Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 12, Issue 1 February, 2012

Saga of the *Misty Sea*, Part VII

The following is the final of seven trip reports sent to me by Tom Collins several years ago. With apologies for the long delay in publication, here is Part VII 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.*

Cabo San Lucas to Huntington Harbor

"End of the Journey"

Total trip statute miles: 4102; Total trip engine hours: 458

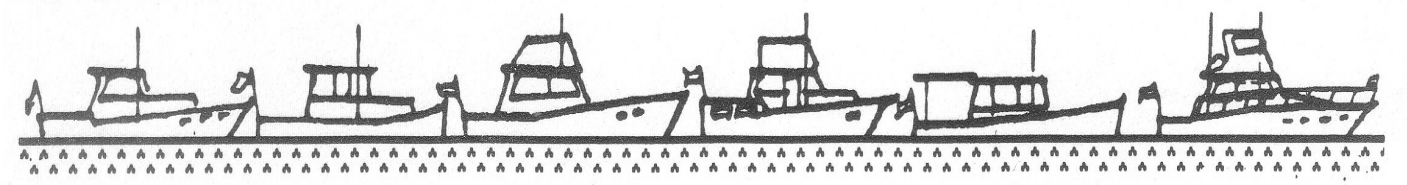
In the last log, our ride from Puerto Vallarta was underway in seas Joanne described as undulating Jello. Well, before we reached Cabo, it turned into something more like frothy whipped cream, with winds over thirty knots and eight- to twelve-foot seas. Fortunately, the distance remaining was only about 40 miles, so we altered course somewhat toward the cape, hoping to get into a lee (it never happened) and pressed on. We arrived just before sunset and dropped the hook to the east of the moorings. Fortunately, it was dead calm in the anchorage, and we slept well. The next morning, Thursday, the forecast was for a weather window to open up on the outside on Sunday and stay open through Tuesday. Our trip takes four to five days traveling non-stop, so we spoke with the weatherman directly and asked about the possibility of leaving Saturday. He agreed that that might be a way to maximize the window with a little additional weather at the start of the trip. With two days to wait, we decided to go into the harbor for fuel, then take a slip for the night.

I should note that it is the almost universal attitude of all the cruisers we have spoken with that they have absolutely no interest in spending any time at Cabo San Lucas. Cabo is no longer the quaint, friendly little fishing village we enjoyed in the eighties. Instead, now it is a bustling expensive city with the likes of Hard Rock Café, Planet Hollywood, and Margaritaville, where they serve hot dogs for $8. Nevertheless, we took a slip for about $100 for the night and

(Continued on page 7)

Inside This Issue:

Who's Who in NACA	2
NACA Objectives	2
Cruiser Log Deadlines	2
Commodore's Corner	3
Sad News	3
Tom Collins Predicts	4
A Cup of Tea	6
Tied Up in Knots	7
NAI Photos	9
500 Club Members	10
Training for a Race	10
NACA Application	11



North American Cruiser Association

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

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

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

Commodore
Jeff Calabrese (h) 619.656.8036
E-Mail: jeff5250@sbcglobal.net

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

Rear Commodore
Fey Baynard (h) 727.823.3035
(w)727.580.1653
E-Mail: johnv@johnkeno.com

Secretary/Treasurer
Scott Strandjord (h) 425.449.8445
(b) 206.819.9732
E-Mail: scott.strandjord@gmail.com

Jr. Staff Commodore
Craig Ryan (h) 714.434.3941

E-Mail: his@craigandjan.com

2011 Directors at Large

Wally Guthrie	SPYC
Lloyd Sergent	CYC
Jim Korzetz	IPBA/North
Mike Elovitz	SDCA

Chief Scorer
Craig Ryan (h) 714.434.3941
E-mail: his@craigandjan.com

Cruiser Log Editor/Publisher
Elaine Townsend (h) 619.691.0449
E-mail: thepresence98@yahoo.com

NACA Objectives

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

1. Publish and distribute a periodic newsletter known as *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

Happy New Year to All!!

It is with great pleasure that I assume my new duties in serving the NACA membership as commodore. I wish to publicly thank Jr. Staff Commodore Craig Ryan for a seamless turnover and clear direction for the future. I am looking forward to working with Vice Commodore John Vignocci and Rear Commodore Fay Baynard. I welcome Scott Strandjord on board as our new secretary/treasurer and also welcome our new directors-at-large. Likewise, we all continue to appreciate the efforts of those who work under the radar to keep NACA healthy. You know who you are.

Perpetuation, continuous enjoyment, and continuous improvement of our "social" sport remain our goals. While striving for these goals, I will listen to your inputs and do my best to keep you informed of current plans and new developments.

What is going on in NACA?

- A committee, headed by Tom Collins, is looking at bringing NACA racing rules into the 21st century. (Electronics?)
- Vice Commodore John Vignocci is looking into updating our functional but somewhat antiquated website.
- NAI 2012 is planned for the first week of August and will be hosted by Chicago Yacht Club. Preparations are ongoing as we speak.
- NAI for 2013 and 2014 are tentatively set for the Pacific Northwest and San Diego, respectively.
- NACA membership is always a hot topic. We challenge all of you to recruit new members.

On the personal side, I look forward to another racing season with the goal of honing my meager skills to the point of actually being able to attend a NAI one of these years as a contestant.

"Vedere te sulle acque!"

Sincerely,

Jeff Calabrese
NACA Commodore

FUTURE NAI EVENTS

04 August 2012 - Chicago, IL
03 August 2013 - Vancouver, B.C.
02 August 2014 - San Diego, CA

Sad News

It is with great sadness that we announce the passing of Herb Dover. Herb died peacefully in his Laguna Beach home on the 19th of January.

Father of Carolyn Bent, Herb had been a predicted log racer for many years aboard his vessel, *Coastwatcher*. He and his lovely wife, Nancy, competed in contests for both Santa Monica Bay Power Fleet and Southern California Cruiser Association.

Upon Nancy's passing, his daughter, Carolyn, took over the helm and continued in the family tradition with her father. Herb competed in both the Barusch/Castagna and the North American Invitational on many occasions. He won the NAI in 1995 and was honored with the Lou Gandelman Trophy in 2003.

NACA BLAZER BULLIONS

NACA has replenished its supply of blazer badges and added to its inventory staff commodore badges, with three embroidered silver stars.
Really good looking!
Only $25 (includes shipping and handling)
Call Bob Ehlers
619.222.9446

Tom Collins Predicts a Log Race...the Easy Way

I've been doing cruiser navigation predictions since the early '70's. Back then, it involved laying out a chart on a large table with good lighting and a set of charting tools, including straight edge, engineer's scale, protractor, magnifying glass, and dividers. It was important to wear long sleeves so that any moisture from your arms wouldn't transfer to the chart and cause it to swell, thereby distorting the distances. Handheld calculators were not yet in common use, so we had to do the math longhand!

Things are different now. I've been using Rose Point Navigation's Coastal Explorer to do my log race predictions for a number of years, and doing so takes a lot less time and gives far better accuracy than was ever possible using the older methods. In fact, the total time from first opening the contest instructions to printing out the predicted times can be less than a half-hour for some of the simpler contests.

The other day, a relatively new logger asked me about my procedures for doing predictions using Coastal Explorer (CE), and, as I've developed a routine over the years, I felt it might be worthwhile to share it with all of you. So here goes.

To begin with, I bring CE up and running, then, using the *Main Menu* button (upper left), select the *Planning Mode* and set up my vessel's characteristics under *Configure Vessel and Electronics.* It is important to accurately enter your vessel's nominal speed as well as the port and starboard turning radius. For my boat, which is a twin screw running at eight knots, I use 57 yards for both port and starboard turns. Single screw boats will either have different values or use different amounts of helm for each turn direction.

Under *Options* - *Measurements* (Main Menu), I set up English measurements, and, because our contest instructions typically specify degrees, minutes, and seconds for location of any virtual buoys, I select that option.

I "synchronize" CE by clicking the double arrows located in the upper right menu bar, so that the latest program and charts, both raster and vector, are downloaded and installed.

Let me interject here that although we are all familiar with the NOAA raster chart format, and it is "format of choice" for contest instructions, describing the route to be followed, the vector format offers some very important advantages to doing predicted logs. Vector charts have inherently more accuracy than rasters and can be zoomed for extremely accurate placement of course lines. If you aren't presently using vector charts, in addition to rasters, you should be.

Now it is time to actually lay a course down. I open a new clean chart from the *Main Menu* by clicking *New*. Then, while in raster format and zoomed out some, I click *New Route* on the menu bar at the top of the chart (you might have to click anywhere on the chart to bring up the menu bar) and construct the approximate route by clicking close to each waypoint called out in the contest instructions. At this point, accuracy is not important. All I'm trying to do is to quickly and coarsely lay out the route to see if I have correctly identified the course waypoints and note any special deviations required. After clicking the last waypoint, I hit the *Esc* key to terminate the route leg-laying activity.

Then I left-click on one of the leg lines and go to

(Continued on page 5)

NEW COMPETITORS

Order copies of "Enjoy Log Racing"
Each helpful copy is full of facts and fun.
Only $5 (plus shipping & handling)
Call Bob Ehlers at 619.222.9446

Tom Collins Predicts a Log Race...the Easy Way
(Continued from page 4)

the route *Properties* menu on the right side of the screen. I give the route a name (typically the name and year of the contest), select *Predicted Log Race* under *Waypoint Style*, and check the three boxes: *Direction Arrows, Display Leg Range Bearing, and Display Leg Extensions*. I also compare the total length with the stated course distance in the contest instructions to verify they are close. If not, I check to see if I've missed a waypoint or made some other mistake. If I need to add a waypoint or delete one, I place the cursor on the route line and right-click the mouse. A pop-up list of options will appear.

A second iteration refines the route accuracy. I switch over to the vector chart display by selecting the tool icon (small wrench) in the lower left corner of the chart, and, under *Chart Types,* I select *Vector Charts*. I place the cursor over the first point on the route and double left-click the mouse. This centers the chart on that point.

I then zoom in, using the mouse wheel (or, if you don't have a wheel, repeatedly press the + (or -) key on your keyboard). While zooming in, the chart may have to be re-centered. By left-clicking the beginning of the route line, the waypoint *Properties* box will be displayed on the right side of the screen. I enter the name of the waypoint (such as Buoy R4 Start) and typically choose *Circle* for the *Icon*. I then click the *Range* tab and set the *Display Count* to 1, and the *Radius* to the distance I intend to pass the object, typically 15 yards (one boat length) for buoys - more for land objects, or whatever the contest instructions stipulate. I leave the *Line Thickness* set to 1 and click the *General* tab.

Now I accurately position the route waypoint relative to the checkpoint on the chart. I position the cursor over the waypoint at the beginning of the course line and press and hold the left mouse button. An orthogonal dotted line will illuminate at right angles to the course. I position the point where this line intersects the range circle exactly over the buoy or other desired mark on the specified side by dragging it with the mouse. I have now positioned the starting waypoint of the route to the chosen side and distance off the mark, and exactly abeam the course line. If I weren't already fully zoomed in, I do so and make any final precision adjustments. Now I go over to the waypoint *Properties* on the right and click the *Lock Position* box. As this is the start point, I also enter a starting time allowance by entering 6 seconds in the *Layover Time* field to account for the added time required to accelerate from a standing start.

I zoom back out and repeat the above procedure for the next mark, with the exception of *Layover Time,* which I leave as zero. You'll notice that, as long as the vessel *Turn Radius* (Main Menu – Configure Vessel and Electronics – Performance Characteristics) is set to something other than zero, the actual track of the turn is plotted around the mark. CE computes the total leg distance, including the distance covered by the turn, thereby accounting for turn time. No further allowance for turn time is needed.

(Continued on page 6)

EXPERIENCED PREDICTED LOGGERS

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

NACA FLAGS

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

Tom Collins Predicts a Log Race...the Easy Way
(Continued from page 6)

I continue refining each mark until finished, accurately defining the passage of each mark.

I then place the cursor on a midpoint of any leg line and double left-click the mouse. This will bring up a table that shows the route details for each waypoint. This table includes automatically computed leg distances, times, speeds, and headings. I click *Options* at the upper right of the table and click *Start at First Waypoint* **and** *Show ETA to the Second*. I then click *Set Speed of All Legs* and enter the baseline racing speed if different.

I click *Set Departure Time* at the top of the *Route Details* table and enter the *Planned Departure* date and the start time, if specified; otherwise, I enter an even starting time, say 0900. I return to the table and check the finish time and then adjust the starting time appropriately, so that the specified common point time is correct.

If I want to include speed allowances for current on any leg, I change the speed for that leg to reflect the boat speed, adjusted for current, by placing the cursor on that leg speed in the table, double-clicking and entering a new value. Coastal Explorer current predictions can be displayed on the chart by right-clicking on a clear area of the chart and then clicking *Tidal Current Prediction* in the pop-up box. I prefer to do this in vector mode because the chart is less cluttered. I set the time to the midpoint prediction for the leg in question. As speed changes are entered, it is important to adjust the starting time accordingly. I won't go into further detail on doing the current predictions here. That is fodder for another article.

I'm just about finished. I check everything over to be sure I haven't made any mistakes and then print out a copy of the charted course and the prediction table. With the *Route Details* table displayed, I click *Options* on the upper right corner of the table and click *Print*. This brings up a preview of the chart with course and the prediction table. Click *Print* and a worksheet prints out ready to use for filling out the official predicted log entry form. CE doesn't print the first line with the starting mark information, so I write in the name, ETA (start time), and latitude/longitude on the printout.

I save my work by clicking *Main Menu - Save As* and naming the file accordingly. I can then come back to this file and easily make any subsequent adjustments desired.

What a joy this relatively simple procedure is. Compared to the effort involved in laying out the course using pencil and chart, with all the required measurements and calculations, this is almost child's-play! Plus, it's far more accurate. So enjoy – do your predictions in a fraction of the time and with utmost accuracy. Then your only remaining challenge will be in the execution. Good luck on that!!!

Tom Collins
Southern California Cruiser Association

A Cup of Tea

One day, my mother was out, and my dad was in charge of me. I was maybe 2 1/2 years old. Someone had given me a little tea set as a gift, and it was one of my favorite toys.

Daddy was in the living room engrossed in the evening news when I brought him a little cup of "tea", which was just water. After several cups of tea and lots of praise for such yummy tea, my mom came home.

My dad made her wait in the living room to watch me bring him a cup of tea, because it was "just the cutest thing!" Mom waited, and, sure enough, here I came down the hall with a cup of tea for Daddy, and she watched him drink it up.

Then she said, as only a mother would know, "Did it ever occur to you that the only place she can reach to get water is the toilet?"

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

spent $80 on fees clearing in and out with the port captain, immigration, and port services (API), who charged a $10 port usage fee in addition to the slip rent. This checking in and out procedure is one of the most irksome things about traveling in Mexico because of the time and cost involved and, further, the sheer aggravation involved in the process. Because of our very short intended stay, we would have paid an additional $43 for a service to process our papers for us, but their cutoff time was 11:00, and, by now, it was 11:20. This is of note because normally the Mexicans use "Mexican time", which means something within about an hour of the stated time (except when it comes to closing times, then it goes the opposite way).

In Cabo, we had to first go to the immigration office. They have moved their office out of town on the highway to the airport while they build a new building, so an expensive taxi ride is necessary. Once there, we had to take a number and wait about thirty minutes for the agent ahead of us to clear a stack of folders.

Next, we went to the port *capitan* on the opposite end of town and waited our turn, so he could type up an invoice for us to take to the bank (not just any bank, but the Banamex Bank across town, back toward immigration). We took a number at the bank and waited twenty minutes or so for our turn to pay the port *capitan*'s invoice.

Then, we needed to go to API to pay the port tax. API is located at the third corner of the triangle, near the mouth of the harbor.

Then, we returned to the port *capitan* with receipts and waited while he typed his authorization onto our papers. We understand there is a bill that has passed the Mexican version of our House of Representatives and is waiting Senate approval, which would require that we check in and out of the country, not each port. Hopefully, that will pass and end all this craziness.

In what was left of our time in Cabo, we wandered about town, noting how we barely recognized anything left of the old Pueblo.

Friday afternoon, we left the marina and again anchored off the beach. What a difference. We enjoyed the tranquility as we (Tom, Joanne, and the other Tom Collins, who left his sailboat, *Mokisha,* in Puerto Vallarta) sat in the cockpit, sipping tropical beverages while watching the horses on the beach and enjoying the sunset.

We pulled the anchor well before first light on Saturday in order to get around the infamous Cabo Falso point before the seas started to kick-up. Our strategy was somewhat successful, and we hugged the coastline to minimize the effects of the sloppy seas. We reached Bahia Santa Maria the following morning, and normally we would have anchored in this delightfully calm bay for the night. However, the weather window was expected to remain open for only three days, and since the weatherman had indicated that it had been over three weeks since there had last been a window, we kept going.

The next objective after Santa Maria is Turtle Bay. There are two ways to get there; one is by following the coastline, which is usually a calmer route. The other is taking the direct rhumbline course, which goes about fifty or more miles offshore and is more exposed to the weather. Problem with the coastline route is that it adds at least one day to the trip. We chose the rhumbline course and had rela-

(Continued on page 8)

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; untie three knots, release a gale.

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

tively easy seas until about 2:00 am, when the night breeze kicked up to thirty knots and gave us a few hours of tossing.

We arrived in Turtle Bay at 0800 Monday and found two other boats ahead of us waiting for fuel. Turtle Bay is a beautiful, well-protected bay, with a rickety old pier that was abandoned when they closed the cannery. Because there is no government-run Pemex fuel dock, a local family started their own fuel dock on the pier. Originally, they brought fuel down in rusty old 55-gallon barrels and siphoned it through a garden hose to the boats. Now, they actually have a tank at the head of the pier and a hose with a valve.

The pier is high and splintering, so it is necessary to anchor off of the pier and back up to it, so they can swing the hose out to the boat. They get almost three dollars a gallon, which is mighty expensive, but it is the only reasonably available fuel on this nearly 800-mile run.

Fueling was delayed because the townspeople had celebrated Mother's Day the night before, and the family had forgotten to transfer fuel to the pier tank, even though we all had phoned ahead to let them know what time we were coming and how much fuel we would need. I might note that the Mexicans love to celebrate. If they had a Ground Hog Day, I'm sure they would close down everything for a day to celebrate it. There is also the standard unofficial day off after any holiday to sober up from the partying.

We decided to anchor while we waited our turn, and Joanne reported that the anchor wouldn't go down. A quick inspection of the chain locker disclosed that the chain had entirely "rat's nested" due to all the negative G's in the bow in the previous evening's thrashing. It took us a good twenty minutes to get it straightened out. Fortunately, we discovered this before we were trying to back down on the pier in just seven feet of water.

While we were fueling, the swells picked up, and we had some nearly breaking eight-footers come past. As we were moored sideways to the beach, this was quite scary, because it was putting extreme stresses on the anchor and stern lines. Fortunately, everything held. We took on 1600 liters of fuel for $1,205.00. The invoice is presented by tossing a coffee can containing a piece of paper with the amount scribbled on it. We then placed the money in the can and tossed it back to them. I don't know what would happen if we ever disagreed on how much money was actually in the can.

By now, it was 1100, and we headed back out to sea. After 54 hours underway non-stop, it would have been nice to spend a relaxing day anchored in the bay. However, the weatherman reported the window would remain open only through tomorrow, and we still had about 400 miles to go. As we left the bay, we received radio reports from those boats that had fueled before us that the seas were relatively mild ahead. So, we took advantage of our full tanks and pushed the speed up to eighteen knots (we normally cruise at 8 knots to save fuel) in order to put as many miles under our keel as possible in this good weather. Everything went well until we cleared the lee at the north end of Cedros Island. Then, all of a sudden, we encountered winds up to fifty knots over the deck after slowing to eight knots. Fortunately, there was little fetch and duration, so the seas were still small. We pressed on, and the wind eventually diminished to the twenties. We continued on for a "double overnighter" run to San Diego in manageable seas.

We tied up to the Customs Dock at Shelter Island in San Diego at 0700 on Wednesday and waited until 0930 for the agent to arrive. Even though we had been in Mexico for seven months, the inspec-

(Continued on page 9)

The lay of a rope, the texture of canvas, or the grain of a plank is more fitting knowledge for an aspirant to salt sea fame, than the pile of velvet, the brilliancy of satin, or the polish of rosewood.
- Vanderdecken

Saga of the Misty Sea*, Part VII*
(Continued from page 8)

tion went smoothly and quickly, though he did take Joanne's eggs and bacon. Wanting to continue to take advantage of the weather window, we immediately headed back out to sea. We didn't refuel there, because I calculated that we still had $900 worth of Turtle Bay fuel on board. On the way out of the San Diego channel, the U.S. Coast Guard came alongside in an inflatable boat and indicated they were going to board. Under their direction, we slowed to six knots, and four of them swung over the gunnel into the cockpit.

The boarding team consisted of three very young women and a man. The girls couldn't have been over eighteen and looked like they should still be in high school, except that they were wearing fatigues and side arms. The inspection was reasonably fast and straightforward. They were primarily interested in seeing that we had all the required pollution placards and that the head valves were properly secured in the non-overboard-discharge position.

Normally, when we are in Mexico, I don't worry about tie-wrapping the valve handles as required in the U.S., but, fortunately, while waiting for the customs inspector, I did just that. As they were preparing to leave, one of the women radioed the mothership that they had completed the inspection and found no violations. The officer radioed back that she was getting soft. She indicated to me that she had never before failed to find a violation.

We continued on, but the seas began to pick up, so we decided to put into Oceanside for a calm night's rest after four nights underway. Oceanside Yacht Club provided us with a reciprocal guest slip, and we enjoyed dinner ashore. The next morning, we departed at 0600 and had flat water all the way on our six-hour ride to Huntington Harbor.

I had hoped for smooth, calm seas for our ride up the outside. As it turned out, we had winds that were typically fifteen to twenty knots and seas between four and six feet. This certainly isn't calm, but by comparison to the norm for this time of year, they were better than the usual twenty to thirty knots and eight to twelve feet. Incidentally, the window did close, and, by Thursday, the seas off of Baja were back up to their usual.

In summary, the boat performed flawlessly, as did the crew. Running non-stop as we did was certainly taxing, but crew and boat did just fine, and we held to our window. We left Huntington Harbor in October, 2002, almost seven months ago. It has been a wonderful journey, full of new experiences, new friends, and many fond memories. We are happy to be home and looking forward to future new experiences, both here and wherever our future travels may take us.

Tom and Joanne Collins
C/V Misty Sea

NAI Photos

I have just finished putting all of my NAI photos on the web and have made them available for all members to view. The direct link is as follows: http://seasharpphoto.smugmug.com/NACA. Once on that sight, enter the password "cranaca".

Craig Ryan
Southern California Cruiser Association

Thomas Paine, author of
The Rights of Man and *Common Sense,*
was a former ship rigger.

There is nothing like actual contact with the sea,
the winds, the mud and the forces of nature
to show up the futility of inexperienced theories
and the absurdities talked in the bars of most
yacht clubs.
– Maurice Griffiths

500 Club Members for 2011

NACA #	CONTESTANT	ASSN.	DATE	CONTEST	CKPTS	TAM	ELEC	% ERROR
800	Garry Adalian	SDCA	11/13/10	Harbor 4 of 4	8	N	N	0.444%
955	Bill Grady	IPBA-N	01/22/11	First of Season	6	N	N	0.300%
959	Bruce Cullen	IPBA-N	01/22/11	First of Season	6	N	N	0.487%
0	Bart Johnson	IPBA-N	03/06/11	Boomrang	6	N	N	0.399%
909	Bob Lindal	IPBA-N	03/06/11	Boomrang	6	N	N	0.457%
955	Bill Grady	IPBA-N	030/6/11	Boomrang	6	N	N	0.476%
6107	Terynia Smith	IPBA-N	03/06/11	Boomrang	6	N	N	0.483%
955	Bill Grady	IPBA-N	04/09/11	Eagle Harbor		N	N	0.355%
739	Craig Ryan	SCCA	06/03/11	Sharkey	6	Y	Y	0.270%
0	Daryl Creighton	SCCA	06/04/11	BCYC Invitational	6	Y	Y	0.258%
0	Mickey Scheinbaum	SMBPF	06/25/11	Abel Trophy	5	Y	Y	0.429%
739	Craig Ryan	SCCA	09/23/11	Tom Scott Memorial	6	Y	Y	0.207%
0	Bill Winberg	SCCA	09/23/11	Tom Scott Memorial	6	Y	Y	0.288%
20	Tom Collins	SCCA	09/23/11	Tom Scott Memorial	6	Y	Y	0.340%
755	George Jackman	SCCA	09/23/11	Tom Scott Memorial	6	Y	Y	0.382%
755	George Jackman	SCCA	10/08/11	Season Closer	6	N	Y	0.458%

CKPTS indicates the number of scored legs. TAM indicates that the contestant could receive the Time After passing the Mark. ELEC indicates that contestants were permitted limited use of electronics.

Training for a Race

The strictest regularity must be observed in taking the meals and nights' rest. Go to bed at ten o'clock and rise in the morning at six,in the summer season, and not later than seven at any other season.

Take a cold bath the first thing in the morning; and well rub the body and limbs with a rough towel; after which a cup of thin gruel may be taken; then take a walk or a short steady row; after which rest nearly half an hour before taking breakfast.

Eat a broiled chop or steak without fat. Sauces and pickles must be shunned; eat stale bread with a very little butter; and drink one breakfast cup of tea.

Breakfast punctually at eight o'clock or half-past; and keep to the time throughout your training. Luncheon may be taken at about half-past twelve or one; and should consist of a chop or small steak, or cold meat and stale bread, with a glass of ale or stout…

Dine at half-past five or six; eat good wholesome beef or mutton with potatoes, stale bread, and a pint of ale. Once or twice a week, boiled or roast fowl may be eaten at dinner, also broccoli, cabbage, or some plain vegetable, without sauce or butter… Judiciously shun puddings, pies, and pastry, also spices and all heating and thirst-creating substances.

Before retiring to bed, from half a pint to a pint of thin gruel, with a slice of dry toast, may be taken.

- *Training for a yacht race, gentlemen amateurs, circa 1861*

It is better to be lost and know it,
than to be certain about where you are
and not be there.
- old saying

Encourage a friend to join the North American Cruiser Association...*Today!*

Membership in NACA keeps everyone who is interested in Predicted Log Contests well informed about the sport throughout North America. Competitors from thirteen member Associations compete for National Trophies simply by competing in their local contests. The champion from each organization competes in the North American Invitational, hosted by a different organization each year.

Your dues entitle you to receive *Cruiser Log* (the NACA newsletter), the Annual Yearbook that lists all NACA members and their addresses, along with information about the member organizations, and the NACA Handbook that details the national rules for Predicted Log Contests as well as the perpetual trophies.

To join the North American Cruiser Association or renew your membership, complete this membership form and mail it with your check to:

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

Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

Spouse Name _____

Home Telephone _____

Office Telephone _____

Yacht Club or Other Boating Organizations _____

Boat Name _____

Please include your check payable to: NORTH AMERICAN CRUISER ASSOCIATION

ANNUAL DUES: $10.00

CONTRIBUTION: $ _____

TOTAL ENCLOSED: $ _____

*Your contributions enable us to maintain the perpetual trophies and provide other services to our Member Associations.

Cruiser Log

The Newsletter of North American Cruiser Association

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

Get Serious!

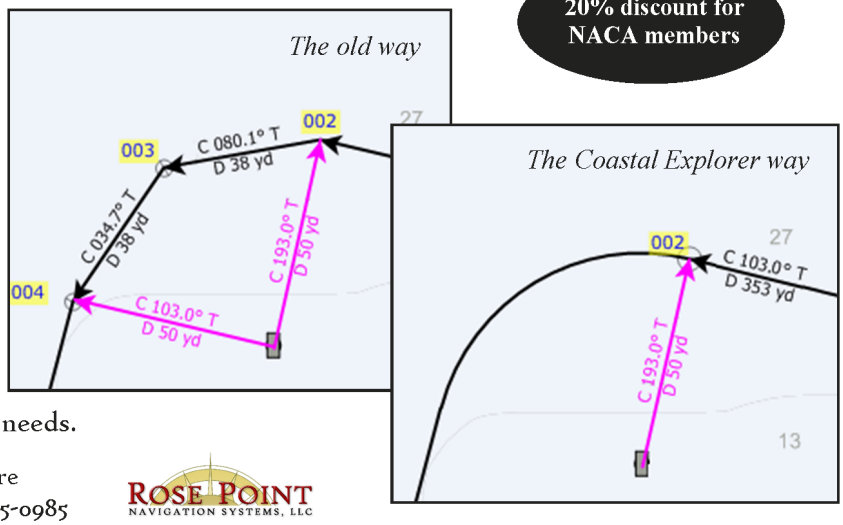
With the only navigation software that includes features designed specifically for Predicted Log Racers

Navigation Software Just Got a Lot Better!

COASTAL EXPLORER

Use Coastal Explorer to help plan your next Predicted Log Race. Our exclusive curved waypoint transition creates more accurate routes and Estimated Time of Arrival because the intended route is depicted and calculated for each route leg as a curve rather than a straight line. Set a port and starboard turning radius for your vessel and Coastal Explorer will do the rest! Copy a planned route directly into MS Excel for further manipulation and fine tuning. These features combined with Coastal Explorer's easy to use, uncluttered user interface make it the ideal choice for your next race and all your cruising needs.

20% discount for NACA members



Visit **www.rosepointnav.com** for more information and a free trial. Or call **425-605-0985**

ROSE POINT NAVIGATION SYSTEMS, LLC