



# Cruiser Log

*The Newsletter of the North American Cruiser Association*

Volume 12, Issue 3

June, 2012

## Log Racing Is a “Windy Event”

The “Wicked Wind Witch of Puget Sound” has cast her spell on all International Power Boat Association navigation contests held thus far in 2012 and did not change her ways for the 2012 Jack Hyde Memorial Navigation Contest, hosted by Tacoma Yacht Club (TYC) on Saturday, March 24, 2012. She lured us with perfect cruising weather on Friday as the contestants cruised to Tacoma Yacht Club for the Friday evening social gathering on the docks prior to Saturday’s contest.

Saturday morning dawned with less than pleasant weather, demonstrated by severe burgee flapping, even in the well-protected TYC moorage basin. The first omen of what could be expected for the afternoon contest was the Saturday morning arrival of one contestant in his 57-foot cruiser, which had been thoroughly salted down in the short run over from Gig Harbor.

Contest check-in was held in the TYC clubhouse by a committee of NJROTC cadets from Tacoma’s Curtis High School. TYC Contest Chair Chuck Irwin has done an outstanding job of incorporating the talents and enthusiasm of these cadets in both administering the contest and participating as either contestants or observers to make the contest the success it truly has become. Twenty-three contestants entered the 21.5 nautical mile contest, which started abeam the TYC clubhouse and proceeded eastward into Commencement Bay and then northward to abeam the Des Moines Marina.

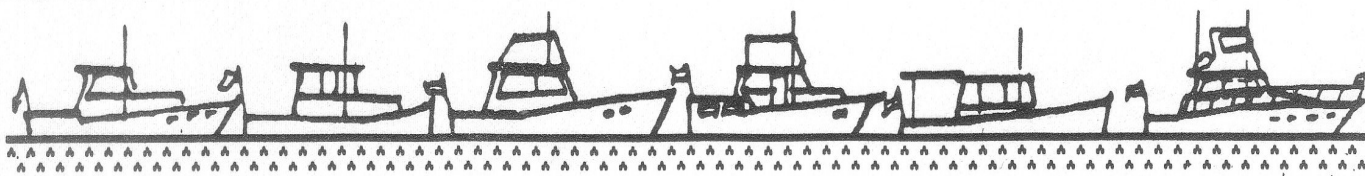
### Inside This Issue:

Who’s Who in NACA	2
NACA Objectives	2
Cruiser Log Deadlines	2
Commodore’s Corner	3
How to Avoid a Wrong Turn	3
What a Bargain!	4
Easy Pickin’s	7
Got Lathe?	7
Proposed New NACA Rules	8
Rose Point Navigation Update	12
A Novel Twist	13
LBYS Season Opener	14
2012 NACA Scores	15
About Hull Speed	22
The Forgotten Man	22
NACA Application	23

The course turned westerly to Point Robinson and proceeded to the finish, off the south end of Vashon Island. Northerly winds of 20-25 with gusts above 30 tested each contestant’s skills to maintain predicted times and courses, which proved to be a challenge, considering some long legs had to be run in beam seas having a fetch running the length of Puget Sound. One unexpected “benefit” of the beam seas was the discovery by each crew of everything ship-board that was inadequately stowed or secured.

With the boats safely berthed back at the TYC docks, the contestants and their crews gathered in the TYC clubhouse for dinner and contest awards. Taking first place overall honors was Bob Lindal on *Suzy Q* from Queen City Yacht

*(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!

### Commodore

Jeff Calabrese (h) 619.656.8036  
 E-Mail: [jeff5250@sbcglobal.net](mailto:jeff5250@sbcglobal.net)

### Vice Commodore

John Vignocchi (h) 847.295.7091  
 (w) 773.380.0700  
 E-Mail: [johnv@johnkeno.com](mailto:johnv@johnkeno.com)

### Rear Commodore

Fay Baynard (h) 727.823.3035  
 (w) 727.580.1653  
 E-Mail: [fbaynard@tampabay.rr.com](mailto:fbaynard@tampabay.rr.com)

### Secretary/Treasurer

Scott Strandjord (h) 425.449.8445  
 (b) 206.819.9732  
 E-Mail: [scott.strandjord@gmail.com](mailto:scott.strandjord@gmail.com)

### Jr. Staff Commodore

Craig Ryan (h) 714.434.3941  
 E-Mail: [his@craigandjan.com](mailto:his@craigandjan.com)

### 2012 Directors at Large

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

### Chief Scorer

Craig Ryan (h) 714.434.3941  
 E-mail: [his@craigandjan.com](mailto:his@craigandjan.com)

### Cruiser Log Editor/Publisher

Elaine Townsend (h) 619.691.0449  
 E-mail: [thepresence98@yahoo.com](mailto: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

Greetings to all. Where does the time go?

Lots of great racing going on in San Diego. Our March race was a kick. Some of you may remember the weather on last leg of the NAI in St. Petersburg, Florida. That was mild compared to this one. This little bay race started in six-foot seas. Things got a little better after the first coming about, and then we dealt with crosswinds between twenty-five and thirty-five knots for the rest of the race. The rain forced us "open-flybridgers" to the lower station. The bay was empty except for us "idiots", but it was a blast. Getting back into the slip was fun, too.

Our April telephone conference went well. Look for some serious changes in NACA race rules in this issue of *Cruiser Log*. Tom Collins and his committee put a lot of effort into this. These proposed rules incorporate the use of electronics and will be voted on at the annual membership meeting, along with the previously published proposed change in membership rules.

The North American Invitational (NAI), being the hot topic that it is, warranted a special meeting, which was held on May 8, 2012. I am happy to report that NAI preparations are ongoing and remain on track for the first week of August at Chicago Yacht Club. Formal invitations/reservations will be mailed to contestants early in June, and detailed race information will follow. We are all looking forward to this event. Look out, Mount Gay Rum, here comes Belvedere Vodka.

"Vedere te sulle aque."

Sincerely,

*Jeff Calabrese*  
*NACA Commodore*

There is something wonderful about a ship.  
- Arthur Sturges Hildebrand

## How to Avoid a Wrong Turn

*Once again, Tom Collins has provided a racing tip for predicted log contestants. According to Tom, this is an easy way to determine your boat's turning characteristics.*

Doing predictions for a log race involves computing the predicted leg times based on your boat's performance characteristics. The most important is speed. Probably the second most important is turn time. (There are a couple of other minor factors I'll cover in a future article.) This article will describe how to easily and accurately determine a boat's turn characteristics using a technique that wasn't available a few years ago.

To begin, you'll need to have aboard both a GPS and a computer that is running Coastal Explorer. You'll be making some turns while recording the actual track using Coastal Explorer. Start by coupling the GPS to the computer, so that the boat's position is shown. Right click with the cursor positioned on your boat's symbol and then left click "Enable Tracking" if it is not already checked.

Now it's time to get underway. As the boat starts moving you'll see the actual track line extending behind its symbol. Place the cursor on the track, right click then left click "Properties" in the pop-up box. On the right side of the screen will be the track properties. Under the heading "Tracking", click to check "By Time Interval" and enter 1 sec in the Time Interval box. Uncheck "By Distance Interval" and "By Course Change". Now the track will consist of a dot placed every second.

Go to an area of relatively calm water where you can make a number of circles without the need to adjust for traffic or other hazards. Set the RPM to what you normally use for racing and then place the boat into a "Standard" turn. This will be either a predetermined rotation of the helm or a value on the rudder angle indicator. Don't readjust the throttles; leave them as set before entering the turn. Once the

*(Continued on page 21)*

## What a Bargain!

Two races for the price of one. How could a predicted log racer resist? That's precisely what occurred on Saturday, March 31, 2012, as Queen City Yacht Club and Seattle Yacht Club hosted the annual Eagle Harbor Predicted Log Contest out of Queen City's Eagle Harbor outstation.

The double competition day came into play because the snow and ice storm of January resulted in the cancellation of the First Of The Season Contest out of Queen City's in-station in Lake Washington. What better way to make up for that race and keep the Pacific Northwest competitors in the running with points for national awards?

The International Powerboat Association is one of several similar organizations throughout the country who make up the North American Cruiser Association (NACA). Competitors are followed by the NACA organization, and national winners are recognized with beautiful perpetual trophies each year. The names of Pacific Northwest racers such as Dick Timmerman, Bob Lindal, and Fred Cole, among many others, are common on the national trophies.

The twenty-four competitors ran the course as if it was all one long event, so the scorers had to manage the mathematics of breaking it into two separate competitions. The first portion of the course, called the First Of The Season Contest, started at Blakely Rock's light and proceeded around Decatur Reef to Rich Passage. With the gibbous moon, the tidal currents were moderate, but it was a double ebb day with an uncertain slack between the two ebb tides. Some competitors predicted this current very accurately, as will be seen from the results.

Clearing Rich Passage, the racers rounded Point White and proceeded up Port Orchard nearly to Brownsville. Returning southbound along the west shore of Port Orchard, the First of the Season Contest finished at the East Bremerton gazebo.. At the calling of the mark, the Eagle Harbor Contest commenced, and the route turned to the south shore of

Sinclair Inlet and back out through Rich Passage.

The run down to the old Harper dock set up a long timed run south of Blake Island and across the mouth of Colvos Passage. The final legs took the racers northbound to finish east and abeam of Blakely Rocks.

The weather throughout the day was exactly what we've all been looking for since the beginning of spring. Light winds and calm seas gave no one an excuse for not doing well. Many of us who thought we did very well discovered at the award ceremony that it was not good enough. As the scorers worked through the details of two races, the social event got underway in fine fashion. Competitors, crew, and observers crowded around the station barbecue for a cook-your-own steak night.

At last, Bob Lindal of Queen City Yacht Club presented the awards for the First of the Season Contest. The scores were amazing. Seventeen boats scored less than 2% error, and five boats scored less than 1% error. Scores like this are rarely seen on the tidal waters. Novice competitor Jim Van Antwerp in *Sarah B* of Bremerton Yacht Club came third, with a score of 0.657% error. From Port Orchard Yacht Club, Dick and Debbie Hall, also novice competitors, scored second place in *Wine Down*, with a score of 0.446% error. First overall and perennial winners Dick and Sylvia Timmerman of Queen City Yacht Club in their 1929

(Continued on page 5)

### NACA BLAZER BULLIONS

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

Really good looking!

Only \$25 (includes shipping and handling)

Call Bob Ehlers

619.222.9446



*What a Bargain!*  
(Continued from page 4)

Lake Union Dreamboat *Vagabond* scored an amazing 0.379% error. But that was only half of the story.



*First of the Season winners:  
Silvis and Dick Timmerman flanked by Bob Lindal and daughter Christina*

The microphone was passed to Jim Vaupell of Seattle Yacht Club for the Eagle Harbor Contest awards. Everyone in the room thought the first contest scores were exceptional, but the second contest scores were the best in anyone's memory.

There were seven boats with less than 2% error and eleven boats with less than 1% error. The three winning boats scored less than 0.5% error. Fred and Linda Cole of Port Orchard Yacht Club in *Mouse Trap* received the third place trophy, with a

score of 0.476% error. In second place was that guy Dick Timmerman and his wife Sylvia in *Vagabond*, with a score of 0.325% error. Topping off the day with a display of exceptional navigational skill was Mike and Billie Henry of Bremerton Yacht Club in *Peachy Keen*, with a score of 0.125% error. That was eleven seconds of error over an eleven mile course. It was an exciting and historic day in the eighty-four year history of the International Powerboat Association.



Eagle Harbor winners:  
Mike and Billie Henry flanked by Bob Lindal (l) and Jim Vaupell

Team trophies were also awarded. Two of the participating organizations had four or more participating boats required for the team competition. The formidable team from Queen City Yacht Club, consisting of the Timmermans, Klett-Elbon, Anderson,

*(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

*What a Bargain!*  
(Continued from page 6)

and Padgett, brought both trophies back to Queen City.



Queen City's Team Trophy winners (l to r) :  
Dave Padgett, Ken Klett, Marv Elbon, Dick Timmerman, and Bill Anderson

There is lots of room in the International Powerboat Association for more competing groups. Talk to your cruising group about joining IPBA. For more information, go to our website at <http://www.ipbalogracing.org> or contact Bill Anderson at [bigbillasr@earthlink.net](mailto:bigbillasr@earthlink.net). Let's go boating together!

**Bill Anderson**  
*International Power Boat Association*

The true secrets of the sea  
cannot be learned upon the shore.  
- Captain F. G. D. Bedford

### FUTURE NAI EVENTS

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

*Log Racing Is a "Windy Event"*  
(Continued from page 1)

Club with a great score (considering the sea conditions) of 0.5124% error. In second place overall was Don Larson aboard *Tewasi* from Gig Harbor Yacht Club at 0.7935%, followed by Fred Cole on *Mouse Trap* from Port Orchard Yacht Club with 1.2050% error for third place overall.

The winning team with the best average score for their top four finishers was Gig Harbor Yacht Club with 2.6402% error. The winner of the Novice Trophy was Chris Williamson of TYC.



Winner Bob Lindal of QCYC (center)  
with Navigator Vince Firlotte (l) and TYC Contest Chairman Chuck Irwin

IPBA extends special thanks to Tacoma Yacht Club and, in particular, to the NJROTC cadets of Curtis High School for their hard work at making this a very good "Social Event".

**Mike Henry**  
*International Power Boat Association*

### 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

## Easy Pickin's

Chuck Silvernail of Bremerton Yacht Club, aboard *Solmar*, won the Easy Pickin's in the West Sound Navigation Contest co-hosted by Bremerton Yacht Club (BYC) and Port Orchard Yacht Club (POYC) on April 28, 2012.



Fred Cole (left) and Mike Henry (center) present trophy to winner Chuck Silvernail (right)

The challenge of the Easy Pickin's Contest was accepted by twenty-three contestants. The crews gathered at BYC to kick off the weekend with a Friday Night Social, featuring "A Taste of Puerto Rican Cuisine" by BYC member-chefs Al and Joanne Gonzalez.

The contest started Saturday morning at the entrance to Phinney Bay and proceeded out Port Washington Narrows to Sinclair Inlet followed by a run up to the Keyport area, returning to the finish at Point Herron Light off East Bremerton to complete the 19.7 nautical mile course.

Other than the challenge of "guesstimating" the tidal currents in the Narrows, the rest of the course was run in open, flat water without winds, which should have resulted in some excellent scores.

Following post-contest log check-in at POYC, contestants and crews gathered in the clubhouse for dinner and awards. While twenty-two of the twenty-three contestants had errors of less than 2.000%, surprisingly, only three scores were under 1.000%.

Chuck Silvernail's score for first place overall was only 0.5645% error.

Others in the top three overall places were Fred Cole from POYC on *Mousetrap* in second place with 0.7285% error and Jim VanAntwerp on *Sarah B* from BYC with 0.8862% error taking third. The winning team was BYC's Chuck Silvernail, Jim VanAntwerp, and Owen Ritter with an average team error of only 0.8809%. Scott Miller of BYC won the Novice Trophy with a score of 1.7508%.

The IPBA website at [www.ipbalogracing.org](http://www.ipbalogracing.org) provides schedules, event packages, contest results, and other basic information about our sport. For additional information, Bill Anderson can be contacted at [bibbillasr@earthlink.net](mailto:bibbillasr@earthlink.net) or 425.641.0317.

*Mike Henry*  
*International Power Boat Association*

## Got Lathe?

North American Cruiser Association (NACA) is looking for a member with a small metal lathe who would like to make the miniature Noon Cannon keeper trophies awarded at the North American Invitational (NAI) each year.

Our late S/C Dave Shreve previously turned them out of old bronze propeller shafting. We would appreciate any volunteers and, of course, will cover the cost of all materials. The keeper cannons can be seen in the photos at: <http://predictedlog.org/NAI/NAI%20Results/2011%20NAI/2011%20NAI%20Results.htm>

Please contact Tom Collins at 818.363.6292 if you would be interested in helping out.

A sailor is born, not made.  
— Jack London



## Proposed New NACA Rules

The NACA Rules are being revised to bring them into conformance with present practice and technology. The proposed new Rules appear below. Keep in mind that these are recommended rules, and each NACA member association is free to use any, all, or none of these rules as they see fit. It is expected that associations will utilize these Rules with modifications to suit local conditions as appropriate. Please review them for approval at the NACA Annual Meeting at the NAI in Chicago in August.

### *PROPOSED REVISIONS TO THE NACA RULE BOOK*

*Committee Chair: Tom Collins*

*Revision C, 05/08/12*

### **NORTH AMERICAN CRUISER ASSOCIATION RECOMMENDED PREDICTED LOG CONTEST RULES**

ADOPTED AUGUST 1980

AS AMENDED AUGUST 2012

[Introduction](#)

[Part I Definitions & Requirements](#)

[Part II Authority & Responsibility](#)

[Part III Membership & Sanction](#)

[Part IV Contest Instructions & Course](#)

[Part V Rules Underway](#)

[Part VI Duties of Contest Committee and Officials](#)

[Part VII Protests & Appeals](#)

[Part VIII Scoring](#)

### **INTRODUCTION**

A Predicted Log (Cruiser Navigation) contest tests the power cruiser skipper's ability to precisely navigate his vessel over a predetermined course. The contestant predicts the time it will take his cruiser to complete each of a number of legs comprising a given course. He then runs the course without benefit of a timepiece and other specified equipment. The contestant with the lowest percentage of error is the winner of the contest.

Contestants use published information such as charts, light lists, tide and current tables, and exercise their skills by minor modification of heading and speed to adjust for disturbing factors such as wind, waves, current, course changes for safety reasons, and navigational errors. Such skills exemplify those needed in actual navigational situations, such as timing a vessel's arrival at a narrows or entrance bar at the time of slack water.

This 2012 revision of the NACA Rule Book seeks to bring log racing out of the "horse-and-buggy" era and into the twenty-first century by conditionally permitting the use of the modern electronic navigation suite

*(Continued on page 9)*



*Proposed New NACA Rules*  
(Continued from page 8)

typically found on today's power cruisers.

Traditionally, contestants were limited to using only tachometer and compass. More recently, with the development of navigational tools such as electronic chart displays and GPS, some NACA member associations have begun variably permitting use of these tools to better challenge navigational skills. NACA encourages associations to experiment with variations in the Rules and allowed equipment so that the skipper/navigator contestants may more fully develop their skills in all aspects concerning cruiser navigation. Mastering the use of more advanced onboard navigational equipment is an important skill for today's cruiser navigator.

Paper charts are expensive and difficult to obtain, while digital raster and vector US charts are readily available at no charge on the internet. Use of chart plotters is in line with current navigational standards and recommended by NACA. Display of vessel position on the chart plotter may or may not be permitted as specified in the contest instructions.

Typically in the past, contestants were not permitted to know their actual times at checkpoints until the contest was finished. In the real world, a navigator uses all information available to him. A good test of a navigator's skill is his ability to interpret recent data and selectively apply it to the present navigational situation. NACA encourages associations to routinely run contests that provide for an open log.

## **PART I – DEFINITIONS AND REQUIREMENTS**

1. The acronym "NACA" used in these rules refers to the North American Cruiser Association. The term "regional association" used in these rules refers to formal organizations of member club(s) in a particular geographic area (i.e. International Power Boat Association, San Diego Cruiser Association, St. Petersburg Yacht Club).
2. The use of "shall" or "must" in these rules means that compliance is mandatory unless waived by the contest instructions, and a violation shall result in a penalty or disqualification as provided in the rules.
3. A regional association may adopt these rules in whole or in part or may use any other contest rules. However, the regional association must conform to the NACA requirements for NACA scoring and sanctioning in order for the contestants to be scored for NACA points.
4. The use of the word "he/his" shall be construed to refer equally to both genders without prejudice.
5. Use of the word "cruiser" shall refer to a power cruiser, either inboard or outboard. Sailboats that satisfy the requirements for inboard or outboard cruisers are included.
6. Inboard Cruisers - Minimum Requirements
  - a. Nineteen feet in length.
  - b. Two berths, head, sink, icebox or refrigerator, and stove.
  - c. One inboard engine.
  - d. Meet the requirements of the United States Coast Guard for cruising local waters.
7. Outboard Cruisers - Minimum Requirements
  - a. Sixteen feet in length.
  - b. Sleeping, sanitary, and cooking facilities for two persons.
  - c. One outboard engine.
  - d. Meet the requirements of the United States Coast Guard for cruising local waters.

*(Continued on page 10)*

*Proposed New NACA Rules*  
(Continued from page 9)

8. Equipment. During a contest, each competing cruiser shall have on board the equipment required by law and the Contest Committee. Contest numbers approximately fourteen inches high, or any identifying number authorized by an association shall be affixed to the cruiser so as to be plainly visible from port and starboard.
9. Crew. During the contest, each competing cruiser shall have on board at least one person in addition to the contestant competent to operate the vessel.
10. Eligibility. To be eligible to enter a contest:
  - a. A cruiser must conform with the requirements in paragraphs 6 or 7 above and with such additional requirements as may be established by the Contest Committee.
  - b. A contestant must meet the membership requirements of the regional association or club. Non-member contestants shall be subject to such special rules as may be established by the Contest Committee or regional association.
11. Inspection. A cruiser must be made available prior to the contest for inspection if so requested by the committee.

## **PART II - AUTHORITY AND RESPONSIBILITY**

1. NACA establishes and publishes the Recommended Predicted Log Contest Rules, provides a point scoring service for NACA trophies, and publishes results in the Skipper's Log.
2. Regional associations establish policies and rules governing local contests, authorize, schedule, sanction all contests in their geographic area, resolve any protests or appeals, provide a point scoring service for regional trophies, and forward the contest scoring reports to NACA.
3. Club or Group. The individual club or group sponsors each contest, designates the Contest Committee, and makes facilities available for the contest.
4. Contest Committee is responsible for planning and conducting the contest. All matters relating to the contest shall be subject to the Contest Committee's approval and control, and all questions and disputes shall be referred to it for its decision.
5. Contest Chairman shall be responsible for the contest as a whole and for the proper performance of the Contest Committee.
6. Contest Scorer shall be responsible for scoring the contestant logs.
7. Observer assigned to a contestant's cruiser is responsible for recording actual times at checkpoints, passage side and distance, and noting any rule infractions.

## **PART III - MEMBERSHIP AND SANCTION**

1. Membership. A regional association's membership in NACA is required for the members of the regional association to participate in NACA point scoring and compete for NACA trophies. A club's, group's or individual's membership in the regional association shall be at the discretion of the regional organization.
2. Regional association sanction. A regional association must sanction a contest in order that it be run under its aegis and for NACA approval.
3. NACA approval of a contest is for the purpose of NACA point scoring and trophies only. Scores reported to NACA are considered final, and no appeal or protest will be heard or handled by NACA. A contest shall not be scored for NACA points unless the requirements of Part IV. 2.c. are met.

*(Continued on page 11)*

*Proposed New NACA Rules*  
(Continued from page 10)

#### **PART IV – CONTEST INSTRUCTIONS AND COURSE**

1. Contest instructions shall be prepared by the Contest Committee and submitted for sanction to the regional association at least thirty days before the date of the contest. Contest instructions shall contain the following information:
  - a. Entry requirements.
  - b. Date and common point time, if applicable.
  - c. Sponsor and sanction body.
  - d. Trophies, perpetual and take-home.
  - e. Contest Committee members and phone numbers.
  - f. Effective contest rules.
  - g. Date, location and time of contestant's instruction meeting and/or method of submitting predicted log.
  - h. Place and time of actual log delivery after the contest.
  - i. Instructions regarding moorings, parades, communications, dinner, safety, etc.
  - j. Availability and assignment of Observers.
  - k. Course checkpoints description as shown on the chart, distance and side of passage, total approximate contest distance, and chart numbers.
  - l. Rule changes not contained in the current rule book.
  - m. For any deviation from normal contest practice, method for judging compliance.
  - n. Instructions for communication regarding postponement or cancellation.
2. Contest Course
  - a. Charts. The contest committee shall lay out the course on official government charts using buoys, channel markers, lighthouses, range markers, or prominent points of land. The description of all checkpoints shall be exactly as shown on the most recent charts available.
  - b. Checkpoints. The start, intermediate points, and finish are checkpoints. Checkpoints must be completely described, including chart number, name, type of light, type of buoy (bell, gong, whistle, etc.) and any other data required for positive identification. Checkpoints may be described by latitude and longitude.
  - c. Distance and Legs. The minimum length of the course shall be twelve nautical miles, and the minimum distance between checkpoints shall be one-half nautical mile. There shall be a minimum of four (4) scored (not blind point) legs with three checkpoints in addition to the start and finish.

#### **PART V - RULES UNDERWAY**

1. Contestants shall be subject to all contest rules and conditions from five minutes before the time of the earliest start, until the time of the latest finish when within 1000 yards of the course.
2. No competing boat shall interfere with the fair start of another competing boat.
3. If competing boats are about to pass a visual checkpoint at about the same time, the outside boat(s) shall give the inside boat(s) room to clear.
4. The contest rules in order of precedence are:
  - a. The Rules of the Road in effect shall prevail at all times.
  - b. Contest instructions.
  - c. These contest rules.

*(Continued on page 16)*

## Rose Point Navigation Systems—Update

As you may know, Coastal Explorer now supports C-MAP by Jeppesen vector cartography. The C-MAP charts include excellent chart coverage for a given region, photos and diagrams of ports and marinas, land elevation information, as well as tides and tidal stream data. This means they're an ideal source of information for boaters headed outside of the United States or boaters who desire complete vector coverage for areas not yet covered by NOAA vector charts, such as the Intracoastal Waterway. We've changed how the charts are purchased and delivered; it's all done from within Coastal Explorer. Using the Chart Store (in the Chart Portfolio), they're now purchased and downloaded directly via an internet connection. This means that you'll be able to get the charts immediately without having to wait for a disc in the mail.

Coastal Explorer customers may install and use the C-MAP MAX charts on up to three computers. For more information, visit [www.coastalexplorer.net](http://www.coastalexplorer.net).

### DATES FOR COASTAL EXPLORER TRAINING CLASSES

From time to time, Rose Point offers *FREE* two-hour training classes to our customers and potential customers. The class is highly refined, starting off at a very basic level and ending with demonstrations of the most advanced features. Thousands of our customers have attended these classes; they always fill up! Main topics include:

- Planning mode and cruise mode
- Creating and utilizing routes
- Configuring ports
- Using advanced Guide Book features
- Efficiently moving around chart window

#### **Annapolis Boat Show**

Wednesday, Oct 15, 2012

Time 6:00-8:30

Location to be determined

#### **Fort Lauderdale Boat Show**

Sunday, Oct 28, 2012

Time 6:00-8:30

Location to be determined

Call or e-mail today to RSVP for these events.

[sales@rosepointnav.com](mailto:sales@rosepointnav.com)

425-605-0985



## A Novel Twist on Bringing Out New Log Racers

As with other NACA organizations, Southern California Cruiser Association is always trying to come up with novel ways to introduce new contestants to our sport.

It seems like all too often we hear the response, “Yes, I plan to get involved, but first I need to finish up a couple of things on my boat and do some measured mile runs”.

I’ve been involved in the sport for forty years, and I am getting kind of tired of hearing that story. So, I decided to see if I couldn’t write a race that would eliminate any and all excuses; something that would allow a skipper to simply show up at the starting line without *any* preparation. One where the committee would figure out the skipper’s speed and prepare his predictions for him *after* the actual log was submitted.

What I came up with was implemented on our Season Opener contest run in early March out of Long Beach Yacht Club. We call it the Easy Entry class. Easy Entry contestants were advised to find a comfortable speed for the boat to set their throttles and then leave them set there during the contest. The contest course went past the measured mile markers while traversing the first leg. The contestants were asked to also call mark at each of the measured mile markers, and the observer was to record these times on the back of the actual log.

The course was a relatively straightforward layout involving buoys and breakwaters, eight legs, and fifteen miles. Each Easy Entry contestant was provided a copy of the course drawn on a “chartlet” with the headings shown. Starting times were assigned each boat. After starting, the observer recorded the times at each mark in the usual manner. Actual logs were turned in after the contest for scoring.

The committee ran the mile just before the earliest start to determine the current. (As we run all our contests in the ocean, the currents tend to remain small and relatively constant and are, for the most part, not influenced by tidal effects.) They then

computed the contestant’s speed by correcting it for the observed current. Using that speed, a set of predictions was prepared by inserting the speed into the Coastal Explorer route that had been used in preparing the contest course. A nominal turn radius of 50 yards was set. The current on the first leg was included in the first leg prediction.

The outcome was deemed a success!! We had three new contestants who wouldn’t have otherwise turned out except for the Easy Entry feature. (Unfortunately, one experienced a steering failure at the fuel dock and had to withdraw; he rode the course on one of the other Easy Entry boats.) They ran the course without difficulty and turned in respectable scores, finishing in seventh and ninth place out of ten boats and with 2.0 and 3.9 percent errors. They have indicated they enjoyed the contest, learned much about logging, and plan to run some more races this year. The contestant with the 2.0% score was awarded a silver bowl trophy as top Easy Entry contestant and was proudly showing it off at his yacht club the following day. All in all, it appears we’ve added three new contestants.

The Season Opener contest invitation and instructions as published can be viewed at: <http://predictedlog.org/SCCA/Contest%20Instructions/2012/SEASOP12.pdf>.

*Tom Collins*

*Southern California Cruiser Association*

• • • • •

The sailor must have courage,  
No danger he must shun;  
In ev’ry kind of weather  
His course he still must run;  
Now mounted on the topmast,  
How dreadful ‘tis below!  
Then we ride, as the tide,  
When the stormy winds do blow.  
— from an old sea song

## Long Beach Yacht Club 2012 Season Opener

A special feature of this year's Long Beach Yacht Club Season Opener log race is the provision for Easy Entry level predicted log contestants to enter without the need to run a measured mile in advance to determine the boat's speed, nor to prepare and submit a predicted log! The course is just fifteen miles and it's all in the vicinity of the Los Angeles and Long Beach breakwaters so you'll be in mostly sheltered water.

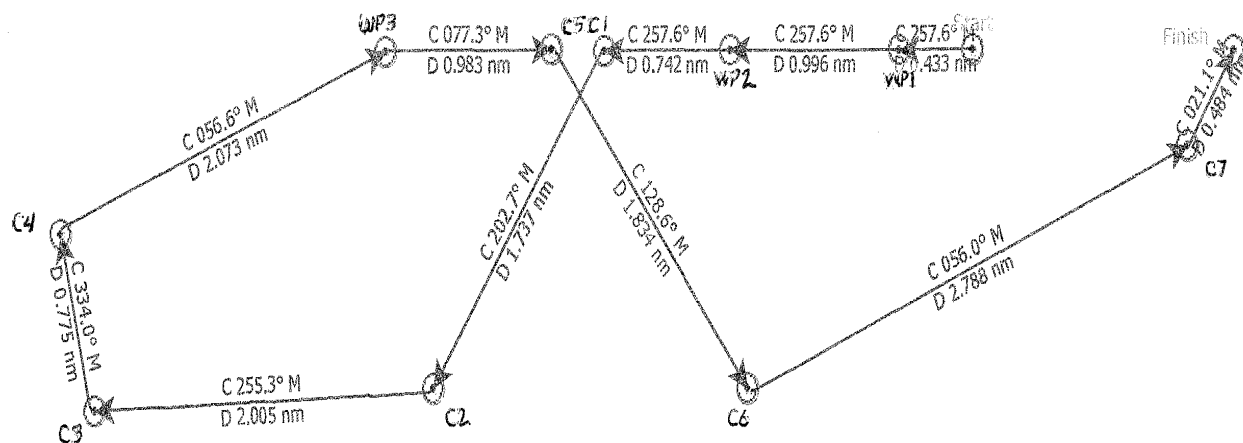
It's simple! All you have to do is attend the Friday Night LBYC Skipper's Meeting at 6:30 pm to have a starting time assigned. They'll answer any questions you might have and even provide an Observer if you need one. Saturday morning you'll go to the

East End of the Long Beach breakwater and start at your assigned time and follow the course described below. You'll run the course at the speed you normally cruise. Your observer will record your times on the Actual Log as you pass the course control points.

After your Actual Log is turned in, the Committee will use the times recorded on your first leg to compute your boat's actual speed, which they will use to prepare a prediction for your boat for the course.

It's that simple! Come out and join in the fun. You'll have a good chance of receiving a trophy at the awards banquet Saturday night.

### Headings for the 2012 LBYC Season Opener Course



1824

Britain's Royal National Institution for the Preservation of Life from Shipwreck, in 1854 renamed the Royal National Lifeboat Institution, was founded at the City of London Tavern, London, England

1868

An Act of Congress authorized the Lighthouse Board, now part of the U.S. Coast Guard, to buoy wrecks and other temporary obstructions in U.S. navigable waters

## 2012 NACA Scores (Partial Listing)

SKIPPER	VESSEL	ASSOC.	NACA #	Totals
Baynard, Fay	PHASE OUT	SPYC	883	4987
Jackman, George	SPECIAL EFFECT	SCCA	755	3734
Winberg, Bill	BILLY THE KID	SCCA	998	3071
Guthrie, Wally	KICKIN' BACK	SPYC	995	2886
Healy, Pete	JINKIES	SCCA	704	1995
Chapin, Clint	SOJOURN	IPBA-N		1955
Murphey, John	STURDY GAL	IPBA-N	818	1898
Timmerman, Dick	VAGABOND-QCYC	IPBA-N	782	1863
Guthrie, John	LADY ELIANE	SPYC	999	1834
Henry, Mike	PEACHY KEEN	IPBA-N	370	1677
Blockhus, Burnell	LOLITA	SMBPF	964	1657
Collins, Tom	MISTY SEA	SCCA	20	1620
Cullen, Bruce	CAROLINE II	IPBA-N	959	1619
Klett/Elbon Team	KLETTITAT	IPBA-N	842	1580
Godfrey, Bob	UNREEL	SMBPF		1573
Padgett, David	SLIP AWAY	IPBA-N	2095	1531
Hazlerig, Steve	SOLARA	IPBA-N	984	1508
Herman, Bill	SUMMER HOURS-HERMAN	IPBA-N		1338
Griffining, Ken	LOON'S CALL	SCCA		1318
Brett, Steve	PRINCESS MOKIHANA	IPBA-S	989	1230
Walker, John	PRIME TIME	SCCA	834	1017
Ritter, Owen	OUTBOUND	IPBA-N	889	996
Chandler, Tom	RM II HYDE	SCCA	941	977
Scheinbaum, Mickey	THREE FLAGS	SMBPF	990	952
Lindal, Bob	SUZY Q	IPBA-N	919	941
Korsetz, Jim	FREEDOM	IPBA-N	6240	940
Murray, Don	KARA ANNE	SPYC		933
Lentgis, Dean	KALOS FILOS	IPBA-N	348	923
Sheehan, Dennis	NAUTI GAL	IPBA-S	6219	921
Cole, Fred	MOUSE TRAP	IPBA-N	839	883
Strandjord, Scott	REDEMPTION	IPBA-N	909	868
Anderson, Jim	FIDALGO	IPBA-S	958	864
Weller, Heber	STEELE 'N' AWAY	SPYC		818
Silvermail, Chuck	SOLMAR	IPBA-N	2018	808
Anderson, Bill	THE TILLIE	IPBA-N	944	795
Downer, Jerry	NOR' WESTER	IPBA-S	857	789
Abell, Greg	SEABELL	IPBA-N		776
Paxton, Gene	EVENTIDE	IPBA-S		770
Hedges, Edward	JO-SEA	IPBA-N	703	758
Babbitt, George	GENERAL QUARTERS	IPBA-S	982	751
Raleigh, Bill	VAGABOND BILL	IPBA-N		740
Veres, Jim	VAGABOND JIM	IPBA-N		721
Larson, Don	TEWASI	IPBA-S	619	714
Halley, Bill	SUMMER HOURS-HALLEY	IPBA-N		703
Rosendale, John	MISTIC ISLE	IPBA-N	915	676
Ryan, Glenn	AMNESIA	IPBA-N	6210	666
Bruins, Rob	OCEAN PEARL	IPBA-N	3424	657
Burwell, John	GAVIA	IPBA-N	6012	639

*Proposed New NACA Rules*  
(Continued from page 11)

5. The Observer is not under any circumstances to have access to the predicted times or predicted elapsed times, nor is the crew allowed to know the time of day.
6. All predictions must be made by the contestant on the log form specified, and the form must be submitted to the Contest Committee by the time specified. Predicted logs shall be signed by the contestant.
7. Times
  - a. No means for determining the time of day or time intervals shall be allowed the contestant or crew during the contest, except the contestant may assign one crew member who has not had access to the predicted times to verify accurate recording of “mark” times on the log together with distance from checkpoints and side on which passed. This person, known as the Scrutinizer, may not communicate the time to any other member of the crew. If the Scrutinizer and Observer disagree as to any items, both versions shall be noted on the back of the log form.
  - b. The Observer shall not permit the contestant to know the actual times recorded until after the finish mark is called. However, if the contest instructions specify that it is an open log contest, the contestant may view or be told the times recorded on the actual log during the running of the contest.
8. Permitted Equipment
  - a. No speed or distance measuring devices or navigational aids such as radar, radio direction finders, omega, omni, loran, or GPS are allowed except in cases of reduced visibility. However, contests may permit the use of some or all equipment onboard the vessel provided no time- or speed-based information is available to the contestant. Variations on this may include limited use of certain equipment. Permitted equipment may differ between contests. Such determinations are entirely at the discretion of the regional association.
  - b. Autopilots and non-recording depth sounders may be used.
  - c. Use of radar, if available, is required by the USCG COLREGS, and permitting its use is strongly recommended by NACA.
  - d. The contest instructions may allow use of a chart plotter with or without vessel position displayed. Prohibited information such as time and speed shall be hidden through the use of opaque tape or other means.
  - e. The contest instructions shall clearly describe what equipment is allowed and the permitted extent of its use.
9. All contestants having VHF radio shall monitor VHF Channel 16 or other channel designated for distress calling during the contest. Where possible, they should also monitor the communication channel specified by the Committee.
10. Deviation from a straight-line course shall be the minimum required for safety while maintaining the shortest distance between checkpoints.
11. The call “Mark” shall be at the time at which the checkpoint is first abeam while on course from the previous checkpoint.
12. The Observer shall not be a paid crew member or a “permanent” crew member of the contestant unless approved by the Contest Committee. Family members may serve as Observer provided they are at least sixteen years of age, knowledgeable of the Rules, and approved by the Committee.
13. A contestant shall not take time-out or know the elapsed time on any stop, mechanical failure, or interruption except for safety, by order of an authority, or to render aid if requested or needed. In the event a time-out is required, the Observer shall record the time and circumstances, and the Scorer shall correct the actual running time, provided the Committee approves the time-out after reviewing the facts.

*(Continued on page 17)*



*Proposed New NACA Rules*  
*(Continued from page 16)*

14. The passage distances for the checkpoints, as stated in the contest instructions, are maximum distances, and contestants shall pass within these limits, safety permitting. If no distance is specified, 50 yards shall be the maximum.
  15. A contestant shall be disqualified for the following, subject to a protest committee's decision that there were no extenuating circumstances.
    - a. Using a timepiece or any other device for timing purposes.
    - b. Using unauthorized equipment.
    - c. Failure to comply with a substantive part of the contest instructions.
    - d. Intentionally and substantially deviating from the prescribed course in calculating the predicted log or in running the course, other than for safety reasons.
    - e. Turning in circles, stopping, or other maneuvers for reasons other than safety, by order of authority, to render aid, or breakdown.
    - f. Fouling another boat or causing another boat to foul any other boat, mark, or obstruction, or to run aground.
    - g. Running any leg of the official course after publication of the contest instructions.
    - h. Failure to find or call the start or finish checkpoint.
    - i. Violation of the Rules of the Road (COLREGS)
  16. A contestant shall be penalized the percent of error shown for the following acts or violations. The penalty error shall be added to the log percentage error after handicap adjustment, if any.
    - a. Using the radio to transmit or receive any information that would afford anyone a racing advantage (may be waived if the Committee determines no advantage was gained by the contestant): 3%
    - b. Failure to display racing numbers or other required insignia: 0.5%
    - c. Failure to pass a checkpoint on the specified side except for reasons of safety: 0.5%
    - d. Failure to pass a checkpoint within specified distance except for reasons of safety: 0.5%
    - e. Failure to comply with any part of the contest instructions or any part of these racing rules for which no penalty has otherwise been provided: 1%
    - f. Failure to find or call an intermediate checkpoint. The legs having in common the point not called or found shall be scored as a single leg and a 2% penalty added.
    - g. If the actual start is not within 60 seconds of the predicted starting time: 1.0%
    - h. If, on the completion of the contest, the official timepiece is off more than 60 seconds from the official time: 1.0%
  17. Should the Observer fail in the proper performance of his duties during the contest due to being incapacitated, or if there is evidence that he is not properly recording the log, the contestant may appoint a member of the crew to serve as temporary observer for the balance of the contest. The temporary observer will prepare a signed statement that he honorably carried out the duties of Observer to the best of his ability. This statement, together with a signed statement by the contestant giving the reasons for relieving the Observer, shall be delivered with the Observer's log to the Contest Committee at the finish of the contest.
  18. Safety Rule
    - a. If a contestant believes that conditions have become unsafe because of reduced visibility or unusual sea conditions, he may invoke the Safety Rule by notifying the Observer that he intends to proceed under the Safety Rule until further notice.
    - b. After invoking this rule, the contestant may take all means he considers necessary for the safe navigation of his vessel, including slowing, stopping, maneuvering, and using radar, radio, or other equip-
- (Continued on page 18)*

*Proposed New NACA Rules*  
(Continued from page 17)

ment. The contestant may receive from the Observer a signal when he has run a requested time from the last mark.

c. The Observer shall, to the best of his ability, list matters pertinent to the contest occurring during the time the Safety Rule is invoked, including the following listed items, and the contestant shall, wherever possible, advise the Observer as to the information to be set forth.

- (1) Times during which the Safety Rule was invoked.
- (2) Navigational and operational action taken by the contestant.
- (3) Time of use of radar and other navigational equipment
- (4) The mileage scale used in operation of radar and identity of radar operator(s).
- (5) Significant changes in direction during the use of radar other than evasive action or maneuvers for safety purposes.
- (6) Estimated range of visibility, together with significant changes in such range.
- (7) Sea and weather conditions.

d. The contestant shall, as soon as possible, either during or after the contest, advise the Contest Committee that he has invoked the Safety Rule, and, at the first opportunity after the contest, he shall request Committee approval of his action.

## **PART VI - DUTIES OF CONTEST COMMITTEE AND OFFICIALS**

1. The Contest Committee shall be appointed by the club or group sponsoring a contest. The Contest Committee shall be responsible for planning, conducting, and judging the contest using regional association rules, contest instructions and, when applicable, other rules of proper authority. The Contest Committee shall consist of a Chairman, a Scorer, such other members as may be desirable, and Observers on contestants' cruisers. Observers shall be non-voting members of the Contest Committee.
2. The Contest Chairman shall be responsible for the proper performance of the Contest Committee according to the policies and rules of the appropriate regional association.
3. The Contest Scorer shall insure that all computations leading to the actual percent error are correct and so certify on each actual log. He shall issue scores only when all Observer notes of rule infractions and protest are resolved. He shall deliver the results to the Contest Chairman as soon as possible and to the regional association scorer within five days after the contest. Within ten (10) days after the contest, the regional association scorer shall send a scoring report to NACA certifying that all protests and appeals were completed and that the scores are accurate. Any race with less than three starting contestants shall not be scored for NACA points. Each contest is to be numbered consecutively.
4. The Observer shall:
  - a. Be recruited and assigned or approved by the Contest Committee. Each competing cruiser shall carry an officially designated observer during the contest.
  - b. Have full knowledge of the Association rules and possess the contest instructions and the actual log form. He shall use all the foregoing information in performing his duties.
  - c. Verify with the contestant that the official timepiece is set as closely as possible to correct local time.
  - d. Report to the Contest Committee if he believes the condition of the crew or cruiser to which he/she has been assigned is such that running in the contest would be unsafe or fails the criteria established by the regional association and the Committee. If the Contest Committee sustains the Observer's opinion, an observer shall not be assigned until the condition has been corrected.

*(Continued on page 19)*

*Proposed New NACA Rules*  
(Continued from page 18)

- e. Immediately after crossing the starting line, ask everyone aboard to place in his custody all portable timepieces. The Contestant will cover and muffle all fixed timepieces. The Observer shall insure that all time and speed measuring devices are covered, e.g. clocks, engine hour meters, speedometers, etc. The Observer shall determine that no prohibited equipment or information is used.
- f. Maintain and record on the actual log as follows:
  - (1) During the contest, handle the log form and the official timepiece so that no other person on board, except the Scrutinizer, becomes aware of the time of day or the log form's contents unless Open Log is specified in the contest instructions.
  - (2) At each checkpoint at the call of "mark", record the hours, minutes, and seconds in the appropriate space in the actual log.
  - (3) Note failure to pass any checkpoint within the required distance and on the correct side.
  - (4) Note on the actual log any failure by the contestant to find or call a checkpoint.
  - (5) Record on the log facts regarding rule infractions, stops, rescues, assistance to other boats, time out/in, and use of restricted equipment.
  - (6) Make such additional entries on the actual log as are pertinent, and sign the log in the required place(s).
  - (7) After crossing the finish line, return all timepieces and other equipment placed in his custody except the official timepiece.
  - (8) Personally deliver the actual log and the official timepiece to the Scorer or other individual specified by the Contest Committee.
- g. Conduct oneself as an invited guest aboard the contestant's cruiser.

## **PART VII - PROTESTS AND APPEALS**

- 1. A Protest Committee shall be formed by the Contest Committee and shall consist of three persons, a chairman and two members. They shall be chosen from knowledgeable yachtsmen or experienced observers. The individuals chosen shall be disinterested parties, i.e., not a guest or an Observer on a cruiser protesting or being protested, or a contestant whose contest or seasonal point standing would be materially affected by the outcome of the hearing. More than one Protest Committee may be necessary. The word "materially" as used herein shall be defined to mean "a reasonable possibility that the contestant's opportunity for obtaining a contest, contest series, or annual trophy or award will be affected".
- 2. Who may file a protest:
  - a. A contestant may protest another contestant by alleging an infraction of a contest rule. He must make a written statement indicating that it is intended as a protest and outline the pertinent facts and designate the contest rule or instruction violated.
  - b. The Contest Committee itself may protest a contestant as a result of Observer remarks or other data brought to the attention of the Contest Committee. The Committee's allegations must be formalized in writing.
- 3. A protest must be submitted to the Contest Committee within the time specified for the submittal of the actual log form. If the facts upon which a protest would be based are not known at such time, then the protest must be made at such time as the protestor learns of such facts, but in no event later than the completion of scoring for the contest.
- 4. Upon receipt of a protest, the Contest Committee shall notify the interested parties so that data and witnesses may be made available at the proper time to the Protest Committee.

*(Continued on page 20)*

*Proposed New NACA Rules*  
(Continued from page 19)

5. The Protest Committee shall convene in a timely manner and hear the evidence of the alleged rule infraction, essential witnesses, and the defense of the protested contestant.
6. If, after hearing all of the evidence, the Protest Committee decides that a contestant, beyond reasonable doubt, has violated a contest rule or a substantive part of a contest instruction, he shall be disqualified or penalized as set forth in the rules.
7. The Protest Committee shall issue a signed statement setting forth their findings and decision. A copy of the statement shall be given to the Committee Chairman and Scorer, who will submit it to the regional association and the interested parties if requested.
8. A contestant shall not be disqualified or penalized without a hearing by the Protest Committee except that a contestant may accept disqualification or penalty without a hearing.
9. A Protest Committee may convene a hearing and render its decision in the absence of the Protestor or Protestee if he fails or refuses to appear at a Committee hearing after timely notice.
10. Under extenuating circumstances the Commodore of the regional association may authorize a protest to be made after the time limitation set forth in these rules.
11. A Protestee may appeal the decision of the Protest Committee to the regional association. On appeal, only the facts and findings of the Protest Committee may be considered. No new evidence will be allowed. No award of trophies will be affected by any decision of the appeal. The appeal should be directed to the regional association Commodore who with the Flag Officers and the Junior Staff Commodore will consider the appeal. If this appeals board contains interested parties, they must be replaced by yachtsmen mutually agreed-to by the appealing contestant and the Commodore of the regional association. The appealing party must give notice of his intention to appeal within two hours after receipt of the decision of the Protest Committee.
12. If an appeal is upheld, the regional association must correct the point standings for the contest.

## **PART VIII - SCORING**

1. The winner of a contest shall be the skipper who has the lowest percentage of error of all contestants. The percentage of error shall be computed by dividing the sum of the absolute (positive) values of the elapsed time errors on each leg, expressed in seconds, by the total predicted elapsed time in seconds and then multiplying the quotient by 100. In the event a discrepancy exists between the predicted clock times and the predicted elapsed times submitted, the predicted clock times shall be considered as superseding. For the purposes of computing the actual elapsed time for the first leg of the contest, the predicted clock starting time shall be used instead of the actual clock starting time.
2. The decisions of the Committee will be final as to award of trophies.
3. A skipper shall be awarded points toward season standings and trophies for each race entered, except no points shall be awarded in any race with less than three starters. Points shall be determined by the following method:
  - a.  $\text{Points} = 1,000 - (700 \times (\text{Finish place} - 0.79) / (\text{Number of Contestants} - 0.79))$
  - b. The "Number of Contestants" shall be defined as the number of skippers who, in the opinion of the Contest Committee have started the contest course with the intention of completing the contest.
  - c. A skipper who started the contest but is unable to finish shall receive 300 points.
  - d. A skipper who is disqualified shall receive no points but shall be counted as a contestant for point scoring purposes.
  - e. The points shall be rounded to the nearest whole number as follows:

*(Continued on page 21)*



### *Proposed New NACA Rules* (Continued from page 20)

X.000 to X.4999 = X

X.500 to X.999 = X+1

4. In the event a tie exists in determining season standings or making other determination based on accumulated point standings, fraction of numbers shall be computed to the extent necessary to break the tie.
5. Qualification for the "500 Club" requires a contest score of less than 0.5% as a raw score without handicap in a contest with a minimum of four (4) scored legs (not including blind point legs scored as perfect legs), and a distance of at least 12.0 Nautical Miles.

### *How to Avoid Making a Wrong Turn* (Continued from page 3)

boat's turn rate is established, use a stopwatch to time full 360-degree turns by marking repeated passages of any cardinal point on the compass. Typically, a reasonable turn time is thirty to forty seconds for a 180 turn; the stopwatch should read sixty to eighty seconds for a full 360 turn. Make any helm adjustment necessary to establish this rate and make two or more turns at this rate.

The track on the Coastal Explorer display should show some very nice circles. You may have to zoom the display to see them well. They may take the form of a spiral if the boat was influenced by wind or current. (Incidentally, this is an interesting method for measuring the effect of wind and current by analyzing the spiral offset.)

To measure the diameter of the track circles, click the boundary circle symbol (circle with an enclosed X) just above the center of the chart display and then position the cursor approximately in the center of the track circles and left click again. This will display a quarter-mile circle. Adjust the size of the circle by left clicking anywhere on the circle and dragging it to the size of the track circles. If the display is cluttered with chart markings, select the Tool (wrench) symbol at the lower left of the display and click on "Hide All Charts". The position of the boundary circle can be adjusted by dragging the center point of the circle.

Once the circle has been accurately positioned over the track circles, the radius of the boundary circle

can be read from the properties box on the right, under the Range tab. This is the value that should be entered into Coastal Explorer Main Menu>Configure Vessel and Electronics>Vessel>Performance Characteristics>Turn Radius. This procedure should be repeated for both port and starboard turns. You may find there are different values for each. This is expected for single screw boats. For twin screws, a substantial difference may be due to an improperly calibrated rudder angle indicator, inaccurate tachometers, different reduction ratios, or different propeller sizes. In such event, you may choose to try to correct the error, use different port and starboard turn rudder angles, or simply enter the different turn radius for port and starboard turns into Coastal Explorer. You have now very accurately established your turn time and turn radius. Do note that there are other factors that affect turn times that we have not yet addressed. Two of them are delay and slowdown.

Delay is the time it takes from the exact moment the mark is passed until the helm has been swung and the vessel has actually begun turning. Compensate for this by anticipating the mark passage and actually initiating the turn a couple of seconds early.

Slowdown is the loss of speed while the vessel is turning. This value can easily be determined from the data just taken. Calculate the circumference of the turn by multiplying the radius by 6.28 and then calculate the speed in the turn using the circumfer-

*(Continued on page 22)*

## *How to Avoid Making a Wrong Turn* (Continued from page 21)

ence and turn time. For my boat the speed in the turn is about six percent slower than my baseline speed. Not much, but nevertheless something that could be compensated for. If you want to correct for slowdown, compute the extra time in seconds it takes your vessel to travel through the distance of a ninety-degree turn due to slowdown. For my boat this value is 1.4 seconds per ninety degrees. So for a 130-degree turn the time lost due to slowdown would be two seconds. To be absolutely precise, this time could be added as leg layover time when doing the predictions in Coastal Explorer.

Another turning error is skid. Skid is just that, the amount the vessel slides sideways during a turn. Sailboats with their very large keels have very little skid, but planing boats with minimal keels skid quite a bit. Skid is only significant in turns substantially greater than ninety degrees. Skid is best determined empirically by making 180-degree turns on a set of range markers and comparing the actual time with that given by the predictions. Time lost due to skid can be accounted for by entering an off-setting value to the layover time for the leg.

Once you have done your predictions using Coastal Explorer, leave the track set to the one-second precision and record your track as you run a course predicted using CE. Be sure the waypoint style is set to Predicted Log Race. Then examine your actual track to see that it actually overlays the route. I had to refine my early turn to overcome delay. I turn on the call of "Set" as in "Ready, Set, Mark". My track now overlays the prediction perfectly.

Using Coastal Explorer to accurately determine a vessel's turning characteristics plus using the Predicted Log Race feature of CE to predict turns brings a significant improvement to the "wet finger in the air" techniques used previously. Good Luck!

**Tom Collins**  
*Southern California Cruiser Association*

## About Hull Speed

The existence of a bump near hull speed means that this can indeed be a place where speed gets expensive, but it is not some physical limit that can not be surpassed. After all is said and done, hull speed is really a speed to avoid if at all possible, since we would want to seek out a resistance hollow, and not a hump for efficient operation.

*Anonymous*

## The Forgotten Man

Charles G. Davis is one of those men who are well known in their time, yet nearly unknown today.

Born in Poughkeepsie, New York, in 1870, he sailed around Cape Horn in a square-rigger as a young man, apprenticed with yacht designer William Gardner, worked in various boatshops, and then began designing boats and yachts on his own.

In 1898, he became the design editor of *The Rudder*, the leading yachting magazine of the day. During both world wars, he was involved in the design and construction of wooden submarine chasers, PT boats, and minesweepers.

In his later years, Davis became one of the preeminent professional American ship-model builders; many of his models are now in major maritime museum collections.

All through his adult life, he wrote articles for various yachting magazines as well as a series of books, illustrated with his own drawings and sketches, that are filled with authenticity of the sea.

Indigestion has wrecked more cruises  
than rocks and hurricanes.  
- John G. Hanna



## 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!

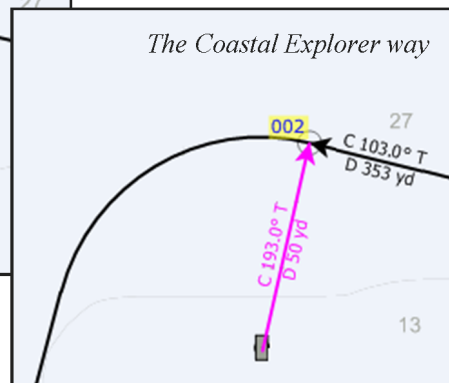
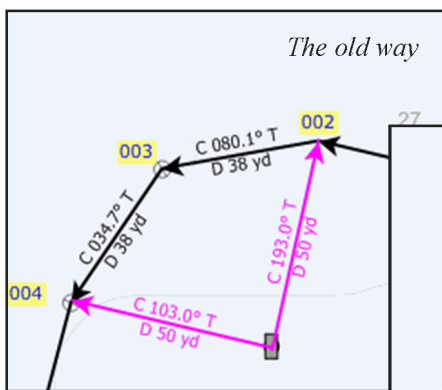
*With the only navigation software that includes features designed specifically for Predicted Log Racers*

### Navigation Software Just Got a Lot Better!

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.

## COASTAL E·X·P·L·O·R·E·R

20% discount for  
NACA members



Visit [www.rosepointnav.com](http://www.rosepointnav.com) for more information and a free trial. Or call 425-605-0985

**ROSE POINT**  
NAVIGATION SYSTEMS, LLC