



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 11, Issue 1

February, 2011

Saga of the Misty Sea, Part II

The following is the second of seven trip reports sent to me by Tom Collins several years ago. With apologies for the long delay in publication, here is Part II of the Saga of the Misty Sea. Interestingly, Tom and Joanne have recently commenced their sixth Mexico trip. Plans are to spend six-plus months rambling up and down the Mexican Riviera, as far south as Zihuatanejo. At last report, they were at Barra de Navidad.

Thursday, Thanksgiving, November 28, 2002
Sea of Cortez to Tenacatita

Voyage statute miles: 1710; engine hours:184

When we left off in our last episode, we were hunkered down in Ensenada Grande in the Sea of Cortez, watching six-foot breakers roll by outside the bay. We were trying to decide whether to continue to press on north into the Sea or just abandon that plan and head south. On Sunday morning, 11/17/02, after one

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more day of heavy Northers and hearing the forecast for even more, we decided to head south. We pulled anchor and headed out. We needed to go only about four miles north into the Sea of Cortez to get far enough north to head east around the north tip of the island and on to Mazatlan. Even just those four miles was a real teeth-jarring chore as we fought the now eight-foot square waves. After rounding the point and settling on our heading to Mazatlan, we were still taking a pretty hefty roll as we crossed the seas at an angle off the stern quarter. We tried the more southerly heading for Manzanillo and decided that was much more comfortable, even though that meant that Joanne and I would be underway for a total of fifty-five hours. Nevertheless, we had sufficient fuel, the boat was in good condition, and the weather forecasts were for reasonable seas in the direction we were heading. So, we decided to embark on the longest open ocean crossing we have ever undertaken.

Fortunately, we are happy to report everything went well and according to plan. The seas cooperated, and the boat behaved well. The only item of interest on the crossing was the approach to Cabo Corrientes, the cape south of Puerto Vallarta's Banderas Bay. The name Corrientes means currents, and it

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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 *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

It's hard to believe we are into the second decade of the 21st century. My name is Craig Ryan, and I am the 2011 commodore of the North American Cruiser Association. I have been involved in predicted log competition for about twenty years with the Southern California Cruiser Association. Over the years, I have had the opportunity to meet many of you, and, hopefully, I'll meet more of you this year.

I would like to take this opportunity to thank Junior Staff Commodore Bob Lindal. Bob will be a really tough act to follow. Not only was he a great commodore, he also won just about everything there is to win. I'll never be able to match that accomplishment, but I'll at least give it a try.

We have a really great group of people on the bridge this year. Our vice commodore is Jeff Calabrese from San Diego Cruiser Association, rear commodore is John Vignocci from Chicago Yacht Club, and our secretary/treasurer is Fay Baynard from St. Petersburg Yacht Club. These folks are all very dedicated to the sport and to North American Cruiser Association. You can bet that they will be working hard to promote predicted log competition.

As you know, the North American Cruiser Association is an organization of organizations. Our health is directly related to the health of our member organizations.

Craig Ryan
NACA Commodore

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!

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Fay's Personal Best

The following is an article written by Fred Sellers that appeared in the Winter 2011 edition of The Ensign, a publication of United States Power Squadrons.

In August, 2010, St. Petersburg Sail and Power Squadron member Fay Baynard and her crew of navigators placed second in the 2010 North American Invitational predicted log contest held in Long Beach, California

In a predicted log contest, contestants predict the time it will take to go around each leg of a defined course; the team with the lowest total error wins.

Baynard has been active in predicted log contests in St. Petersburg, Florida, and nationally for several years. This is her best effort so far at the North American Invitational.

For more information on predicted logging, visit www.predictedlog.org.



North American Invitational Chairman Craig Ryan presents the 2010 second place predicted log trophy to Fay Baynard, AP, of St. Petersburg Sail and Power Squadron

Beer is proof
that God loves us
and wants us to be happy.
– Ben Franklin

More Numbers Every Log Racer Should Know

In the October 2010 issue of Cruiser Log Tom Collins wrote a short but valuable article entitled, "Numbers Every Log Racer Should Know". Tom listed about a dozen performance numbers that every log racer should know about their boat, giving some examples of how to use the numbers. I excerpted some of Tom's numbers below, which I will use in this article.

Description

Misty Sea Value

a. Base speed rpm (<i>a</i> , <i>b</i> , and <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 kn
d. Speed sensitivity, rpm change required to change speed $1/10$ kn	12 rpm/ $1/10$ kn

Tom's method works well, and I know many racers who do the same type of math. However, I would like to share how to use a previously prepared table to get the same answers. I also eschew using a calculator during the heat of a race; the time pressure to make the throttle change is great, and the chances of error are multiplied. I also don't like doing calculations in my head, even though I am good at it. Errors are even more likely doing them in your head.

I use a tabular form like the attached table. I will first use it to do the second calculation in Tom's example: Example #2) What rpm change is needed to make up a known numbers of seconds (or distance) error in the distance to the next control point? It uses the same data as Tom (except my speed sensitivity (*d*) is rpm/kn, which is approximately ten times Tom's value, but the table gives the same result). You will notice in the table that if you look down the column from 2 nm (to next point) and along the row for 15 sec error (second column from left), you get the same 16 rpm correction.

The beauty of the tabular form is it gives you an answer quickly, and you can do it without any math. You can even circle the answer on the form (you can make copies for each race), make the rpm change, then leisurely look at the form (or have your race partner look) to see if you circled the correct row and column.

You can also use the table to calculate Tom's first example: Example #1) What rpm change is needed

to compensate for the current (which caused the 15 sec error in the prior leg)? Simply enter the table using the column for 1.5 nm (distance of the prior leg) and go down to the row for 15 sec error, which shows 22 rpm. As you were slow in Tom's example, then you need to make up time, so you need to increase throttle and add the 22 rpm and 16 rpm for 38 rpm increased throttle. Very close to Tom's calculation of 40 rpm. The difference is probably due to rounding and 2 rpm can be ignored.

You can also calculate the strength of the current in the prior leg (Tom's first example) by dividing the 22 rpm from the table by the speed sensitivity (*d*) (12 rpm/0.1 kn) to get 0.2 kn (hurt as you were slow). You can do that in your head or create another table.

(Continued on page 6)

.....

Twenty years from now
you will be more disappointed
by the things that you didn't do
than by the ones you did do...
Sail away from the safe harbor.
Catch the trade winds in your sails.
Explore.
Dream.
Discover.

- Mark Twain

Wal-Mart Application

This is an actual job application that a 75-year old Senior Citizen submitted to Wal-Mart in Arkansas. They hired him because he was so funny.

NAME: Jack Buckley (Grumpy Bastard)

SEX: Not lately, but I am looking for the right woman (or at least one who will co-operate).

DESIRED POSITION: Company's President or Vice President. But seriously, whatever is available. If I were in a position to be picky, I wouldn't be applying here in the first place.

DESIRED SALARY: \$185,000 a year plus stock options and a Michael Ovitz-style severance package. If that's not possible, make an offer, and we can haggle.

EDUCATION: Yes.

LAST POSITION HELD: Target for middle management hostility.

PREVIOUS SALARY: A lot less than I'm worth.

MOST NOTABLE ACHIEVEMENT: My incredible collection of stolen pens and post-it notes.

REASON FOR LEAVING: It sucked.

HOURS AVAILABLE TO WORK: Any.

PREFERRED HOURS: 1:30-3:30 pm Monday, Tuesday, and Thursday.

DO YOU HAVE ANY SPECIAL SKILLS?: Yes, but they're better suited to a more intimate environment.

MAY WE CONTACT YOUR CURRENT EMPLOYER?: If I had one, would I be here?

DO YOU HAVE ANY PHYSICAL CONDITIONS THAT WOULD PROHIBIT YOU FROM LIFT-

ING UP TO 50 POUNDS?: Of what?

DO YOU HAVE A CAR?: I think the more appropriate question here would be, "Do you have a car that runs?"

HAVE YOU RECEIVED ANY SPECIAL AWARDS OR RECOGNITION?: I may already be a winner of the Publishers Clearing House Sweepstakes, so they tell me.

DO YOU SMOKE?: On the job, no. On my breaks, yes.

WHAT WOULD YOU LIKE TO BE DOING IN FIVE YEARS?: Living in the Bahamas with a fabulously wealthy dumb sexy blonde supermodel who thinks I'm the greatest thing since sliced bread. Actually, I'd like to be doing that now.

NEAREST RELATIVE: 7 miles.

DO YOU CERTIFY THAT THE ABOVE IS TRUE AND COMPLETE TO THE BEST OF YOUR KNOWLEDGE?: Oh, yes, absolutely.

Let's hear it for the Seniors!!!

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Did You Know?

Honey is the only food that does not spoil.

It is impossible to lick your elbow.

28% of Africa is wilderness.

38% of North America is wilderness.

.....

NACA FLAGS

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More Numbers Every Log Racer Should Know (Continued from page 4)

The additional benefit is the table works well for out-of-position errors, too. Often, when you come to a control point, waypoint, or end of a blind or timed run, even if you don't have the time-after-mark, you can visually see you are further from the mark (or closer) than what you planned. If you are making much of a heading change, that can be nearly all error. You can adjust throttle for your out-of-position error.

The far left column in the table is the out-of-position error in yards (I find it easier to estimate yards than nautical miles) and is the number of seconds of error in the next column divided by your boat speed. Note that the 15 seconds of error in Tom's example is the same as 68 yards out-of-position. Because the IPBA does not use time-after-mark, I use the out-of-position column more often, since we get only limited time information on blind or timed runs.

The table is a simple Excel spreadsheet. The same form can be used for all your races; these values don't usually change for your boat. You can make this table yourself, using Excel. The formula for each cell is like this one for cell W14:

$=\$E\$4*((1/(1/(\$E\$3-\$B14/(3600*W\$11)))-\$E\$3),$

where \$E\$4 is the speed sensitivity in cell E4, \$E\$3 is the boat speed in cell E3; both are locked cells, indicated by Excel's lock symbol "\$". The desired rpm change is the answer which will be shown in cell W14; the cell \$B14 is the locked column for the observed seconds of error in column B; the cell W\$11 is the locked row for the distance to the next mark in Row 11.

The beauty of Excel is that you, have to type this formula only once, and you can copy it to all the other cells using "copy/paste". Of course, it is possible to create the table by manual calculations (using Tom's numbers would make the math eas-

ier), so do that if you don't want to tackle an Excel table.

Create your own table for your boat, and you will never have to do math again (almost).

Bob Lindal
International Power Boat Association
November 2010

The Lure of the Image

Why is almost every robust healthy boy with a robust healthy soul in him, at some time or other crazy to go to sea?

Why upon your first voyage as a passenger, did you yourself feel such a mystical vibration, when first told that you and your ship were now out of sight of land?

Why did the old Persians hold the sea holy?

Why did the Greeks give it a separate deity, and own brother of Jove?

Surely all this is not without meaning. And still deeper the meaning of that story of Narcissus, who because he could not grasp the tormenting, mild image he saw in the fountain, plunged into it and was drowned. But that same image, we ourselves see in all rivers and oceans. It is the image of the ungraspable phantoms of life, and this is the key to it all.

- Herman Melville

When a sailorman decides to take on a motor, he is something like an old bachelor taking a wife. He should be very careful of his choice.

- L. Francis Herreshoff

Saga of the Misty Sea, Part II

(Continued from page 1)

is notorious for its localized weather. We passed it about twenty-five miles off, which should be sufficient, especially at 0400, when the seas are supposed to be their calmest. In fact, the seas were so confused that we put the speed up to about twenty knots in the darkness to help stabilize the boat. This was a major increase from our normal eight-knot cruise speed, especially at night. It worked!

Around noon on the second day, we were abeam Bahia Chamela and decided to pull in. Previously, we had always anchored in the north corner of the bay, but, because both north and south winds were forecast, we decided to anchor between two small islands in the middle of the bay. We nestled into a small cove on the south side of Isla Pasavera, just north of Isla Colorado. This turned out to be a wonderful spot. Perhaps one of the best anchoring spots ever for us. The seas were delightfully calm, and we were all alone, with the exception of a sailboat anchored about a half mile away at Isla Colorado. The water temperature was 83F, and the air temperature ranged from the upper eighties in the day to the low seventies at night – just perfect.

We enjoyed snorkeling off of the points on either side of our cove. Joanne believes the visibility and variety of tropical fish was at least as good as, if not better than, the best we have seen in the Caribbean. A walk on the island was interesting because it is literally covered with birds of all descriptions, including the wonderfully unique booby. We saw boobies of all descriptions, including the supposedly rare blue-footed booby.

One day, we took a dinghy excursion to explore the south islands in the bay and landed on a beach in a small cove, named Playa Negrito, that had a palapa-type open air restaurant. The place was deserted, except for one old man sitting at one of the tables. We bought a couple of Coronas and sat down with him. As it turned out, he was the caretaker for the establishment and didn't speak a word of English. We, nevertheless, managed to carry on a very enjoyable chat with him, using Tom's

"Spanglish" for about a half-hour. He indicated that this was a beach disco and really didn't see any patrons until Saturday nights. He told us how the fringes of hurricane Kenna, two weeks earlier, had substantially messed up the beach and how the salt in the sea water storm surge had eaten away the bricks, leaving ghostly outlines of their remnants in the remaining mortar. Dancing on the resultant surface would now be more of a challenge.

After four very enjoyable days, we moved on down the coast eight miles to Careyes. I might note that this portion of the Mexican coastline is variously known as the Mexican Riviera, the Gold Coast, and Costa Alegre. It is well known for its vast expanse of deserted white beaches, calm seas, and sunny skies. There are protected anchorages every few miles along the coast. Most with few, if any, shore-side facilities. Careyes is the exception. Careyes is a small bight with three side-by-side coves. The north cove has a large Club Med complex, which, unlike two years ago, now stands empty. Possibly a sign of the economy and also, perhaps, a victim of the 9/11 fallout. The middle cove, Playa Rosa, has a very high-end palapa-type restaurant, which has just recently changed hands. The south cove has a very high-end hotel complex, which had been named Bel Air and was owned by the Beverly Hills hotel of the same name. It, too, has recently been sold, and the name changed to Playa Careyes Hotel.

We anchored in the primo spot in front of Playa Rosa, using both bow and stern anchors to secure ourselves in the tight little cove. The shore-side scenery here is spectacular, with many very colorful villas along the hillside overlooking the bay. We enjoyed the calm water and warm sun. One

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Piloting is finding your way on the water
in sight of land.

Navigating is finding your way on the water
out of sight of land.

In Britain, in the old days,
piloting was known as common piloting,
and navigatiing was known as proper piloting.

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

day, we took a dinghy trip about five miles back up north to explore Paraiso, a small anchorage we had skipped on our run down from Chamela. It, too, is a charming little cove, with room for two or three boats, off of a palm plantation and villa ashore. One day, we will try spending a few days there.

Another fifteen-mile run south brought us to Tenacatita Bay, just ten miles north of Barra de Navidad. When we arrived, there was only one sailboat anchored. However, by Thanksgiving, there were eight. The cruising season is beginning. We could say more about the calm seas and sunny skies in Tenacatita, but, by now, you've probably got the idea. Tenacatita is well known for its "Jungle Cruise", a self-guided tour taken in the dinghy, that traverses about three or four miles on a river, through heavily overgrown mangroves. Although we have done it numerous times, it remains an interesting adventure. One of the cruisers (we went through as a group this time) spotted a crocodile along the way.

The only palapa restaurant ashore in Tenacatita is now closed, so we invited the cruisers from all eight boats in the bay to join us Thanksgiving afternoon in a "Toast to the Turkey". Cocktails only, as Joanne wasn't really ready to host an unplanned dinner for sixteen.

In reflection, our decision to head south rather than to continue to try to push north into the Sea of Cortez was a good one. This year, the Utah high-

pressure system, the same one that spawns the Southern Californian Santa Ana winds, has been hyperactive. The Northers have persisted, and, accordingly, the temperature in the Sea has dropped faster than normal. We are now well south of the Sea, comfortably lingering in the sun and warmth of the Mexican Rivera, out of the traveling mode and really getting settled into the cruising mode. "No reservations, no schedule, no for-sure plans." Just doing what we feel like. We could be here for weeks more or wake up tomorrow and decide to move on. It may be boring to some, but it is pure pleasure to us.

Tom and Joanne Collins
Cruising Vessel Misty Sea

Ye Mariners All

*Ye mariners all, as ye pass by
Come in and drink if you are dry
Come spend, me lads, your money brisk
And pop your nose in a jug of this.*

*Oh mariners all, if you've half a crown
You're welcome all for to sit down
Come spend, me lads, your money brisk
And pop your nose in a jug of this.*

*Oh tipplers all, as you pass by
Come in and drink if you are dry
Come in and drink, drink not amiss
And pop your nose in a jug of this.*

*Oh now I'm old and can scarcely crawl
I've a long grey beard and a head that's bald
Crown my desire, fulfill my bliss
A pretty girl and a jug of this.*

*And when I'm in my grave and dead
And all my sorrows are past and fled
Transform me then into a fish
And let me swim in a jug of this.*

-An old sea song

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Lunar Legacy

Ever wonder why outhouses are decorated with a crescent moon? The outhouse as we know it originated in Europe more than five hundred years ago. In the fifteenth and sixteenth centuries, Europe experienced an amazing burst of economic growth and prosperity. Trade boomed as an expanding network of roads brought the towns, cities, and countries of Europe closer together. Roadside inns were built throughout Europe to serve the needs of the ever-increasing numbers of tourists and traveling salesmen. To attract customers, the finer inns began offering “his” and “hers” outhouses.

Because most people were illiterate, symbols were used on outhouses to show which was “his” and which was “hers”. Pictures of the sun and the moon were the obvious choice. From ancient times, the sun had been a symbol of all that was masculine, and the moon, of all that was feminine. Outhouse doors across Europe were marked with either a sun or a crescent moon (a full moon would have been confusing).

As time passed, inns and outhouses sprang up everywhere. Competition was intense, and innkeepers were always looking for ways to cut costs. Looking at the bottom line, innkeepers reasoned that maintaining a men’s outhouse was unnecessary. Men could always find a spot in the woods—and those who couldn’t or wouldn’t use the woods would just use the women’s outhouse. Men’s outhouses disappeared, leaving only women’s outhouses, marked with the crescent moon.

Excerpt from “Outhouses of Alaska”
Photography and Stories by Harry M. Walker

NAI Invitational 2011

The North American Invitational 2011 (NAI), presented by Joule Yacht Transport, Inc., will be held on Tampa Bay in St. Petersburg, Florida, Saturday, October 15, 2011.

The drawing for boats on October 12th and all social events will be at St. Petersburg Yacht Club. Rooms are reserved at the Hampton Inn across the street from the yacht club, and room reservations include a very hardy continental breakfast in the hotel lobby. For reservations, call the Hampton Inn and Suites St. Petersburg/Downtown at 727.892.9900. Call by September 26, 2011, and mention North American Invitational to receive the \$124 per night rate.

Many of you will remember Richard (Dick) Joule. He won the NAI in 1991 and was NACA Commodore in 1992. Dick and wife Barbara founded Joule Yacht transport in 1954. Their company has moved many of our boats, some across the entire country. Numerous standards used in the industry today were developed by Dick and Barbara.

Currently, Dick and Barbara are retired, but their son and daughter-in-law, Larry and Jackie Jensen, run the very successful Joule Yacht Transport. The family is supportive of boating in general and especially the NAI. Their sponsorship will defray some of the cost associated with NAI 2011 and is greatly appreciated.

Please join us in St. Petersburg for NAI 2011.

Fay Baynard
NAI 2011 Chairman

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

NEW COMPETITORS

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IPBA 2010 News Roundup

After a spectacular year of predicted log competition and Alaska cruising, International Power Boat Association (IPBA) completed the 2010 season with a change of watch and awards ceremony at Richmond Yacht Club in Richmond, British Columbia, Canada.

The year saw an up-tick in interest in the sport, with participation of forty boats at Bremerton's Heavy Weather Race and thirty-eight boats at Meydenbauer's Boomerang Race.

Commodore Jim Anderson of Gig Harbor Yacht Club turned over the watch to Commodore Bob Gautschi of Airport Yacht Club, Richmond, B.C., who will preside over the 2011 IPBA season. Rounding out the IPBA bridge for 2011 are Vice Commodore Bill Anderson, Queen City Yacht Club; Rear Commodore George Babbitt, Gig Harbor Yacht Club; and Fleet Captain Ken Klett, Queen City Yacht Club.

An array of exceptional trophies, many of them decades old, were awarded for the season's events. Foremost among the events was the Alaska 1000 Predicted Log Competition from Olympia, Washington, to Juneau, Alaska, an event with roots back to a 1929 motor boat endurance contest over the same route.

This year, fifteen boats from clubs around the Northwest departed Olympia, Washington, on May 28, 2010, and competed over several race legs to the finish in Juneau, Alaska, on July 2, 2010. The route included stops at Nanaimo and Prince Rupert, B.C., and Ketchikan and Sitka, Alaska. At the conclusion, the group split up for a summer of relaxed cruising in Southeast Alaska and British Columbia, with most boats returning to home port by late August or early September.

The competition scores were exceptional for such an extensive and complicated competition, with all racers under two percent error and two with less than one percent error. Chuck Silvernail of Brem-

erton Yacht Club took overall honors with 0.74 percent error.

With such a large contingent of competitors from around the Puget Sound/Vancouver area competing in the Alaska race, someone had to be found to represent IPBA at the West Coast championship competition (Barusch/Castagna Trophy Contest), sponsored by the Pacific Coast Yachting Association, and at the North American Invitational, sponsored by the North American Cruiser Association.

Bob Lindal of Queen City Yacht Club accepted both challenges. With his wife Sue and friend Jeff Ewell, past commodore of Queen City Yacht Club, he attended both events over the course of the summer and returned home with both first place trophies. But wait! During the 2010 season, he won four of the eleven IPBA contests entered and scored well in the others, thereby winning the IPBA championship for the year, with the honor of displaying the lovely 1940's oil painting of "Contestants Rounding Turn Point" for the next year.

The 2011 season of the predicted log competition season starts in Lake Washington on January 16, 2011, sponsored by Queen City Yacht Club. Join us for year-round boating and great social events. For more information, visit the IPBA website at: ipbalogracing.org or contact Bill Anderson at: big-billasr@comcast.net.

Bill Anderson
International Power Boat Association

.....

The Outboard Motor

Never assume that it will start on command,
or remain running if it does.
Always carry a secondary means of propulsion,
as the lack of sail, oar, or paddle
can ruin your day.



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

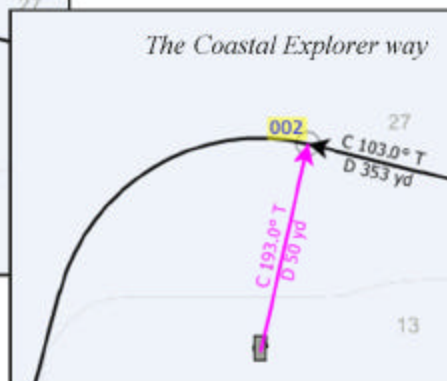
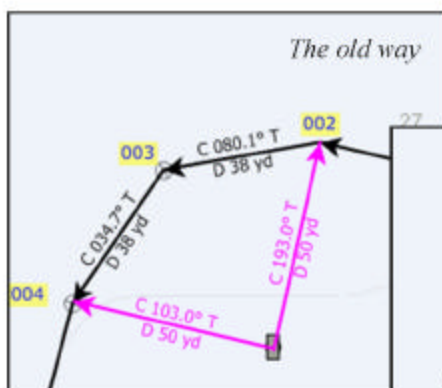
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