



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 10, Issue 5

December, 2010

Saga of the *Misty Sea*, Part I

The following is one of seven trip reports sent to me by Tom Collins several years ago. With apologies for the long delay in publication, here is Part I of the Saga of the Misty Sea. Interestingly, Tom and Joanne are presently in a slip in Paradise Village Marina near Puerto Vallarta, having just commenced their sixth Mexico trip two weeks ago. Plans are to spend six-plus months rambling up and down the Mexican Riviera, as far south as Zihuatanejo.

Saturday, November 16, 2002

Huntington Harbor to the Sea of Cortez

Total statute trip miles logged to date: 1180, engine hours: 127

We hadn't planned on writing anywhere near as much this trip. After all, it's kind of old news. No sense in rehashing it all again. But, judging by the e-mails we are starting to receive asking what's happened to us, we should probably at least issue a brief report on our progress from time to time. So, here goes.

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We left Huntington Harbor at 0dark30 on Saturday, October 26, 2002, for San Diego. The run was uneventful (good, that's the way we like it), and, after fueling, we pulled into a pre-assigned slip at San Diego Yacht Club by 1700. Had dinner in the yacht club bar (cheaper, quicker, simpler, and good food) while watching the final World Series game. Glad to see the Angels finally win.

Sunday we traveled down to Ensenada, Mexico, and tied up in the boatyard haul-out slip. Everything went well; no problems.

Monday, they hauled us out first thing in the morning and started work on repainting new poison bottom paint on the hull. The painting process takes about four days because it requires three coats and time to dry between coats and launching. While the bottom was being painted, we took care of various necessary chores in town, such as getting our six-month visitors visas, clearing the boat into the country, getting a Mexican ham license, and stocking up on a few more provisions. Thursday evening, Bud Lloyd and Bill Findley

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North American Cruiser Association

For help or information, visit our web site at
<http://www.predictedlog.org>

It provides a resource for boaters looking for information, to learn more about predicted logging or NACA, or to find a member organization near them.

Feel free to call any of us with your thoughts and ideas!

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NACA Objectives

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

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

Cruiser Log Publication Deadlines

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

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

Commodore's Corner

As I sit in Maui, with its typically gorgeous weather, preparing for the next NACA Board Teleconference tomorrow, I am thinking that the year is winding down. In the great circle of life, we prepare for the next season of racing and boating.

The racing season has ended in most areas, except for those last few races in San Diego or a club race here or there. International Power Boat Association (IPBA) held its annual award banquet last Saturday and decided to host the Barusch next July in Victoria (Sidney), British Columbia.

A few lucky or courageous skippers have run their boats from the Great Lakes or Northeast to Florida for the winter, to join the Florida boaters who boat year round. Others have gone down the West Coast to Mexico. Some of the Southern California associations run races every month, and, even in the Pacific Northwest, we take off only November and December. And, of course, my year as commodore ends next month.

Racing has seen a few setbacks in the past year but some good news as well. We have seen little activity in the Northeast, as New England Cruiser Association (NECA) did not hold a race. We hope they can revive in 2011. Chicago will be hosting the NAI in 2012. Bright spots are in Southern California Cruiser Association (SCCA) and San Diego Cruiser Association (SDCA) in Southern California and IPBA in the Pacific Northwest. They have new racers joining in many races. Some are doing very well, with wins or top three finishes in some races,

such as the IPBA race at Port Orchard Yacht Club and the SCCA Easter Catalina Race.

As in the great circle of life, a fresh new beginning is already awakening for 2011. Vice Commodore Craig Ryan takes over as commodore. I am confident that he will do a great job, as he already has shown with the NAI last August and all the various jobs he already has done and is continuing to do for NACA. Congratulations, Craig.

I already have my club's "First of the Season" IPBA race sanctioned for mid-January, when IPBA gets started again. Our classes start in early January for a new group of eager racers.

The Great Alaska 1000 Race last summer has produced not only some new racers for that race, but also some of the tag-along boats, which had never raced. They actually started racing, and some are starting in the new year. An unusual method of recruiting new racers, but if it works, do it. The tried and true method of simply inviting fellow boaters to join the social and fun, yet being as competitive as you want to make it, activity of predicted logging works best. Members can also encourage the friendly rivalry between yacht club, which is healthy for the clubs and our sport and is yet another source of recruitment.

For example, IPBA is blessed by active support of the bridges of many of the yacht clubs in the re-

(Continued on page 5)

NACA BLAZER BULLIONS

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

Really good looking!

Only \$25 (includes shipping and handling)

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FUTURE NAI EVENTS

15 October 2011 - St. Petersburg, FL

04 August 2012 - Chicago, IL

03 August 2013 - Vancouver, B.C.

02 August 2014 - San Diego, CA

Ten Tips for Holiday Eating

10. Carrot Stick

Avoid carrot sticks. Anyone who puts carrots on a holiday buffet table knows nothing of the Christmas spirit. In fact, if you see carrots, leave immediately. Go next door, where they're serving rum balls.

9. Eggnog

Drink as much eggnog as you can. And quickly. It's rare ... you cannot find it any other time of year but now. So drink up! Who cares that it has 10,000 calories in every sip? It's not as if you're going to turn into an eggnogoholic or something. It's a treat. Enjoy it. Have one for me. Have two. It's later than you think. It's Christmas!

8. Gravy

If something comes with gravy, use it. That's the whole point of gravy. Gravy does not stand alone. Pour it on. Make a volcano out of your mashed potatoes. Fill it with gravy. Eat the volcano. Repeat.

7. Mashed Potatoes

As for mashed potatoes, always ask if they're made with skim milk or whole milk. If it's skim, pass. Why bother? It's like buying a sports car with an automatic transmission.

6. Pre-Eating

Do not have a snack before going to a party in an effort to control your eating. The whole point of going to a Christmas party is to eat other people's food for free. Lots of it. Hello?

5. Exercise

Under no circumstances should you exercise between now and New Year's. You can do that in January, when you have nothing else to do. This is the time for long naps, which you'll need after circling the

buffet table while carrying a ten-pound plate of food and that vat of eggnog.

4. Santa Cookies

If you come across something really good at a buffet table, like frosted Christmas cookies in the shape and size of Santa, position yourself near them and don't budge. Have as many as you can before becoming the center of attention. They're like a beautiful pair of shoes. If you leave them behind, you're never going to see them again.

3. Pies

Same for pies. Apple, pumpkin, mincemeat. Have a slice of each. Or, if you don't like mincemeat, have two apples and one pumpkin. Always have three. When else do you get to have more than one dessert? Labor Day?

2. Fruitcake

Did someone mention fruitcake? Granted, it's loaded with the mandatory celebratory calories, but avoid it at all cost. I mean, have some standards.

1. Motto

One final tip: If you don't feel terrible when you leave the party or get up from the table, you haven't been paying attention. Re-read tips; start over, but hurry, January is just around the corner.

NACA FLAGS

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North American Cruiser Association 500 Club

NACA #	CONTESTANT	ASSOCIATION	DATE	CONTEST	% ERROR
955	Bill Grady	IPBA-N	01/16/10	1st of Season	0.3171%
732	Dick Timmerman	IPBA-N	01/16/10	1st of Season	0.4072%
919	Bob Lindal	IPBA-N	01/16/10	1st of Season	0.4257%
348	Dean Lentgis	IPBA-N	01/16/10	1st of Season	0.4278%
944	Bill Anderson	IPBA-N	01/16/10	1st of Season	0.4925%
782	Dick Timmerman	IPBA-N	03/06/10	Meydenbaur Boomerang	0.2144%
936	Bob Ehlers	SDCA	04/10/1	Spring Series 4 of 4	0.4528%
020	Tom Collins	SCCA	06/05/1	BCYC Invitational	0.4170%
904	Bob Gautschi	IPBA-GG	07/02/10	Alaska 1000-2	0.2993%

Commodore's Corner (Continued from page 3)

gion. The smart bridge officers see predicted logging as a valuable activity to strengthen their clubs. I am pleased to report that venerable Tacoma Yacht Club is going to re-start their annual "Jack Hyde" race next spring. The support of their bridge and the active efforts of one of their members, whose son competed in the Gig Harbor Yacht Club race last spring as a member of a high school Navy Junior NROTC program, was the key.

One of the reasons I agreed to serve on the NACA bridge is I have seen how beneficial and fun the sport has been for me, my family, my club, and all members of the racing community. It has been NACA's and my goal to encourage participation in the sport. I only hope that we continue to see the sport grow and evolve to meet the needs of boaters for many years to come.

I thank you all for your support during my commodore year and encourage you all to continue that for Craig.

Bob Lindal
NACA Commodore

Before you criticize someone,
you should walk a mile in their shoes.
That way, when you criticize them,
you're a mile away and you have their shoes.

Crossing the Bar

We say goodbye to a shipmate whose work, as well as love of the sea and sailing, took him up close and personal to the Coast Guard many times. His most memorable introduction was when his sailboat got into serious trouble during the same kind of New England blow as that of "The Perfect Storm" fame, and he had to be rescued.

After a full and adventurous life on both land and sea, Walter Leland Cronkite, Jr. crossed the bar last year at the age of 92. As a highly respected journalist, Cronkite became known as "the most trusted man in America." What many did not know is that he was an avid blue water sailor, member and honorary commodore of the United States Coast Guard Auxiliary, and self proclaimed "Coast Guard junkie".

Walter Leland Cronkite, Jr. (1916-2009)

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Sad News

Norman Meyer, 84, of Naples, Florida, and Fall River, Massachusetts, died at home surrounded by his family on October 11, 2010. He was the husband of Mary Virginia Meyer for fifty-three years.

Born in Caledonia, Minnesota, he enlisted in the United States Navy at the age of seventeen and served in the Pacific during World War II. He was employed by Fall River Gas Company for forty-two years, beginning in the street department and retiring as Executive Vice President in 1989.

He was a member of Newport Yacht Club, Power Engineers, Past Commodore of Narragansett Cruiser Association, Past Commodore of North American Cruiser Association, Past President of Blue Water Anglers, Past Commander of Newport Power Squadron, and a fifty-year member of United States Power Squadrons.

An avid boater, Norman enjoyed fishing and cruising in Narragansett Bay and New England on his boat, *Tracy M.* He competed in predicted log contests throughout the United States and Canada. He enjoyed many years of retirement, traveling, fishing, gardening, playing cards, and spending time with his children and grandchildren.

Besides his wife, he is survived by five daughters, nine grandchildren, and his two sisters.

A funeral Mass was held at St. Joseph's Church in Fall River on Saturday, October 16, 2010. Burial followed directly across from the church at The North Burial Ground. Following the burial, relatives and friends attended a reception at the Meyer residence in Fall River.

In lieu of flowers, you may make a donation in his name to Beacon Hospice, 182 North Main Street, Fall River, MA 02720 or St. Jude Children's Research Hospital, 501 Saint Jude Place, Memphis, TN 38105.

Saga of the Misty Sea, Part I (Continued from page 1)

and Nancy plus Tom and Susie Scott showed up for a final bon voyage party. We had a good time at Gastelum's Restaurant that evening (Vicky, we had all those margaritas you wanted us to drink for you).

Friday morning, with Bill and Bud aboard, we rode the boat while in the travel-lift as we were launched. Normally, the boat weighs about 46,000 pounds, but with all the provisions, full fuel, including 1,000 pounds of fuel in bladders in the cockpit, plus the four of us aboard, the travel lift operator reported that we weighed 60,000 pounds. Certainly well stabilized for the journey ahead.

We splashed at 0800 Friday morning and immediately headed south. The seas were not as smooth as they had been on our previous trip two years ago, but they were still tolerable. We had a nice overnight ride down to Turtle Bay, where we transferred the fuel from the cockpit bladders to the tanks and then topped them off. Actually, we really didn't need to top off beyond what we had in the bladders, but we wanted to be prudent with respect to having maximum fuel range. Especially considering that hurricane Kenna had just struck Puerto Vallarta the week earlier, the third strongest to ever hit the West Coast of Mexico.

We laid over in Turtle for a full day, which gave us an opportunity to stroll through the little dusty town and have dinner at Maria's Restaurant. Also, we met Ernesto, a Turtle Bay "business man" working from his panga. He brought us fuel and provided

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Saga of the Misty Sea, Part I
(Continued from page 6)

us with lobster tails and also functioned as our water taxi driver. Seemed we had to pay for the diesel in advance. Then he would go get it for us. Except that we needed about \$250.00 worth of fuel and having never seen Ernesto before, I really wasn't sure I would ever see him again after giving him \$250. Recall that a typical day's wages for a Mexican laborer is about \$3.50. Bottom line, he did just fine, gave us good fuel for the money I advanced him, and the taxi service was okay too, even though he had already consumed half of a six-pack by 0900. When you next see Joanne, ask her about climbing the ladder up to the pier and the quality of the lobster tails.

Anyway, all things considered, we had a pleasant time at Turtle Bay and departed at the crack of dawn on Monday morning for Bahia Santa Maria, another overnight run. Incidentally, it was a new moon, and the seas were tar-paper black. But that's okay, because when there is moonlight, it simply gives the false illusion that one can see. In fact, the radar is really the only thing that can adequately warn of problems (other than hearing a loud unexplained thud, which, fortunately, we didn't).

At dawn on Thursday morning, we were over Thetis Bank, about forty miles from Bahia Santa Maria. After putting out the lines in moderate seas, Bud landed two dorado (mahimahi), one of them fairly large, while Bill worked for almost an hour to bring in a fifty-two pound tuna. We ate some very good meals of fresh fish after that, and our fishermen took home an ice chest full of frozen fish.

When we arrived in Bahia Santa Maria, we found about 130 boats in a bay that typically has only four or five. Fortunately, it is a very large bay. The other boats were all participating in the "Baja HaHa", which is primarily a sailboat cruise/race to Cabo San Lucas that usually leaves San Diego at the end of October. They were having a lobster feast on shore, but we resisted temptation and dined aboard.

Next morning, after buying six more lobsters for \$12 from the local fishermen, we did one more overnight to Cabo San Lucas, arriving at 0600 on Thursday, 11/07. Entering the harbor was indeed a memorable event. There was a fishing tournament going on that day, and there must have been hundreds of boats all trying to get out of the harbor as we were entering. Needless to say, it was really a zoo, as was the fuel dock. Because Cabo has become such a Coney Island West, we did not plan to stop, only to refuel. Which is what we did.

We were there only an hour, which should have been uneventful, except that the automatic fuel shutoff nozzle on the pump failed, and we ended up with a four-foot high geyser of fuel spouting out of the aft tank. A bit of time was spent cleaning up the spill, and I was quite concerned about the delay in being presented the bill. I considered what I would do if they decided to add a \$1000 charge for pollution because their nozzle had failed. Fortunately, that was not a factor, and we paid our \$785 for the fuel and left to continue on to Los Frailes anchorage, about forty-five miles to the northeast.

Although the ride to Frailes was a bit agitated, the anchorage was snug, and we spent an enjoyable evening. The next morning, we sailed on northward for Bahia de los Muertos (Bay of the Dead). Again, we took shelter in a calm anchorage and had a restful night. Our last leg from Muertos to La Paz was in nice calm water. We were fortunate to secure a slip at La Paz Marina without reservations after schmoozing Mary, the owner, by e-mail and over the radio a bit.

La Paz is basically the same as it was on our last

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Saga of the Misty Sea, Part I (Continued from page 7)

visit, except that there are, perhaps, a few more bankrupt businesses, possibly a sign of the economy. We re-provisioned at the local supermarket, CCC, and enjoyed dinners out at the upscale (for Mexico) Los Arcos Hotel.

On Monday, Bud and Bill took a taxi to the airport, and we readied for our departure to explore the Sea of Cortez. After a weather delay of two more days, we were really ready to depart for the Sea.

We had a silky flat sea for our ride up to the bay of Ensenada Grande on Isla Partida. That was three days ago. We are still here!! We had planned to spend the last three weeks in November exploring the Sea before the "Screaming Blue Norther's" typically pick up in December. Guess what? This year, they kicked up three weeks early. Story of our life. Folks are saying, "Should have been here last year; they didn't start till after Thanksgiving."

Well, we are sitting snugly in a nice little spot here in Ensenada Grande, watching six-foot-plus breakers go by outside in the Sea. This is okay, but we aren't getting to see much of the Sea this way. We really don't know what we will do now. If everything lays down real flat real soon (fat chance), we will try to continue on. Otherwise, we will just kiss off the Sea for this trip and head on down south to Zihuatanejo and the seas and weather we know and love (providing there aren't any more unseasonably late hurricanes).

Bottom line. We are here doing what we love. Sometimes you get some diversions due to the weather. Nevertheless, we are off the city routine and enjoying cruising time. We have invited the couple on the sailboat anchored on the other side of the bay to come over and help us "splice the main-brace" at 1730. The temperature is in the lower 80s. Just right, as far as we are concerned. This is the life. Wish you were here!!!

Tom and Joanne Collins
Aboard Misty Sea

Waffles

So, what is a waffle? Though some might argue, it has been said that a waffle is a pancake on steroids. Both the pancake and waffle most likely are descendants of a primitive flat cake made of cereal pulps cooked on a hot rock in an ancient Neolithic campfire. No syrup, whipped cream, or other delectable topping we today take for granted on our modern version.

Moving on to the Iron Age, we now have iron tools, including the iron plate or griddle. A lot easier to cook those flat cakes. It is most likely that some time in this period, the waffle comes into existence. The waffle is cooked using two heated iron plates, one on each side of the griddle cake, to speed up cooking and eliminate the need to flip it for cooking on the other side.

Heading over to Ancient Greece, they dined on flat cakes called obleios, cooked between two hot metal plates. Although this most likely occurred earlier, we know these Greeks flavored their obleios with cheeses and herbs. This method of cooking continues on, and, if we look at Medieval Europe, we find the oublies (evolved from the Greek word) being sold off carts by street vendors. They were generally made from a mixture of barley and oats and were about the size of small pizza. They were served flat or rolled into filled cones called coronets.

In the 1200s, the oublie becomes the waffle when craftsmen began designing the iron cooking plates

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with honeycomb patterns. Other designs found on these pans included landscapes, coats of arms and religious symbols. A king or queen could be served their waffles with their coat of arms imprinted on them. The waffle became so popular that in France, an entire guild was established (in 1270) to train the vendors who sold waffles on the street.

Geoffrey Chaucer, the famous 14th century English poet who wrote of courtship in his *Canterbury Tales*, felt waffles were an excellent means of seduction. "He sent her sweetened wine and well-spiced ale/And waffles piping hot out of the fire."

By the 16th century, waffles served all echelons of society, but between the rich and poor, there was a big difference. Waffles for the common people were thick, but for the privileged classes, eggs, milk, and honey were added to create delicate and tasty waffles.

It was during this time, on saints days and on other special religious celebrations, that vendors were allowed to sell waffles outside of churches. But things got way out of hand with very heated, and, at times, violent confrontations between vendors for choice locations. King Charles IX of France stepped in to regulate waffle sales and vendors, who then had to maintain a distance of at least *deux toises* (4 meters/13 feet) between each other when selling.

It was some 320 years ago that our country had its first waffles. Before coming to America, the Pilgrims spent time in Holland and discovered waffles, which they brought with them when they crossed the Atlantic in 1620. Dutch immigrants popularized the dish in Nieuw Amsterdam before it was taken over by the British in 1803 and became New York City. When Thomas Jefferson was minister to France in 1785, he acquired a waffle iron and brought it home with him as a souvenir. While in the White House, he had waffles served, and this helped to spark a nationwide frenzy of "waffle frolics" (waffle parties).

Nowadays, the waffles most of us are familiar with

come in three styles; round, square and Belgian. The Belgian waffle is identified by its larger size, lighter batter and higher grid pattern, which forms deep pockets and has larger squares. The height is attributable to the use of yeast batter instead of a pancake batter.

Belgian waffles were popularized in this country during the 1964 New York World's Fair at Flushing Meadows Park. The waffle was introduced by Maurice Vermersch of Brussels, Belgium. Originally they were called Brussels waffles, but Vermersch believed Americans had poor geographical skills and renamed them Belgian waffles. The waffles at the fair, which sold for a dollar, were served with whipped cream and strawberries.

There you have it, waffle history. Now that you know everything about waffles, you might enjoy a look at what your ancestors thought about them. First, a couple of 19th century newspaper mentions, and a page from the *Boston Daily Globe* (1894) that has an article on waffles and lots of ads, so you can check out prices from yesteryear. Of course, back then, people made a lot less money than now, so the prices seem to us as dirt cheap, compared to our modern day.

Here is an ad from a 1894 Helena, Montana, paper:

Weinstein's
Next Monday, April 23,
The Flynn Benefit Fund Special Sale

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*Waffles**(Continued from page 9)*

The best waffle iron ever made is the Wagner. It is the only one having a bail, so that it can be readily handled, the only one that can be taken apart to clean, and the only one that fits any coal, wood, or gas stove.

Special today: 75 cents.

- - - - -

The following poem is from the 14 January 1892, newspaper, Evening Times, Monroe, Wisconsin. Please note that in this poem, the word "awful" is used. The meaning of this word, as used here, is "inspiring awe".

My Grandmother's Waffle Iron

The old waffle iron hangs under the stairs.
 A simple arrangement of diamonds and squares.
 And 'tis no small matter, the amount of batter.
 That iron has graduated onto a platter.
 But 'tis something awful,
 As you sit with your jaw full.
 To think what is lawful to put in a waffle.

Take skim milk so sour, the pigs scarce will eat it.
 Take an egg that's so lazy, you just have to beat it.
 Take flour that's so heavy with soda, you raise it.
 Add a spoonful of salt, or else you won't praise it.
 Now, mix it all up with a stir and a clatter.
 Then fill the greased iron; be careful, don't spatter.

There, there, I had almost forgotten the butter.
 Here it is duly melted, I hear its fierce sputter.
 In that hot bed of coals not forgetting to turn it.
 You must cleverly bake, taking care not to burn it.
 Now friends, is there not indeed something awful
 In making and baking an old-fashioned waffle?

But the old waffle iron hangs under the stairs.
 A simple arrangement of diamonds and squares.
 It never has once been sent out for repairs.

Lucy Wade Herrick
In "The Homemaker"

A Special Remembrance

It was 27 September 1942, and things were going badly for five hundred men from the 1st Battalion, 7th Marines. Landing close to the Matanikau River on Guadalcanal, they had met fierce resistance from the Japanese and were pinned down on the beach. A group of Higgins boats, under the leadership of Signalman First Class Douglas Albert Munro, was dispatched to evacuate them. When the last group of Marines was ready to leave, their boat got stuck. Munro knew that these Marines were in peril, and he ordered another boat to tow them free. He placed his boat in the line of fire between the Japanese and the stuck landing craft.

Munro used his boat's guns to provide covering fire. Bullets from the Japanese were raining down thick and fast. Just after that last boat got away, Munro was felled by a machine gun bullet. As he lay on the deck mortally wounded, he looked up at his long time buddy and asked, "Did they get off?" The reply was affirmative, and, with the realization that his mission had been successful, a smile appeared on his face as he closed his eyes and crossed the bar. Munro was three weeks short of his twenty-third birthday.

On 27 May 1943, President Franklin D. Roosevelt posthumously bestowed the Medal of Honor to Signalman First Class Douglas Albert Munro, USCG, for his extraordinary heroism. Munro's mother, Edith F. Munro, represented him. Douglas A. Munro became the only member of the United States Coast Guard to win the Medal of Honor to date. Note: His mother also served in the Coast Guard during the war as a lieutenant and became commandant of the SPARS barracks at Seattle, Washington.

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RMS Queen MaryBest 10 of first 11 contests entered

10/28/2010

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	20	Tom Collins	MISTY SEA	SCCA	11	8978	898
2	919	Bob Lindal	SUZY Q	IPBAN	11	8936	894
3	800	Garry Adalian	JONATHAN	SDCA	11	8851	885
4	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	11	8572	857
5	937	Edward Denaci	MICROSHIP II	SDCA	11	7989	799
6	704	Pete Healy	JINKIES	SCCA	11	7793	779
7	936	Bob Ehlers	JB & ME	SDCA	11	7788	779
8	839	Fred Cole	MOUSE TRAP	IPBAN	11	7738	774
9	705	Herbert Dover	COASTWATCHER	SMBPF	11	7691	769
10	6252	Bill Winberg	BILLY THE KID	SCCA	11	7313	731

St Petersburg YC PerpetualBest 4 of first 5 contests entered

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	5	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	5	3700	925
5	724	Lynn Montgomery	LIKELY LADY	IPBAN	4	3595	899
6	6256	Rick George	HALE KAI	SPYC	5	3556	889
7	839	Fred Cole	MOUSE TRAP	IPBAN	5	3534	884
8	2123	Bill Anderson	THE TILLIE	IPBAN	5	3515	879
9	937	Edward Denaci	MICROSHIP II	SDCA	5	3510	878
10	800	Garry Adalian	JONATHAN	SDCA	5	3492	873

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

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	6256	Rick George	HALE KAI	SPYC	6	5106	851
2	964	Burnell Blockhus	LOLITA	SMBPF	6	5086	848
3	800	Garry Adalian	JONATHAN	SDCA	5	4858	972
4	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	5	4790	958
5	20	Tom Collins	MISTY SEA	SCCA	5	4654	931
6	937	Edward Denaci	MICROSHIP II	SDCA	5	4418	884
7	704	Pete Healy	JINKIES	SCCA	5	4417	883
8	705	Herbert Dover	COASTWATCHER	SMBPF	6	4180	697
9	883	Fay Baynard	PHASE OUT	SPYC	6	4157	693
10	755	George Jackman	SPECIAL EFFECT	SCCA	4	3457	864

George M. Codrington PerpetualBest 5 of first 7 contests entered

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	800	Garry Adalian	JONATHAN	SDCA	7	4858	972
2	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	7	4790	958
3	919	Bob Lindal	SUZY Q	IPBAN	7	4766	953
4	20	Tom Collins	MISTY SEA	SCCA	7	4654	931
5	964	Burnell Blockhus	LOLITA	SMBPF	7	4568	914
6	839	Fred Cole	MOUSE TRAP	IPBAN	7	4518	904
7	936	Bob Ehlers	JB & ME	SDCA	7	4510	902
8	6256	Rick George	HALE KAI	SPYC	6	4489	898
9	937	Edward Denaci	MICROSHIP II	SDCA	7	4418	884
10	704	Pete Healy	JINKIES	SCCA	7	4417	883

COASTAL EXPLORER TROPHY* (NACA Championship)

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Best eight of first eight or 9 contests entered

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	919	Bob Lindal	SUZY Q	IPBAN	9	7255	907
2	800	Garry Adalian	JONATHAN	SDCA	9	7175	897
3	20	Tom Collins	MISTY SEA	SCCA	9	7130	891
4	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	9	6996	874
5	936	Bob Ehlers	JB & ME	SDCA	9	6679	835
6	937	Edward Denaci	MICROSHIP II	SDCA	9	6576	822
7	704	Pete Healy	JINKIES	SCCA	9	6312	789
8	839	Fred Cole	MOUSE TRAP	IPBAN	9	6271	784
9	370	Mike Henry	PEACHY KEEN	IPBAN	9	6127	766
10	964	Burnell Blockhus	LOLITA	SMBPF	9	6066	758
11	889	Owen Ritter	OUTBOUND	IPBAN	8	5914	739
12	705	Herbert Dover	COASTWATCHER	SMBPF	9	5825	728
13	2123	Bill Anderson	THE TILLIE	IPBAN	9	5695	712
14	933	David Weimer	JUST DESERTS	SDCA	9	5668	708
15	825	Jeff Calabrese	LIVING WELL	SDCA	9	5571	696
16	6252	Bill Winberg	BILLY THE KID	SCCA	9	5341	668
17	739	Craig Ryan	BLACK JACK	SCCA	9	5206	651
18	619	Don Larson	TEWASI	IPBAS	9	5160	645
19	857	Jerry Downer	NOR'WESTER	IPBAS	9	5120	640
20	994	Marty Muir	STELLA MARIS	SDCA	9	5120	640
21	6256	Rick George	HALE KAI	SPYC	6	5106	851
22	2095	David Padgett	SLIP AWAY	IPBAN	7	5103	729
23	834	John Walker	PRIME TIME	SCCA	8	5077	635
24	981	Michael Elovitz	LOVIT	SDCA	9	4916	614
25	6209	Andy Gerde	WINDY-I	IPBAN	9	4830	604
26	755	George Jackman	SPECIAL EFFECT	SCCA	6	4826	804
27	842	Team Klett/Elbon	KLETTITAT	IPBAN	7	4789	684
28	2018	Chuck Silvernail	SOLMAR	IPBAN	7	4768	681
29	805	Ralph Salerno	ANCORA	SDCA	9	4574	572
30	955	Bill Grady	ZORRO	IPBAN	5	4387	877
31	591	Robert Erly	LOIS	SDCA	9	4332	542
32	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	9	4262	533
33	806	Michael Fontaine	TUFFY	SDCA	9	4200	525
34	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	8	4182	523
35	941	Tom Chandler	RM II HYDE	SCCA	9	4157	520
36	883	Fay Baynard	PHASE OUT	SPYC	6	4157	693
37	818	John Murphey	HOMBRE	IPBAN	6	4012	669
38	74	Robert Roth	NIGHTWATCH	SMBPF	5	3885	777
39	959	Bruce Cullen	CAROLINE II	IPBAN	5	3857	771
40	984	Steve Hazlerig	SOLARA	IPBAN	5	3833	767
41	6261	Pete St. Phillip	PAGEANT II	SCCA	5	3607	721
42	724	Lynn Montgomery	LIKELY LADY	IPBAN	4	3595	899
43	958	Jim Anderson	FIDALGO	IPBAS	6	3594	599
44	6239	Daryl Creighton	FREE SPIRIT	SCCA	9	3492	436
45	6219	Dennis Sheehan	40 CUBITS	IPBAS	5	3444	689
46	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	6	3179	530
47	132	Robert Johnson	SCHOTTISCHE IV	IPBAN	5	3073	615
48	732	Bill Findley	ANOTHER PROMISE	SCCA	5	3042	608
49	833	Dale King	KINGS X	SCCA	4	3026	756
50	904	Bob Gautshci	SIRENA	IPBAGG	4	2912	728
51	677	Bill Doherty	ALDEBARAN	SDCA	5	2824	565
52	607	Jeff Swan	CLAIRE MARIE	IPBAN	4	2786	696

COASTAL EXPLORER TROPHY* (NACA Championship)

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Best eight of first eight or 9 contests entered

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
53	6253	Clint Chapin	SOJOURN	IPBAN	4	2401	600
54	982	George Babbitt	GENERAL QUARTERS	IPBAS	3	2298	766
55	865	Bill Rumbold	SUNDANCE	IPBAN	4	2216	554
56	2071	Noel Diefendorf	TIME OUT	PLRANC	3	2208	736
57	2016	Dan Frank	MOON SHINE	IPBAN	4	2191	548
58	6234	Ken Case	RAZZLE	IPBAN	3	2158	719
59	6205	Mary Baird	FAIR LADY	PLRANC	3	1990	663
60	6280	John Guthrie	LADY ELIANE	SPYC	4	1953	488
61	909	Scott Strandjord	REDEMPTION	IPBAN	3	1943	648
62	6210	Glenn Ryan	AMNESIA	IPBAN	3	1893	631
63	6231	Marla Brown	SLIP AWEIGH	SCCA	5	1850	370
64	727	Marty Livingston	EXODUS II	SMBPF	3	1772	591
65	2057	Bonnie Diefendorf	TIME OUT	PLRANC	3	1772	591
66	6255	Gene Paxton	EVENTIDE	IPBAS	3	1738	579
67	712	William Stewart	TUITION FREE	WLECA	2	1690	845
68	6021	Gary Coles	SOPHISTICATED LADY	WLECA	2	1690	845
69	6251	Loretta Pieretti	SISSY DOLL	IPBAN	3	1613	538
70	803	Fred Schreuder	FAIR LADY	PLRANC	3	1554	518
71	720	Doug Lightheart	WINDRUSH IV	IPBAGG	3	1548	516
72	6275	Jim Vanantwerp	TWERPEDO	IPBAN	2	1530	765
73	4058	Terry Baker	CHOPPERS II	IPBAN	2	1516	758
74	6272	Bill Herman	SUMMER HOURS	IPBAN	2	1480	740
75	703	Edward Hedges	JO-SEA	IPBAN	2	1425	712
76	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	2	1400	700
77	772	Graham Swindell	WINDRUSH IV	IPBAGG	2	1339	670
78	3424	Rob	OCEAN PEARL	IPBAN	2	1315	658
79	6277	Suzi Ward-Webb	LUX SOLIS	IPBAN	2	1306	653
80	6270	Arnie Gaillard	BYE Y'ALL	IPBAN	3	1238	413
81	6107	Vern Smith	PATTY WAGON	IPBAN	3	1225	408
82	6237	Maurice McGough	QUOTIDIAN	SPYC	4	1200	300
83	6257	Richard Kay	MATANA	IPBAN	2	1189	594
84	849	Russ Oberg	NORDIC LADY	IPBAN	2	1152	576
85	844	Irving Rubinstein	LORELEI	SDCA	2	1132	566
86	6294	Doug Buckingham	SEA CAT II	SCCA	1	972	972
87	2056	Dave Charnet	DOLPHIN (WLECA)	WLECA	1	954	954
88	3437	Jerry Zuvich	LADY LAUR	IPBAN	1	943	943
89	736	JD Smith	SAFARI	SCCA	1	924	924
90	348	Dean Lentgis	KALOS FILOS	IPBAN	1	923	923
91	6291	Richard Hall	WINE DOWN	IPBAS	1	923	923
92	6289	Kent Soffel	WINDY-I	IPBAN	2	918	459
93	6285	Phillip Nardulli	NAUGHTY CALL	SCCA	2	872	436
94	917	Duane Hampton	FRESH START	SCCA	2	856	428
95	6295	Sheri Holzapfel	IT'LL DO	SCCA	1	837	837
96	6119	Rich Vale	MEGA BYTES	WLECA	2	818	409
97	6022	John Popovic	RASPUTIN	WLECA	2	818	409
98	6258	Mark Backstrom	SEABOOPLAY	IPBAN	2	797	398
99	6104	Ray Mazza	CURRENT AFFAIR	IPBAN	1	793	793
100	717	Rob Rothe	STARLIGHT EXPRESS	IPBAN	1	773	773
101	6241	Phil Osterli	NORDIC SPIRIT	IPBAN	2	760	380
102	6213	Jim Chiles	INTRIGUE	IPBAS	1	746	746
103	6297	Jan Lawson	KISS	SCCA	2	737	368
104	5151	Dale Ellis	CHACKIT UP	WLECA	1	736	736

COASTAL EXPLORER TROPHY* (NACA Championship)

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Best eight of first eight or 9 contests entered

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Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Point
105	891	Leo Longenecker	REALITY CHECK	IPBAN	1	728	728
106	942	Ivan Cox	VOYAGER (SCCA)	SCCA	1	703	703
107	6215	George Gregg	NOBLE	IPBAS	2	669	334
108	6278	Jon Corriveau	TAHOMA	IPBAN	1	648	648
109	2044	Brian Cutler	BUONA VITA	SCCA	1	644	644
110	6274	Terynia Smith	PATTY WAGON	IPBAN	1	629	629
111	6114	Frank Iannuzzi	TUTTA BENE	SCCA	1	604	604
112	6249	John Carlson	SOLMATES	IPBAN	1	603	603
113	6212	Mike Burton	ROYAL CHINOOK	IPBAS	1	602	602
114	6276	Dick/Curtis Bennison	LAUGHIN PLACE	IPBAS	1	586	586
115	9129	Frank Sullivan	VALKYRIE	SCCA	1	569	569
116	6142	Charles Billings	NOBSKA	IPBAN	1	550	550
117	6232	John Carrosino	RENDEZVOUS	IPBAN	1	532	532
118	6298	Victor Danhi	SHAKEN KNOT STIRRED	SCCA	1	529	529
119	822	Kim Lorenz	TIRELESS	IPBAN	1	521	521
120	6245	Robert Malicki	ENDEVOUR	WLECA	1	518	518
121	6271	Tony Frey	SINGLE MALT	IPBAN	1	514	514
122	6103	Del Hoffman	SIDNEY ROSE	IPBAN	1	513	513
123	6012	John Burwell	GAVIA	IPBAN	1	496	496
124	6290	Tyler Ellison	KAMA AINA III	IPBAN	1	489	489
125	6273	Dan Finnely	SUNDANCE	IPBAN	1	474	474
126	6299	Jeff Dawson	SOGGY DOLLAR	SCCA	1	472	472
127	6238	Gary Dove	OSPREY (IPBA S)	IPBAN	1	435	435
128	6126	Ed Kutchma	PACIFIC PIXIE	SCCA	1	434	434
129	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	1	430	430
130	2150	David Garland	LUCKY DOG	IPBAN	1	416	416
131	6288	Andrea Shock	SHOCKING	IPBAN	1	406	406
132	6214	JR Collier	SPELLBOUND	IPBAS	1	389	389
133	6292	Nancy Roth	BIRD OF PARADISE	IPBAS	1	376	376
134	6109	Bob Yates	RHUMB LINE	IPBAN	1	372	372
135	6286	Kip Cyprus	SALT SHAKER	SCCA	1	362	362
136	6296	Rick Sesman	THE CORK	SCCA	1	357	357
137	6246	David Miller	SEA NYMPH II	IPBAS	1	354	354
138	6281	Alex Butler	LAUGHIN PLACE	IPBAS	1	343	343
139	6248	Greg Abell	SEABELL	IPBAN	1	339	339
140	6284	Bill Severage	SISSY DOLL	IPBAN	1	324	324
141	6282	Ron Naselow	TRIVIAL PURSUIT	IPBAN	1	319	319
142	2143	Ray Jessen	TARNHELM	IPBAN	1	318	318
143	41	Joseph Castagna	DECEMBER MORN	SMBPF	1	300	300
144	821	Jerry Wellnitz	VENTANA	SDCA	1	300	300
145	6293	Ron Roark	MERLEAU	IPBAS	1	300	300
146	6287	Don Bernard	SEA RESORT	SCCA	1	300	300
147	6300	Bill Kuester	LADY JOAN	WLECA	1	300	300
148	6218	Dick Sapp	CASCADIA	IPBAS	1	300	300
149	2119	Dave Bucy	BIDARKA III	IPBAN	1	300	300
150	6283	Mike Caton	OLD MAN IV	IPBAN	1	300	300



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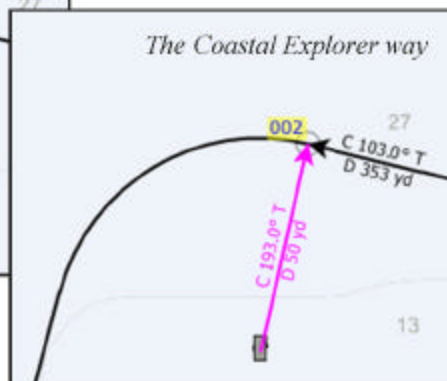
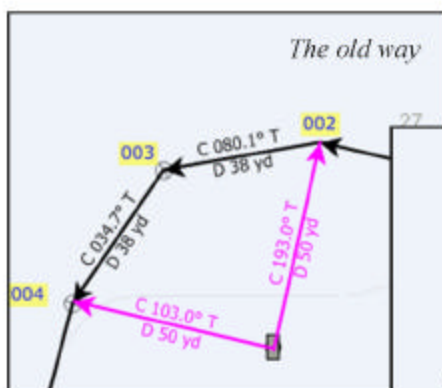
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