6	4731	788
10	994	Marty Muir	STELLA MARIS	SDCA	7	4440	634
11	370	Mike Henry	PEACHY KEEN	IPBAN	6	4371	728
12	981	Michael Elovitz	LOVIT	SDCA	8	4308	538
13	806	Michael Fontaine	TUFFY	SDCA	9	4200	525
14	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	8	4182	523
15	2123	Bill Anderson	THE TILLIE	IPBAN	5	4074	815
16	591	Robert Erly	LOIS	SDCA	7	3947	564
17	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	4	3882	970
18	2095	David Padgett	SLIP AWAY	IPBAN	5	3643	729
19	805	Ralph Salerno	ANCORA	SDCA	6	3605	601
20	955	Bill Grady	ZORRO	IPBAN	4	3520	880
21	739	Craig Ryan	BLACK JACK	SCCA	6	3461	577
22	959	Bruce Cullen	CAROLINE II	IPBAN	4	3418	854
23	883	Fay Baynard	PHASE OUT	SPYC	4	3240	810
24	6256	Rick George	HALE KAI	SPYC	4	3240	810
25	818	John Murphey	HOMBRE	IPBAN	5	3192	638
26	941	Tom Chandler	RM II HYDE	SCCA	6	2915	486
27	839	Fred Cole	MOUSE TRAP	IPBAN	4	2844	711
28	984	Steve Hazlerig	SOLARA	IPBAN	4	2840	710
29	677	Bill Doherty	ALDEBARAN	SDCA	5	2824	565
30	755	George Jackman	SPECIAL EFFECT	SCCA	3	2584	861
31	6209	Andy Gerde	WINDY-I	IPBAN	5	2516	503
32	74	Robert Roth	NIGHTWATCH	SMBPF	3	2496	832
33	834	John Walker	PRIME TIME	SCCA	4	2263	566
34	889	Owen Ritter	OUTBOUND	IPBAN	3	2237	746
35	833	Dale King	KINGS X	SCCA	3	2210	737
36	6234	Ken Case	RAZZLE	IPBAN	3	2158	719
37	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	4	2028	507
38	732	Bill Findley	ANOTHER PROMISE	SCCA	3	1912	637
39	705	Herbert Dover	COASTWATCHER	SMBPF	3	1909	636
40	6210	Glenn Ryan	AMNESIA	IPBAN	3	1893	631
41	6253	Clint Chapin	SOJOURN	IPBAN	3	1786	595
42	2016	Dan Frank	MOON SHINE	IPBAN	3	1733	578
43	964	Burnell Blockhus	LOLITA	SMBPF	2	1716	858
44	724	Lynn Montgomery	LIKELY LADY	IPBAN	2	1703	852
45	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	3	1646	549
46	857	Jerry Downer	NOR'WESTER	IPBAS	2	1641	820
47	6219	Dennis Sheehan	40 CUBITS	IPBAS	3	1593	531
48	982	George Babbitt	GENERAL QUARTERS	IPBAS	2	1582	791
49	6261	Pete St. Phillip	PAGEANT II	SCCA	2	1532	766
50	4058	Terry Baker	CHOPPERS II	IPBAN	2	1516	758
51	6239	Daryl Creighton	FREE SPIRIT	SCCA	4	1496	374
52	6272	Bill Herman	SUMMER HOURS	IPBAN	2	1480	740
53	842	Team Klett/Elbon	KLETTITAT	IPBAN	2	1480	740
54	703	Edward Hedges	JO-SEA	IPBAN	2	1425	712
55	2018	Chuck Silvernail	SOLMAR	IPBAN	2	1409	704
56	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	2	1400	700
57	6255	Gene Paxton	EVENTIDE	IPBAS	2	1389	694

COASTAL EXPLORER TROPHY* (NACA Championship)

8/14/2010

Best eight of first eight or 9 contests entered

Page 2 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 Point</u>
58	6277	Suzi Ward-Webb	LUX SOLIS	IPBAN	2	1306	653
59	6251	Loretta Pieretti	SISSY DOLL	IPBAN	2	1250	625
60	6270	Arnie Gaillard	BYE Y'ALL	IPBAN	3	1238	413
61	6237	Maurice McGough	QUOTIDIAN	SPYC	4	1200	300
62	6257	Richard Kay	MATANA	IPBAN	2	1189	594
63	849	Russ Oberg	NORDIC LADY	IPBAN	2	1152	576
64	909	Scott Strandjord	REDEMPTION	IPBAN	2	1139	570
65	844	Irving Rubinstein	LORELEI	SDCA	2	1132	566
66	6280	John Guthrie	LADY ELIANE	SPYC	2	1036	518
67	3437	Jerry Zuvich	LADY LAUR	IPBAN	1	943	943
68	736	JD Smith	SAFARI	SCCA	1	924	924
69	348	Dean Lentgis	KALOS FILOS	IPBAN	1	923	923
70	6107	Vern Smith	PATTY WAGON	IPBAN	2	893	446
71	958	Jim Anderson	FIDALGO	IPBAS	2	887	444
72	6285	Phillip Nardulli	NAUGHTY CALL	SCCA	2	872	436
73	917	Duane Hampton	FRESH START	SCCA	2	856	428
74	6258	Mark Backstrom	SEABOOPLAY	IPBAN	2	797	398
75	6213	Jim Chiles	INTRIGUE	IPBAS	1	746	746
76	891	Leo Longenecker	REALITY CHECK	IPBAN	1	728	728
77	607	Jeff Swan	CLAIRE MARIE	IPBAN	1	689	689
78	6278	Jon Corriveau	TAHOMA	IPBAN	1	648	648
79	619	Don Larson	TEWASI	IPBAS	1	645	645
80	6275	Jim Vanantwerp	TWERPEDO	IPBAN	1	639	639
81	6274	Terynia Smith	PATTY WAGON	IPBAN	1	629	629
82	3424	Bob Bruins	OCEAN PEARL	IPBAN	1	621	621
83	6114	Frank Iannuzzi	TUTTA BENE	SCCA	1	604	604
84	6249	John Carlson	SOLMATES	IPBAN	1	603	603
85	6212	Mike Burton	ROYAL CHINOOK	IPBAS	1	602	602
86	6276	Dick/Curtis	NJROTC Bennison	IPBAS	1	586	586
87	6142	Charles Billings	NOBSKA	IPBAN	1	550	550
88	6232	John Carrosino	RENDEZVOUS	IPBAN	1	532	532
89	6271	Tony Frey	SINGLE MALT	IPBAN	1	514	514
90	6103	Del Hoffman	SIDNEY ROSE	IPBAN	1	513	513
91	6012	John Burwell	GAVIA	IPBAN	1	496	496
92	132	Robert Johnson	SCHOTTISCHE IV	IPBAN	1	487	487
93	6273	Dan Finnely	SUNDANCE	IPBAN	1	474	474
94	6238	Gary Dove	OSPREY (IPBA S)	IPBAN	1	435	435
95	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	1	430	430
96	6241	Phil Osterli	NORDIC SPIRIT	IPBAN	1	425	425
97	2150	David Garland	LUCKY DOG	IPBAN	1	416	416
98	6214	JR Collier	SPELLBOUND	IPBAS	1	389	389
99	6231	Marla Brown	SLIP AWEIGH	SCCA	1	385	385
100	6109	Bob Yates	RHUMB LINE	IPBAN	1	372	372
101	6286	Kip Cyprus	SALT SHAKER	SCCA	1	362	362
102	865	Bill Rumbold	SUNDANCE	IPBAN	1	358	358
103	6246	David Miller	SEA NYMPH II	IPBAS	1	354	354
104	6281	Alex Butler	LAUGHIN PLACE	IPBAS	1	343	343
105	6248	Greg Abell	SEABELL	IPBAN	1	339	339
106	6284	Bill Sevarge	SISSY DOLL	IPBAN	1	324	324
107	6282	Ron Naselow	TRIVIAL PURSUIT	IPBAN	1	319	319
108	2143	Ray Jessen	TARNHELM	IPBAN	1	318	318
109	2119	Dave Bucy	BIDARKA III	IPBAN	1	300	300
110	821	Jerry Wellnitz	VENTANA	SDCA	1	300	300
111	41	Joseph Castagna	DECEMBER MORN	SMBPF	1	300	300
112	6283	Mike Caton	OLD MAN IV	IPBAN	1	300	300
113	6218	Dick Sapp	CASCADIA	IPBAS	1	300	300
114	6287	Don Bernard	SEA RESORT	SCCA	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.

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

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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



Get Serious!

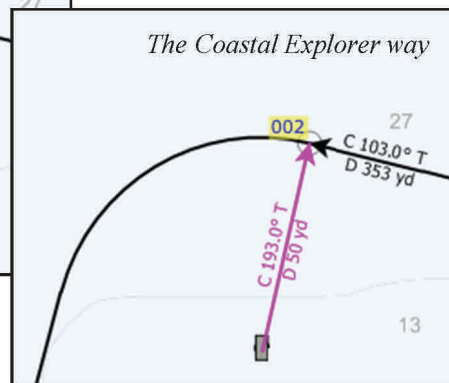
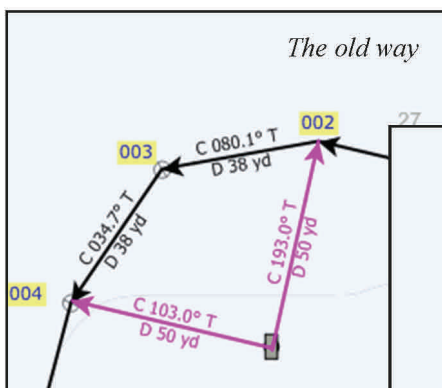
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