



# Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 11, Issue 4

October, 2011

## Saga of the Misty Sea, Part V

*The following is the fifth of seven trip reports sent to me by Tom Collins several years ago. With apologies for the long delay in publication, here is Part V of the Saga of the Misty Sea. They were recently on their sixth Mexico trip, rambling up and down the Mexican Riviera for approximately six months.*

**Saturday, March 29, 2003**

**Zihuatanejo to Barra de Navidad**

Voyage statute miles: 2595; Voyage engine hours: 289

We are presently moored in a slip in the Grand Bay Hotel Marina at Barra de Navidad. We described this fantastic hotel and marina in our report last December on the way down. The consensus of all those we have talked to is that this is undoubtedly the finest hotel and marina in all of Mexico. Joanne says she particularly enjoys being here with its special ambience. We arrived here a week ago and will probably remain for another week and a half.

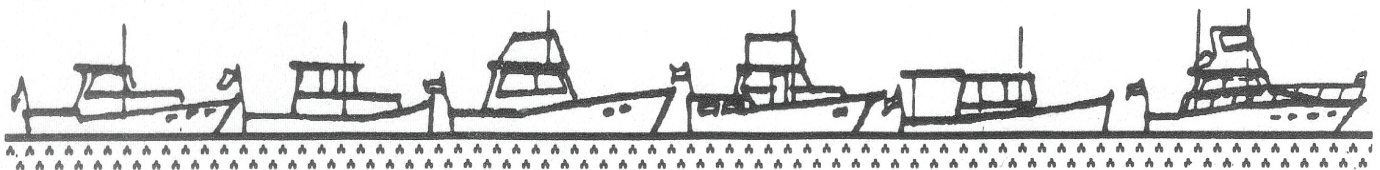
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As we ended our last report, we were preparing to fly home for a week to look after miscellaneous domestic matters. In preparation, we moved the boat five miles up coast from Zihuatanejo Bay to the Ixtapa marina, where it could be left securely tied into a slip with electricity and very good security. Our trip home was timely because we encountered some unanticipated problems that particularly needed our attention. As it turned out, one week was barely sufficient to accomplish everything. There was certainly no time to relax.

When we returned to Ixtapa, we decided to leave the boat in the marina for a few days because a friend (JD) was expected shortly to begin a northbound trip on the boat then moored in the slip next to us. As it turned out, we ended up leaving the boat in the marina another week, for a total of three weeks. After JD left, we found ourselves enjoying the Saturday night traditional Mexican dance show at Rick's Bar with a cruiser whose name is also Tom Collins. In our conversation that evening (as we closed the bar), we somehow decided that it would be a good idea to take a side trip to an island in the Caribbean

*(Continued on page 6)*



## 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 is August ninth as I write this, and our season is well underway. We have a total of thirty-two contests scored so far, with many more coming in the near future. Here in the Southern California Cruiser Association, we will begin our Fall Series in a couple of weeks, which will include the last six contests of the season. I'm sure many other organizations are in similar situations, and I look forward to seeing the scores for the rest of this year. Be sure to check out the standings and see where you rank in North America. Also, make sure your scoring data is correct. We rarely have errors, but it's always good to have another set of eyes on the data.

The 2011 Barusch/Castagna, sponsored by Pacific Coast Yachting Association and held in beautiful Sidney, British Columbia, was a great success. I know I had a wonderful time, and, even though the weather was somewhat uncooperative, we still managed to have a challenging contest and a great deal of friendship and camaraderie.

I personally drew a great boat, a 43' Ocean Alexander called *Too Garvatiuous*, and my hosts Becky and Ryan Garvey (mother and son) could not have been more gracious. My score could have been a lot better though, but that had nothing to do with the vessel. Dick Timmerman came away with the win, and the IPBA/N team of Dick Timmerman and Bill Anderson earned the Castagna Cup..

Thanks go to Jerry Downer and his crew, and, of course, special thanks go to the boat owners without whom, none of this would be possible. October is fast approaching and the twelfth through the fifteenth are the dates for 2011 North American Invitational. It is important that you make your res-

ervations as soon as possible, because you don't want to miss this, our premier event of the season.

NACA Secretary and Incoming Rear Commodore Fay Baynard and St Petersburg Yacht Club have a great agenda planned for us. Racemaster, Staff Commodore Robert Van Landingham, will make sure you get a workout on the water. Be sure to contact Fay if you need any more information. You can email her at [fbaynard@tampabay.rr.com](mailto:fbaynard@tampabay.rr.com), and she will help you out.

Take care, and I hope to see you at the NAI or on the water.

*Craig Ryan*  
NACA Commodore

## Rules of the Road

When all three lights I see ahead,  
I port my helm, and show my red.  
Green to green, or red to red,  
Perfect safety, go ahead.

If to my starboard red appear,  
It is my duty to keep clear;  
To act as judgment says is proper,  
To port or starboard, back, or stop her.

But when upon my port is seen  
A steamer's starboard light of green,  
There's naught for me to do but see  
That green to port keeps clear of me.

Both in safety and in doubt,  
I always keep a good lookout;  
In danger, with no room to turn,  
I ease her, stop her, go astern.

- Thomas Gray, from *Observations on the Rules of the Road at Sea*, 1884

### NACA FLAGS

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## International Cruiser Race

Summer in the San Juans! Can you think of a better time and place to hold a cruiser navigation contest? That is why sixteen competitors from Vancouver, British Columbia, to Gig Harbor, Washington, gathered in Fisherman's Bay, Lopez Island, on July 10, 2011, for International Powerboat Association's annual International Cruiser Race (ICR). This long-standing competition brings all three sections of the International Power Boat Association (North, South, and Gulf of Georgia) together to vie for individual honors and the coveted team trophy. It also determines the overall winner of the year's competition, with the Commodore's Trophy being presented at the annual awards banquet in November. The beautiful trophies representing this contest have been in service for more than fifty years and reveal the "Who's Who" of cruiser navigation competition in the Pacific Northwest.

This year's thirty-three nautical mile course started off Turn Rock Light near Friday Harbor in the midst of strong ebb current. Just holding the start position was a challenge. The course took the racers north, around Jones Island, and south, through Spring Channel, to Wasp Passage. The current had moderated by this time, so transiting the narrow channel was not too hard on competitors' scores. Somehow everyone cleared the Passage before the ferry transited, so all avoided getting the five short blast signal.

Through Harney Channel, again without impeding a ferry, around Shag Rock and up to the Rosario

Resort, then south to Obstruction Pass started bringing the competitors in close proximity with one another. This competition was designed with a common finish for all boats. Each competitor planned his/her start time at Turn Rock Light in order to arrive at the finish at Flat Point Light at 1600 hours.

So, as the boats entered Obstruction Pass for a circumnavigation of Obstruction Island, the faster boats were starting to catch up with the slower boats. Hopefully, the fishermen off of the east end of the island will forgive us for barging through their midst. Exiting at Peavine Pass, the route ran direct to Upright Head and thence the last leg to finish at Flat Point Light; sixteen boats vying for space to call the mark within a few minutes of each other. Amazing, not one ferry conflict on the entire course.

The competition was timed the get all boats out of and back into Fishermen's Bay with safe water at the narrow entrance. The racers paraded single file back to their berths at Lopez Islander Resort on a rising tide to submit their times to the scorer. The day was topped off with a social hour and sit-down dinner before the awards were announced.

With the complex tidal current flow through the Islands and paucity of current stations, the error rates were expected to be high. However, four competitors scored less than two percent error and

*(Continued on page 5)*

### NACA BLAZER BULLIONS

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## *International Cruiser Race* (Continued from page 4)

four competitors scored less than three percent error. The winning score was turned in by Bruce and Miriam Cullen in *Caroline* of Meydenbauer Bay Yacht Club with 1.45195% error. Bill and Trish Anderson in *The Tillie* of Queen City Yacht Club were second, scoring 1.62370% error. Bob and Sue Lindal in *Susie Q* of Queen City Yacht Club turned in the third place score of 1.70935%. With his third place showing in the ICR, Bob Lindal will receive the Commodore's Trophy as Pacific Northwest Champion at this year's awards dinner. Bob, along with Bill Anderson, won the Century 21



One of five silver tray ICR trophies in service since 1952.



ICR third place trophy in service since 1987

Team competition for IPBA/North and will receive that handsome trophy at the annual dinner.

Monday morning, competitors departed on their separate paths. Some to continue their summer cruise plans and others off to the next competition. Pacific Coast Yachting Association scheduled its West Coast Championship Barusch/Castagna Trophy contest in Sydney, British Columbia. This year's host was IPBA/Gulf of Georgia, and many of the ICR racers were contestants or were loaning their boats for the event.

Observers/time keepers are essential to every predicted log contest, so a special thanks goes out to Leora Willis of the MacKaye Harbor area of Lopez Island and her friends and family members who volunteered to assist us. Their participation was indispensable.

Being an observer in a sanctioned cruiser navigation contest is fun and interesting, a great way to spend three or four hours on the water and enjoy a social event. It is also an excellent introduction to the sport. If you are interested in predicted log racing but are unsure of what it entails, volunteer as an observer. For more information contact Bill Anderson at [BigBillAsr@earthlink.net](mailto:BigBillAsr@earthlink.net).

*Bill Anderson*  
*Vice Commodore*  
*International Power Boat Association*

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## **Tied Up in Knots**

Certain people in the old days of sail were thought to have the supernatural power to tie up the wind in knots. They would sell sailors knotted rope to be untied when becalmed at sea.

There were usually three knots in the rope—untie one knot, release a moderate breeze; untie two knots, release a strong wind; until three knots, release a gale.

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

and made plans to meet at a travel agency first thing Monday morning. Wednesday, we flew to Mexico City where we needed to lay over for the next day's flight out. With a few spare hours, we visited the Anthropological Museum. We were quite impressed with the museum and the excellent presentation of the many exhibits - world class! It is certainly worth a special visit just to see the Museum; one could easily spend days going through all of the displays.

Another "memorable" experience was with a Mexico City taxi driver, which apparently is not unusual, according to the guidebooks. Will fill in the details on that one when we next see you face to face.

The following four days were spent on our visit to the island. We both feel the best way to summarize our visit is to say it was very *interesting*. We took the official city tour, visited the marina and the fort, did a bit of walking through the city, took in a famous dinner show, and spent a day at the beach. Our comfort level diminished with each day, as we became more aware of what was really going on and realized that everything wasn't as wonderful as it appeared at first glance. Our concern was probably heightened by the United States-Iraq war rumblings that were going on at that moment. We felt a real sense of relief as the airplane door was shut behind us for our return flight.

After returning to Ixtapa and giving the boat a last bath, we returned to Zihuatanejo; this time anchoring off Playa Madera. The swells from the huge storms off the Washington/Oregon coast were finding their way into the La Ropa area, making for a rolly anchorage there. A few days later, a friend invited us to join him on an overnight driving trip inland to Patzcuaro, so we left the boat at anchor, being watched by some of our cruising friends.

Patzcuaro is a colonial town in the mountains about 200 miles east of Ixtapa. It is at 7500 feet elevation, and many of the buildings were constructed in

the 1600s and 1700s. The town has its own unique identity, with the handiwork of the specialty artisans from the surrounding area. The town and the people were charming and very different from the seaside towns we have become accustomed to. It was very definitely a worthwhile side trip.

After three months in Zihuatanejo, we felt a bit of sadness that the time had come to leave. We said goodbye to friends we had made with the realization that some of them we probably would never see again. Some will be sailing south to the Panama Canal to turn left into the Caribbean, others will turn right to the Galapagos. Some are sailing directly west to the Marquesas or Tahiti, while others will head to the Pacific Northwest by way of Hawaii. And some will head north to spend the summer in the Sea. Then there are a few like us, who will 'bash' up the outside of the Baja going back home.

Our twenty-eight hour run from Z-Bay to Barra de Navidad was nicely uneventful in Jello-smooth seas. One thing we did note was the remarkable change in temperature we have experienced in the last month. This winter, we had been under the effect of an El Nino; a phenomenon that causes the ocean temperature at the Equator to be warmer than normal. This is probably responsible for the wetter winter in Southern California this year. In Zihuatanejo, old-timers told us that this was the hottest and most humid winter they could remember in forty years. That was, up until March. Then, all of a sudden, in a week's time, the water temperature dropped from 83F to 76F and the water turned a deep green. On the water, the air temperature holds within about two degrees of the water temperature,  
(Continued on page 7)

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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

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

so things cooled off nicely on the boat. In fact, we even started sleeping with a sheet over us. Then more recently, we even pulled out a light blanket.

Traveling north, we saw the ocean temperature drop from 73F outside of Zihuatanejo to just 67F outside of Barra de Navidad. Certainly not typical for this tropical area. The serious sportfishermen are complaining mightily, because all of the warm water species like dorado and marlin have disappeared. It will be interesting to see how long the water stays cold. My theory is that this is due to an upwelling of the deeper colder water near shore, caused by the disturbance from the storm swells. Incidentally, when inside a bay or marina such as Barra de Navidad, the daytime temperatures still get into the eighties, although the nights do cool off rather quickly.

Our plans are to spend some time at the Mexican Rivera anchorages of Tenacatita, Careyes and Chamela on our way north to Puerto Vallarta. This year, instead of going further north to Mazatlan and La Paz, we will depart P.V. and head directly for Long Beach. We will stop at Cabo San Lucas only long enough to fuel and, if necessary, wait for weather. Fortunately, there is currently a retired cruiser turned meteorologist in Ventura, California, who has been providing some very detailed and accurate weather predictions via shortwave radio. Hopefully, we will be able to take advantage of his insight to time our passages and avoid some of the weather on the Baja Bash.

Livin' the good life,

*Tom & Joanne Collins*  
*C/V Misty Sea*

P.S. A few observations follow for those who might be interested in some of the more functional details of cruising:

1. Anchoring. The type of anchor isn't as important as the amount of chain used. Deploying at

least one hundred feet of chain, regardless of how shallow the water is (even 10'), seems to be effective in preventing an anchor from dragging. Sometimes, it is easier to get a plow anchor, such as a CQR or Delta, to set. But when boats start to drag, the lightweight Danforth seems to hold the best, while the plows do just that; they plow. The Bruce has a number of unique problems of its own, such as the "Bruce ball" that can break it out and prevent it from resetting.

2. Being self sufficient while on anchor for weeks at a time requires a reliable generator and a functional watermaker. We find that it takes about five hours of generator run time each day to keep the batteries up. When running, the generator also powers the water heater, the watermaker, and the washer-dryer. Between charges, the batteries and the inverter supply all the current requirements for the boat. On average, the generator uses about one-third gallon per hour or roughly 1.5 gallons of diesel per day (\$3/day at \$2/gal). Refrigeration uses slightly more than half of the total battery energy consumed.

3. Just before leaving Huntington Harbour, we installed a Sirius Satellite Radio. It has worked flawlessly throughout the trip, keeping us up to date on world affairs. Unlike the Los Angeles area, where it seems that more than half of the TV stations are in Spanish, there are no stations broadcasting English in Mexico that we have found. Not even English subtitles or SAP. Of course, the Barra de Navidad Grand Bay Hotel Marina has cable with NBC, ABC and CNN.

4. The yellow dinghy is still a functional problem. However, it only has to last through two more weeks of use, and we will give it a decent burial when we return home.

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A voyage is like a classical drama:  
it starts slowly and works up  
with many adventurous incidents  
in the finish.  
- Sir Francis Wichester

## Barusch/Castagna Trophy Regatta

Have you cruised British Columbia's Gulf Islands? If you have, then you surely have checked the currents at Sansum Narrows or Active Pass before transiting those scenic areas. But what about the other parts of the lower Gulf Islands? Current references for Shute Passage or Swanson Channel, among most others, are non-existent. That was the challenge facing the best cruiser navigation competitors on the Pacific Coast as they gathered in Sydney, British Columbia, for the annual Pacific Coast Championship, Barusch/Castagna trophy race. This epic adventure was sponsored by the Pacific Coast Yachting Association (PCYA) and hosted by International Power Boat Association (IPBA), Gulf of Georgia section.

On July 14, 2011, the ten top racers from Southern California to Vancouver, British Columbia, gathered in Sydney for the preliminaries of the event. As you can imagine, the out-of-town racers could not bring their own boats to the venue, so boats were loaned from the various clubs' members for the competitors' use. Ten boats were required for the event.

Since mid-July is the heart of the Northwest cruising season, many boaters from the Puget Sound area were kind enough to schedule their summer cruises around this competition. Also, with the International Cruiser Race scheduled the week before, there were enough non-participating racers and crewmembers in the area to provide boats, timers, and scrutinizers. So, an excellent field of boats was available for the Thursday evening boat drawing.

A double-blind selection process insured that the boats were distributed fairly, and the captains and competitors met to plan their Friday time trials. Each racer was given four hours to determine the speed and turn characteristics of their selected boat. Unfortunately, the charted measured mile on Sydney Island had not been maintained, and the markers were missing. In true IPBA "can do" spirit, a team was dispatched with a GPS in hand to search

out and plot a usable measured mile. An excellent one was found using Sydney streets. Our thanks to the surveyors who laid out streets and cities in true north-south, east-west plots.

Race morning arrived with a cold, misty rain. So much for summer in the Gulf Islands. Now, with a maximum predicted current of 2.2 knots at Sansum Narrows and 4.4 knots at Active Pass, what would you predict for Celia Reefs Light off of Sydney Harbor? As the boats maneuvered for their start time it became apparent that no one predicted the 3.3 knots that was causing all to struggle for a standing start at the mark. That set the tone for the remainder of the competition.

The route took the racers west through Shute Passage to the shore of Saltspring Island. Then north-east along that shore, past the Channel Islands and north through Captain's Passage. A hard turn at Ben Mohr Rock sent the boats down Trincomali Channel, around Portland Point, and south in Swanson channel. Here the course crossed the heavily traveled ferry route from Vancouver to Sydney. All racers managed to proceed without impeding the passage of any of the 20-knot marine highway vessels.

Next, the boats moved out into the wider waters of Haro Strait. This race was a common finish race, so the boats were starting to bunch together as the visibility fell to less than 500 yards. Deduced reckoning skills were put to the test as racers worked to avoid Cooper Reef and Cod Reefs on the way to the finish line at Sydney Spit Light. The finish was anything but common as boats straggled in over a ten or fifteen minute period. The finish was a perfect reflection of the scores of the competition, which ranged from over six percent error to just less than four percent error.

Sydney North Saanich Yacht Club provided a perfect venue and kitchen for the post race festivities. An excellent buffet dinner, preceded the leg-by-leg  
(Continued on page 9)



## *Barusch/Castagna Trophy Regatta* (Continued from page 8)

peel-off of each boat's errors. The outcome could not be guessed until the last leg was uncovered. Dick Timmerman of Queen City Yacht Club, Seattle, took home the Barusch Trophy with a 3.8986 percent error in Gig Harbor boat *Fidalgo*. Fred Cole of Port Orchard Yacht Club scored second with 4.1018 percent error in Bremerton boat *Peachy Keen*. Bob Elhers of San Diego Cruiser Association placed third with a score of 4.2689 percent error in Bremerton boat *Princess Mokihana*.

With five different race associations represented, there were five two-boat teams competing for the Castagna Team Trophy. Dick Timmerman and Bill Anderson, both of Queen City Yacht Club and IPBA/North, brought the trophy to Seattle with a score of 4.3531 percent.



*IPBA Commodore Bob Gautschi presents the Castagna Team Trophy to (l to r) Dick and Sylvia Timmerman and Bill and Trish Anderson*

Cruiser navigation is an interesting and challenging sport. It gets you out in your boat throughout the year. There are opportunities to travel and compete in unfamiliar waters such as Tampa Bay, the Great Lakes and Southern California. We want more participants. Come join us. Visit the IPBA web site at [www.ipbalogracing.org](http://www.ipbalogracing.org) or the North American Cruiser Association at [www.predictedlog.org](http://www.predictedlog.org). Real people are available to talk to you about the sport also. Contact Bill Anderson at [bigbilasr@earthlink.net](mailto:bigbilasr@earthlink.net) or George Babbitt at [gbabbitt@centurytel.net](mailto:gbabbitt@centurytel.net).

*Bill Anderson*

*International Power Boat Association*

## Starbucks It Wasn't

To make coffee, sometimes there is only time to prepare it for boiling; but if possible, it is better to heat the coffee in the lid of the kettle; then put it in the kettle and pour the boiling water on it, leaving it to stand near the fire for five minutes, when it will be fit for use.

When there is time to do so, it should be strained through a cloth of some sort; when made, the dregs should be collected and well-boiled. If this concoction is poured over fresh coffee, the result of the second making will be found strong and aromatic. To clear coffee, some cold water should be poured in from a height. The cold water sinks through the coffee and is carried down the suspended particles.

- from *The Sailor's Pocket Book*, 1885

I believe every human  
has a finite number of heartbeats.  
I don't intend to waste any of mine  
running around doing exercises.

- Neil Armstrong

## NEW COMPETITORS

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## Excerpts

September 11, 2011 – ten years after...

At this particular date which will live in infamy to all of us younger than those that remember Pearl Harbor, the events in which we were all involved at that time are interesting reading.

They are copied and pasted (in italics) exactly, verbatim, without any cutting or editing as I wrote them in my log when coming down the West Coast on Tom and Suzie Scott's boat on those dates. No corrections for typos or errors in punctuation have been made from the original.

For the record, John W is me... John Willister; Suzie is Suzie Scott, wife of the late Tom Scott; Craig and Pegi Melvin are former SCCA members who now reside in Friday Harbor, Washington, in the San Juan Islands.

These excerpts are from my log of *Scotts-N-Water II* returning from Alaska in the summer of 2001.

Day of infamy – minus TWO:

*Sunday, September 9, 2001*

*Up at a more civilized hour (with NO reveille by John W) and a great ham and eggs breakfast by Suzie. Then we were off the dock at 0833 while Pegi and Suzie drove their car and "harbor hopped" to Monterey to meet us.*

*What a beautiful and calm ride all the way to Monterey. Such a contrast from yesterday. Today, from leaving the dock at Half Moon Bay to in the harbor at Monterey the swell never exceeded about five or six feet with no wind and just gentle long ocean swells the whole way. For most of the seven hours, there was a overcast ceiling about one-thousand feet but clear skies underneath giving a beautiful view down the coast to south of Pt. Ano Nuevo when we diverged across Monterey Bay to Monterey Harbor. The sky cleared off and we had beautiful sunshine for the last hour into Monterey with the coastal mountains forming a vivid backdrop to the Monterey*

*peninsula.*

*Now we are tied up in the Monterey Harbor Marina and Pegi is about to prepare halibut fish tacos for dinner.*

*The weather forecast is for calm seas tomorrow so we will press on the Morro Bay, which is 104 nautical miles dock to dock. Pegi and Suzie again will "harbor hop" in the car to meet us in Morro Bay.*

*The sun is setting and we are all setting down to our dinner of halibut tacos. This is a moment in time that will never come again. Tom has put a CD of "Samba Nights" on the CD player and the half flamenco, half salsa music is echoing outside the boat. The sun is reflecting on a solitary motionless lone pelican sitting on a building several yards away while beside us in a western direction the squid boats are preparing to go to sea with their lights on and crews coming aboard. As the lights come on and the sun sets, darkness settles in around us. We are drinking wine and eating fish tacos and the talk turns to what this crew has seen and done.*

*Now we are all talking about our religious upbringings and how it seems to relate to our different views on what we all have seen and done. The experiences and events that all of us have been exposed to are things that only a very few people will ever know.*

*The sky is now dark and the music plays on while we continue to talk and reminisce about the times of our youth. Tomorrow the sun will come up and we will cast off our lines and continue down the West Coast toward Southern California and everything with which we are familiar. All of us have experienced things that only one in a million will ever know. We all relate to these different things in different ways but it is an experience that none of us will ever forget.*

Day of infamy – MINUS ONE:

*Monday, September 10, 2001*

*Suzie got the best of John W today.*  
(Continued on page 11)

*Excerpts**(Continued from page 10)*

*At 0700 while John W was sleeping soundly in the salon, Suzie came in and announced (loudly), "Reveille, reveille, reveille," and put on the coffee.*

*At 0750 Suzie and Pegi were in the car driving to meet us in Morro Bay and we were lines away. An absolutely beautiful morning with the sun coming through the low clouds and the visibility clear to the horizon. Around the Monterey Peninsula and past Carmel and Pt. Lobos we stayed close in to shore. The weather reports from the automated buoys were giving a swell of five feet at eleven seconds. Not a wisp of wind so the sea was absolute glass until well past Cape San Martin. Instead of going point to point in a straight line we hugged the Big Sur coast all the way to within thirty miles of Morro Bay. It was one of those rare late-summer days with no fog and good visibility so the Big Sur coast line was simply spectacular.*

*We cleared the Morro Bay jetty at 1450, exactly seven hours after lines away at Monterey. By 1630, we were refueled and tied up at the Morro Bay Yacht Club. Now we are talking to other boaters tied up here, some of which are going north and some south. Tomorrow is forecast for the same conditions as today so we should have a smooth trip around Pt. Arguello and Pt. Conception. Tomorrow we will be in Santa Barbara and then one more day to Tom and Suzie's new slip in Huntington Harbor.*

*Craig and Pegi have to leave as Craig has an appointment tomorrow morning. So, Suzie will stay on board with Tom and John W for the final two days to Huntington Harbor.*

**Day of infamy – 9/11/2001:**

**Tuesday, September 11, 2001**

*Today we awoke at 0600 with plans to be off the dock bound for Santa Barbara with a forecast of calm seas and no wind of significance. As we were eating breakfast, the skipper of a boat tied up behind us on the Morro Bay Yacht Club guest dock came over to us and motioned to us to*

*open the door. It was then we learned of the national tragedy of the terrorist attack that was taking place on the East Coast.*

*We were lines away at 0710 with almost flat seas. Passing Pt. Sal we heard the Coast Guard broadcast a message that the Vandenberg "Danger Zones" had been activated and all boats were to remain clear. We were in the zone at the time so we altered course to remain outside of the three-mile limit from the coast that comprises the Danger Zones. John W called "Frontier Control" on VHF Channel 6 as advised by the Coast Guard and gave our Lat/Long, course, and speed to "Frontier Control" which we presume is located at Vandenberg Air Force base.*

*In a moment, the controller to which John W was talking replied, "We've got you." We all feel that they had us under surveillance as an unknown target because the controller sounded very relieved that we identified ourselves with the Lat/Long target he was obviously observing.*

*We proceeded along our new course until nearly passing Pt. Conception when a few whitecaps appeared and the following sea increased somewhat. Tom put Suzie on the helm for the rounding of Pt. Conception until the seas quieted down. We changed our destination from Santa Barbara to Channel Islands Harbor due to the calm seas so our final leg tomorrow will only be sixty-two miles.*

*Along the way while monitoring VHF 16, we heard an announcement from the Coast Guard that the Port of San Diego was closed to all boats until being inspected by the Coast Guard or Harbor Patrol. Thinking that as San Diego was a potential military target and that was the reason it was being closed, John W called his sister-in-law Rita Healy to inquire if Huntington Harbor was also closed because of the Seal Beach Weapons Depot loading area at the entrance to Anaheim Bay. Rita did not know of any closure so we presume we can enter tomorrow afternoon to get to Tom and Suzie's new slip.*

*Now we are tied up to the Channel Islands Yacht Club guest dock. We will have dinner on board tonight and watch President Bush's*

*(Continued on page 12)*

*Excerpts**(Continued from page 11)**address to the nation in about forty-five minutes.***Day of infamy – PLUS ONE:***Wednesday, September 12, 2001**Up at 0630 to a brilliant sunshine and warm temperatures. Off the Channel Islands Yacht Club guest dock at 0730 for a pleasant ride of four hours down to Long Beach.**Approaching L.A. Harbor we noticed twenty-one freighters anchored offshore awaiting clearance to enter the harbor. We called the Los Angeles Coast Guard group and asked if we could enter Shoreline Marina. We were cleared in but advised that we would have to have a Navy escort to enter Anaheim Bay.**We dropped Suzie off at Shoreline Marina to get their car and drive down to meet us in Huntington Harbor. On approaching Anaheim Bay entrance John W called the Coast Guard ship anchored off the bay entrance and advised that we wished to enter. They had us wait for a Navy rigid-bottom inflatable with two armed Navy personnel aboard. When the inflatable pulled up, they boarded us, examined the boat, and wanted to know if we were going to a slip. Both were armed with side arms and extra clips of ammo and one had a pump shotgun.**They then escorted us through the area where the ammunition loading docks are located and told us that once inside we could not leave for the duration of this national emergency. We were then cleared under the Coast Highway Bridge by the Huntington Harbor Patrol.**At 1250 the engines are shut down and the dock lines are secure. After over four months and five-thousand-five-hundred miles the Scotts-N-Water is back in home waters. The adventure is complete and for Tom and Suzie – "Home is (are) the sailor(s), home from the sea."<sup>1</sup>***Rhyme of the Ancient Mariner***That is the way it really happened for us – verbatim – September, 2001.****Detroit, September 11, 1912****The 35-foot motorboat Detroit, Baltic Sea off the coast of Estonia, September 11, 1912:**Early in the morning, we were off the port of Rebel and could see a Russian gunboat inshore firing at a target. Her funnel and masts were just above the horizon, but the target and the striking shots were clearly visible, being not three miles away. We were obliged to stop, the stuffing box having sprung a leak. After a half-hour's work, Ferguson got it packed and tight.**All boats should have a stern tank fitted with an inside stuffing box; this would prevent this constant and annoying leakage. If this was done, power boats could be kept just as tight as sail-craft, instead of being constantly half-afloat below...**This night to me was the most anxious of the whole voyage...All these miles without a mishap, and here, right at the closing of the gates, a stranding or breakdown. I went down below several times in the night and had a heart-to-piston talk with my friend, the engine.**"Don't fail me now, little one," I pleaded. "You have done so splendidly, and it is only a short distance now, and think what they will all say if we bring *Detroit* into port without having a single accident."**Cheerfully, the engine responded, humming away, "Go back on deck and don't worry, Old Man," hummed she; "I'm taking care of things down here, you look after the helm and trust the getting there to me."**Thomas Fleming Day*

I live in that solitude  
 which is painful in youth  
 but delicious in the years of maturity  
 - Albert Einstein



## Hard Tack

Sea biscuit, or common ship's bread, is made from wheaten flour (retaining some of the bran), water, and common salt. The materials are kneaded together, either by manual labor—that is, by the hands and feet of the workmen—or by introducing the materials into a long trough or box, with a central shaft to which a series of knives are attached, and made to revolve rapidly by machinery.

The mass of dough so obtained is then kneaded and thinned out into a sheet the proper thickness of the bread, by being passed and re-passed between heavy rollers. This sheet is placed below a roller with knife-edge shapes, is readily cut into hexagonal or round shapes; the cuts are not complete but are indentations, and the slab remains in one piece. These slabs are placed in an oven for about twelve minutes and are then placed in a warm room for two to three days to dry thoroughly.

The more modern ovens are fitted for continuous baking, the bread being drawn through in sheets on endless chains. These ovens have a capacity of 2,000 pounds of bread a day.

- *Chamber's Encyclopaedia, 1881*

## Those Vindictive Engines

According to mythology, the virtue of these engines lies in the fact that they are simple and reliable. Although this myth is widely velieved, I am able to report that it is completely untrue. These engines are, in fact, vindictive, debased, black-minded ladies of no virtue, and any non-Newfoundlander who goes shipmate with one is either a fool or a masochist, and is likely both.

- *Farley Mowat*

## The Versatility of Hard Tack

*Below are recipes from the old days featuring hard tack, aka sea biscuit, aka Liverpool pantile (especially hard hard tack).*

Brews—hard tack soaked overnight, then stewed with salt pork and salt cod.

Cracker hash—hard tack, pounded to pieces, mixed with pork or beef scraps, baked or just heated.

Dogsbody—hard tack soaked in water and sugar until rendered into a pulp.

Dunderfunk, aka dundyfunk—hard tack, broken up and pounded, mixed with beef fat, molasses, and water, then baked brown in a pan. Ginger was sometimes substituted for the molasses.

Lobscouse, aka 'scouse—hard tack pounded fine, salt beef cut into small pieces, onions, and potatoes; all boiled together and seasoned with pepper.

Midshipman's muffin—hard tack soaked in water to soften, then baked in the oven.

## The Secret to a Comfortable

If a cabin is entirely free of salt—that is, has had no salt water or particularly spray in it—it will be a dry and comfortable place on damp and foggy nights, and it will be much easier to clean and keep free of mildew.

One of the best ways to keep the salt out is to stop swimming parties from the boat. You may not like this, but if you are to really enjoy cruising you must do it. After I start on a cruise, I never go in swimming unless on a large yacht that has a fresh water showerbath. If you can keep your cabin and body free of salt you will be much cooler in hot weather, and your clothes and bedding will stay dry.

- *L. Francis Herreshoff*

**North American Invitational 2011  
Cruiser Navigation Contest  
Presented by Joule Yacht Transport  
Held at St. Petersburg Yacht Club  
St. Petersburg, Florida**

**Agenda**

**Tuesday, October 11, 2011**

Early arrivals - Hampton Inn, St. Petersburg, Florida  
1500 - 1800 Pre-Registration in SPYC Regatta Room  
1600 - 1900 Hospitality Room is open at Hampton Inn

**Wednesday, October 12, 2011**

All-day arrivals at Hampton Inn  
1500 - 1800 Registration in SPYC Regatta Room  
1400 - 1800 Hospitality Room is open at Hampton Inn  
1800 - 1930 Welcoming hosted cocktail buffet for contestants, navigators, boat owners, crew members, observers, scrutinizers, host committee members, and NACA guests in SPYC Waterfront and Harborview Rooms  
1930 Boat drawing in SPYC Waterfront Room

**Thursday, October 13, 2011**

0800 - 1200 Boat familiarization period – boats, contestants, navigators, owners, observers, scrutinizers  
1200 - 1330 Luncheon (Open)  
1330 NACA Annual meeting in SPYC Quarterdeck Room, followed by skippers, contestants and navigators meeting, followed by observers and scrutinizer meeting  
1600 - 1800 Hospitality Room is open at Hampton Inn  
1830 No-host cocktails and dinner at SPYC beach location

**Friday, October 14, 2011**

This day is yours to do as you wish

**Saturday, October 15, 2011**

0700 - 0730 Submission of logs to Robert VanLandingham on the SPYC docks, pick up hosted box lunches  
0730 - 1330 North American Invitational 2011  
1430 - 1500 Turn in logs to Robert VanLandingham on SPYC docks  
1500 - 1630 Bitch and Moan Party in SPYC Tiki Hut  
1830 - 1930 No-host cocktails in SPYC Ballroom  
1930 - 2030 No-host awards dinner in SPYC Ballroom (hosted for boat owners and sponsors), introduction of boat owners and sponsors, Change of Watch  
2030 - 2130 Gandelman Trophy presentation, contest results, awards, special awards (best legs, winning boat)  
2130 Thank you for being here, stay safe, and see you next year in Chicago!

**RMS Queen Mary**

Best 10 of first 11 contests entered

9/15/2011

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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	Gary Adalian	JONATHAN	SDCA	9	7820	869
2	933	David Weimer	JUST DESERTS	SDCA	10	7740	774
3	936	Bob Ehlers	JB & ME	SDCA	10	7380	738
4	739	Craig Ryan	BLACK JACK	SCCA	9	7249	805
5	919	Bob Lindal	SUZY Q	IPBAN	9	7010	779
6	959	Bruce Cullen	CAROLINE II	IPBAN	8	6949	869
7	2123	Bill Anderson	THE TILLIE/GREY GOOSE B	IPBAN	9	6612	735
8	825	Jeff Calabrese	LIVING WELL	SDCA	10	6447	645
9	704	Pete Healy	JINKIES	SCCA	9	6437	715
10	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	7	6384	912

**St. Petersburg YC Perpetual**

Best 4 of first 5 contests entered

9/15/2011

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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	3836	959
2	800	Gary Adalian	JONATHAN	SDCA	5	3786	946
3	6329	Wally Guthrie	KICKIN' BACK	SPYC	5	3732	933
4	739	Craig Ryan	BLACK JACK	SCCA	5	3568	892
5	959	Bruce Cullen	CAROLINE II	IPBAN	5	3531	883
6	755	George Jackman	SPECIAL EFFECT	SCCA	5	3488	872
7	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	5	3363	841
8	842	Team Klett/Elbon	KLETTITAT	IPBAN	5	3346	836
9	818	John Murphey	HOMBRE	IPBAN	5	3336	834
10	937	Edward Denaci	MICROSHIP II	SDCA	5	3273	818

**Herbert L. Stone Perpetual**

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

9/15/2011

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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	6	5495	916
2	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	5	4893	979
3	739	Craig Ryan	BLACK JACK	SCCA	5	4819	964
4	6329	Wally Guthrie	KICKIN' BACK	SPYC	5	4665	933
5	883	Fay Baynard	PHASE OUT	SPYC	7	4635	662
6	704	Pete Healy	JINKIES	SCCA	5	4164	833
7	959	Bruce Cullen	CAROLINE II	IPBAN	4	3812	953
8	933	David Weimer	JUST DESERTS	SDCA	4	3695	924
9	755	George Jackman	SPECIAL EFFECT	SCCA	4	3488	872
10	6239	Daryl Creighton	FREE SPIRIT	SCCA	4	3338	834

**M. Codrington Perpetual**

Best 5 of first 7 contests entered

9/15/2011

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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	7	4893	979
2	739	Craig Ryan	BLACK JACK	SCCA	7	4819	964
3	800	Garry Adalian	JONATHAN	SDCA	7	4683	937
4	6329	Wally Guthrie	KICKIN' BACK	SPYC	5	4665	933
5	959	Bruce Cullen	CAROLINE II	IPBAN	7	4638	928
6	839	Fred Cole	MOUSE TRAP	IPBAN	7	4490	898
7	933	David Weimer	JUST DESERTS	SDCA	7	4338	868
8	842	Team Klett/Elbon	KLETTITAT	IPBAN	7	4336	867
9	825	Jeff Calabrese	LIVING WELL	SDCA	7	4304	861
10	755	George Jackman	SPECIAL EFFECT	SCCA	7	4268	854

**COASTAL EXPLORER TROPHY\* (NACA Championship)**

Best eight of first eight or 9 contests entered

9/15/2011

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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	9	7233	904
2	959	Bruce Cullen	CAROLINE II	IPBAN	8	6949	869
3	739	Craig Ryan	BLACK JACK	SCCA	9	6724	840
4	933	David Weimer	JUST DESERTS	SDCA	9	6474	809
5	919	Bob Lindal	SUZY Q	IPBAN	9	6466	808
6	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	7	6384	912
7	2123	Bill Anderson	THE TILLIE/GREY GOOSE B	IPBAN	9	6312	789
8	936	Bob Ehlers	JB & ME	SDCA	9	6297	787
9	839	Fred Cole	MOUSE TRAP	IPBAN	8	6286	786
10	704	Pete Healy	JINKIES	SCCA	9	6137	767
11	755	George Jackman	SPECIAL EFFECT	SCCA	9	5951	744
12	825	Jeff Calabrese	LIVING WELL	SDCA	9	5660	708
13	6239	Daryl Creighton	FREE SPIRIT	SCCA	9	5585	698
14	370	Mike Henry	PEACHY KEEN	IPBAN	9	5309	664
15	842	Team Klett/Elbon	KLETTITAT	IPBAN	7	5294	756
16	981	Michael Elovitz	LOVIT	SDCA	9	5276	660
17	806	Michael Fontaine	TUFFY	SDCA	9	5159	645
18	937	Edward Denaci	MICROSHIP II	SDCA	8	5109	639
19	834	John Walker	PRIME TIME	SCCA	8	5090	636
20	818	John Murphey	HOMBRE	IPBAN	7	4961	709
21	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	9	4842	605
22	6329	Wally Guthrie	SKICKIN' BACK	SPYC	5	4665	933
23	883	Fay Baynard	PHASE OUT	SPYC	7	4635	662
24	6253	Clint Chapin	SOJOURN	IPBAN	7	4385	626
25	591	Robert Erly	LOIS	SDCA	8	4206	526
26	619	Don Larson	TEWASI	IPBAS	6	4078	680
27	857	Jerry Downer	NOR'WESTER	IPBAS	6	3986	664
28	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	7	3980	569
29	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	5	3965	793
30	805	Ralph Salerno	ANCORA	SDCA	9	3847	481
31	958	Jim Anderson	FIDALGO	IPBAS	6	3800	633
32	6252	Bill Winberg	BILLY THE KID	SCCA	6	3778	630
33	6099	Mickey Scheinbaum	THREE FLAGS	SMBPF	5	3455	691
34	2018	Chuck Silvernail	SOLMAR	IPBAN	4	2968	742
35	955	Bill Grady	ZORRO	IPBAN	3	2955	985
36	6209	Andy Gerde	WINDY-I	IPBAN	4	2838	710
37	2095	David Padgett	SLIP AWAY	IPBAN	3	2669	890
38	2016	Dan Frank	OSPREY (IPBA S)	IPBAN	4	2651	663
39	348	Dean Lentgis	KALOS FILOS	IPBAN	3	2594	865
40	822	Kim Lorenz	TIRELESS	IPBAN	3	2538	846
41	6255	Gene Paxton	EVENTIDE	IPBAS	4	2481	620
42	909	Scott Strandjord	REDEMPTION	IPBAN	3	2454	818
43	891	Leo Longenecker	REALITY CHECK	IPBAN	3	2106	702
44	6215	George Gregg	NOBLE	IPBAS	4	2082	520
45	994	Marty Muir	STELLA MARIS	SDCA	3	2070	690
46	982	George Babbit	GENERAL QUARTERS	IPBAS	3	2008	669
47	712	William Stewart	TUITION FREE	WLECA	2	1908	954
48	6234	Ken Case	RAZZLE	IPBAN	3	1859	620
49	821	Jerry Wellnitz	VENTANA	SDCA	3	1853	618
50	6122	Don Murrar	KARA ANNE	SPYC	4	1833	458
51	607	Jeff Swan	CLAIRE MARIE	IPBAN	3	1828	609
52	6257	Richard Kay	MATANA	IPBAN	4	1818	454



**COASTAL EXPLORER TROPHY\* (NACA Championship)**

Best eight of first eight or 9 contests entered

9/15/2011

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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	6210	Glenn Ryan	AMNESIA	IPBAN	3	1800	600
54	984	Steve Hazlerig	SOLARA	IPBAN	3	1745	582
55	964	Burnell Blockhus	LOLITA	SMBPF	2	1690	845
56	941	Tom Chandler	RM II HYDE	SCCA	4	1672	418
57	6258	Mark Backstrom	SEABOOLPLAY	IPBAN	3	1667	556
58	6302	Bob Godfrey	UNREEL	SCCA	4	1636	409
59	4058	Terry Baker	CHOPPERS II	IPBAN	3	1622	541
60	6251	Loretta Pieretti	SISSY DOLL	IPBAN	3	1557	519
61	20	Tom Collins	MISTY SEA	SCCA	2	1488	744
62	6021	Gary Coles	SOPHISTICATED LADY	WLECA	2	1472	736
63	865	Bill Rumbold	SUNDANCE	IPBAN	2	1392	696
64	6219	Dennis Sheehan	NAUTI GAL	IPBAS	2	1370	685
65	6261	Pete St. Phillip	PAGEANT II	SCCA	2	1352	676
66	824	Steve Green	FULLMOON	SCCA	3	1308	436
67	6272	Bill Herman	SUMMER HOURS	IPBAN	2	1294	647
68	3424	ROB BRUINS	OCEAN PEARL	IPBAN	2	1224	612
69	833	Dale King	KINGS X	SCCA	2	1197	598
70	6305	Jennie Dahlby	FRIENDSHIP II	IPBAN	2	1189	594
71	6290	Tyler Ellison	KAMA AINA III	IPBAN	2	1064	532
72	904	Bob Gautshci	SIRENA	IPBAGG	2	1060	530
73	732	Bill Findley	ANOTHER PROMISE	SCCA	2	1026	513
74	6310	Bart Johnson	LIL' TROOPER	IPBAN	1	997	997
75	6274	Terynia Smith	PATTY WAGON	IPBAN	1	954	954
76	5151	Dale Ellis	CHACK IT UP	WLECA	1	954	954
77	6327	Gavin Nadong	NOR'WESTER	IPBAS	1	951	951
78	724	Lynn Montgomery	LIKELY LADY	IPBAN	1	943	943
79	889	Owen Ritter	OUTBOUND	IPBAN	2	936	468
80	772	Graham Swindell	WINDRUSH IV	IPBAGG	2	922	461
81	6280	John Guthrie	LADY ELIANE	SPYC	2	917	458
82	6237	Maurice McGough	QUOTIDIAN	SPYC	3	900	300
83	6124	Jim Gould	MUTUAL FUN	SMBPF	2	818	409
84	6022	John Popovic	RASPUTIN	WLECA	2	818	409
85	6119	Rich Vale	MEGA BYTE	WLECA	2	818	409
86	6321	David Cordodor	QUICK CHARGE	IPBAS	2	798	399
87	915	John Rosendale	MISTIC BLUE	IPBAN	1	754	754
88	6326	Kevin Kohler	EAGLE	IPBAS	1	747	747
89	6335	Dave Charvat	DOLPHIN (WLECA)	WLECA	1	736	736
90	5005	Ray Norton	IMPRESSIONS	IPBAN	2	732	366
91	6312	Bob Lewis	OUTBOUND	IPBAN	2	730	365
92	6322	Mike Dunn	SEA NYMPH II	IPBAS	1	721	721
93	6316	Jim Mitchell	PENALTY BOX	IPBAN	1	713	713
94	6012	John Burwell	GAVIA	IPBAN	1	705	705
95	6334	Terry Brothers	PANACEA	SDCA	1	675	675
96	6319	Dave Sokoloski	SUN BEAR	IPBAN	1	670	670
97	703	Edward Hedges	JO-SEA	IPBAN	1	660	660
98	6107	Vern Smith	PATTY WAGON	IPBAN	1	640	640
99	6309	Hank Huntington	TENACIOUS	IPBAN	1	627	627
100	6281	Alex Butler	LAUGHIN' PLACE	IPBAS	1	625	625
101	6323	Tom Huddleston	WHISTLER	IPBAS	1	624	624
102	6241	Phil Osterli	NORDIC SPIRIT	IPBAN	1	612	612
103	851	Bob Wheeler	QUICK CHARGE	IPBAS	2	600	300
104	6142	Charles Billings	NOBSKA	IPBAN	1	592	592

**COASTAL EXPLORER TROPHY\* (NACA Championship)**

Best eight of first eight or 9 contests entered

9/15/2011

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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>
105	6332	Ted O'Connor	HY-RO	SCCA	1	574	574
106	6214	JR Collier	SPELLBOUND	IPBAS	1	559	559
107	6278	Jon Corriveau	TAHOMA	IPBAN	1	556	556
108	6216	Chuck Irwin	LAUGHIN PLACE	IPBAS	1	544	544
109	6306	Dick Goodfellow	LIQUIDITY	IPBAN	1	542	542
110	442	Cliff Casad	TAURUS II	IPBAN	1	528	528
111	6227	Myron Scherer	STARLING	WLECA	1	518	518
112	6291	Richard Hall	WINE DOWN	IPBAS	1	516	516
113	6103	Del Hoffman	SIDNEY ROSE	IPBAN	1	513	513
114	6286	Kip Cyprus	SALT SHAKER	SCCA	1	506	506
115	6325	Trey Irwin	WELL DONE	IPBAS	1	503	503
116	6140	John Rodgers	NIRVANA	IPBAN	1	503	503
117	6314	John Madden	FAMILY MATTERS	IPBAN	1	499	499
118	6213	Jim Chiles	INTRIGUE	IPBAS	1	494	494
119	6232	John Carrosino	RENDEZVOUS	IPBAN	1	485	485
120	6313	Jerry Livingston	ELUSIVE DREAM	IPBAN	1	471	471
121	6320	Barry Chunn	IMAGINE	IPBAS	1	463	463
122	6246	David Miller	SEA NYMPH II	IPBAS	1	462	462
123	6282	Ron Naselow	TRIVIAL PURSUIT	IPBAN	1	456	456
124	6249	John Carlson	SOLMATES	IPBAN	1	446	446
125	6238	Gary Dove	OSPREY (IPBA S)	IPBAN	1	442	442
126	74	Robert Roth	NIGHTWATCH	SMBPF	1	437	437
127	6262	Steve Nash	LA MANCHA	SCCA	1	434	434
128	6212	Mike Burton	ROYAL CHINOOK	IPBAS	1	422	422
129	6317	Brian Morris	HEY SUZY	IPBAN	1	414	414
130	6315	Jim Veres	VAGABOND (IPBA N)	IPBAN	1	400	400
131	6301	Bill McCormick	INAMORATA	SCCA	1	385	385
132	6248	Greg Abell	SEABELL	IPBAN	1	385	385
133	6287	Don Bernard	SOMEDAY'S HERE	SCCA	1	369	369
134	6276	Butler/Payne Team	LAUGHIN' PLACE	IPBAS	1	365	365
135	6333	George Elwers	LANTERNE ROUGE	SDCA	1	362	362
136	6304	Doug Ballard	B. SWIFT	IPBAN	1	357	357
137	6324	Rich Hunt	SHILOH	IPBAS	1	349	349
138	6218	Dick Sapp	CASCADIA	IPBAS	1	343	343
139	6307	Derek Geldenhuys	ORION	IPBAN	1	343	343
140	6328	Steve Shultz	JEN MARIE	IPBAS	1	341	341
141	6331	Bob Watson	PHANTOM	IPBAS	1	336	336
142	2118	Mike Eaton QMC	OLD MAN IV	IPBAN	1	332	332
143	6311	John Goodfellow	ANN MARIE	IPBAN	1	328	328
144	6303	George Austin	GREY GOOSE	IPBAN	1	326	326
145	6308	Lon Hayne	THIRD WISH	IPBAN	1	314	314
146	6318	Doug Simmons	KNOT AGAIN	IPBAN	1	300	300
147	6300	Bill Kuester	LADY JOAN	WLECA	1	300	300

You know, when I first went into the movies, Lionel Barrymore played my grandfather. Later, he played my father, and finally he played my husband. If he had lived, I'm sure I would have played his mother. That's the way it is in Hollywood. The men get younger and the women get older.

- Lillian Gish

Playwright George S. Kaufman was piqued by the Marx Brothers' habit of changing his lines. During rehearsals for *Animal Crackers*, Kaufman walked on the stage in mock exasperation and said, "Excuse me for interrupting, but I thought for a minute I actually heard a line I wrote."



## 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!

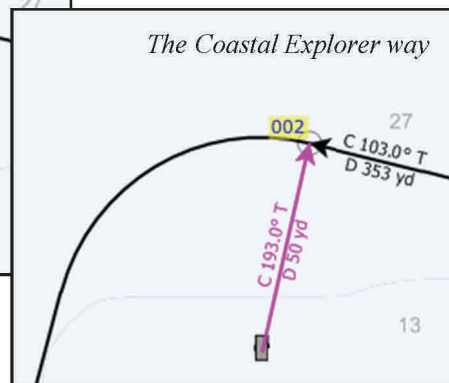
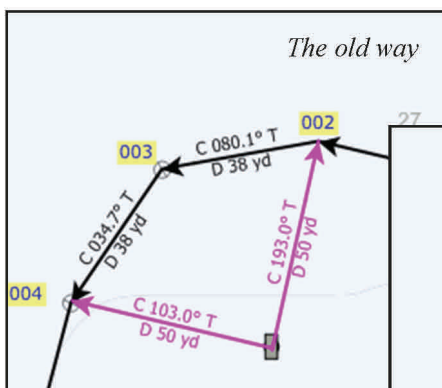
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