



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 16 Issue 2

September 2016

Cruising the Northeast Loop, Part I

We all use our boats for log racing. Some of us even venture on short boat trips away from home. When my wife Barbara and I leave home, we go on boat journeys of thousands of miles. We have taken three long journeys: the Great Loop, Alaska, and the Northeast Loop. Our cruiser is a 28' Camano Troll, built in Delta, British Columbia, near Vancouver. It is a sturdy little craft that is ideal for long distance cruising and truck transport. Our typical speed is ten to twelve knots, with a top speed of fifteen knots. A typical trip starts with spending about three or four hours getting *Pacific Pixie* ready for the 18-wheeler that will be the road part of our journey.

This is the first of a series of articles (Portsmouth to Baltimore) that will outline our five-month water cruise from Portsmouth, Virginia, to Washington, D.C.; New York City; Hudson River; Erie Canal; Rideau Canal; Ottawa; Montreal; Quebec City; Saint Lawrence River; Saguenay Fjord; Gaspé Peninsula; Prince Edward Island; Cape Breton Island; Halifax, Nova Scotia; and Maine.

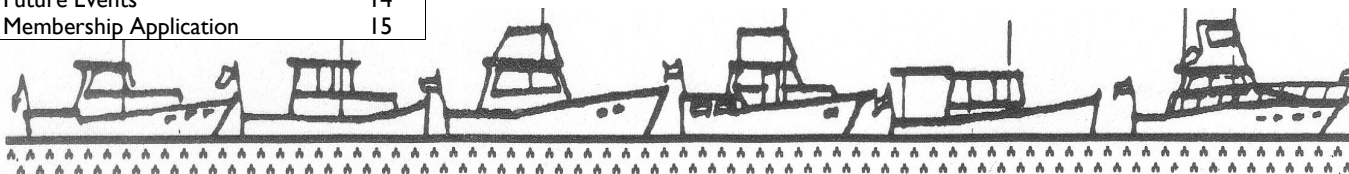
We shipped the boat from Ventura, California, to Portsmouth, Virginia, on 1 April; it took six days to get there and three days to get ready to go, most of it during a cold spring drizzle. Our first leg was sixteen miles across Portsmouth Bay with 25-knot winds and four- to five-foot step waves to Hampton, Virginia. They have a nice little museum that detailed Hampton history from 1607, when Captain John Smith stopped there, to the present.

Inside This Issue:

Who's Who in NACA	2
NACA Objectives	2
Cruiser Log Deadlines	2
Commodore's Corner	3
Wind Waves or Swells?	3
NAI 2016	5
How We Won the 2016 Barusch	6
Future NAI Events	6
New Cruiser Log Dates	7
Relearned in San Diego	8
Water Moving in the Sea	8
Sky Pilotage, Part I	9
Is Heaviness Necessary?	9
The Yacht Edith	9
Is Lightness a Good Thing?	9
Coastal Explorer Trophy Scores	10-11
Weather Lore and Proverbs	11
Scores	12
500 Club	13
Mermaids and Mermen	13
Future Events	14
Membership Application	15

We started heading north, and, for the next eight days, we explored the local rivers and creeks. The waterways are shallow but well-marked, and most afternoons, we anchored in less than ten feet of water. The bottom is black, stinky mud, and our anchor wash was very much appreciated. Once the anchor is down and the engine off, these out-of-the-way little creeks are wonderfully quiet. We made a stop in Jamestown, a low level swampy piece of ground where the fresh water turned salty at high tides, a terrible place to settle. This is the third week in April, and we seem to be the only boat in the water. The weather has been far from perfect, and we've experienced some rough passages and weather delays. The bird life in the southern Chesapeake is plentiful and varied. In Sara Creek, six

(Continued on page 4)



North American Cruiser Association

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

The site provides a resource for boaters looking for information, to learn more about predicted logging or NACA, or to find a nearby member organization.

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

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NACA Objectives

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

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

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New *Cruiser Log* Publication Deadlines

Submit by:	For publication in:
February 15	March
May 15	June
August 15	September
November 15	December

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

Commodore's Corner

Well, my calendar says we are well into the middle of the boating season, and the weather would certainly confirm that! Here in Southern California, it has been hot, seemingly for many weeks, and there have been plenty of excellent boating conditions. I hope you have been out enjoying the season and your boat.

Our association log contest schedule takes a break between the Spring and Fall contests to allow families to get away and to provide a break in the routine. The last contest was our bi-annual contest down the coast to San Diego over a two-day period, and the boating was terrific, but sea conditions were not the usual. In the open ocean, we typically do not experience much, if any, current, and what current there is, is normally in the form of eddies. This year, the water was certainly warm for the time of year, and the currents were also more significant. Helps keep a log contestant guessing!

Very shortly, we will also be gathering for the annual North American Invitational (NAI), this year at Port Orchard, Washington, in the beautiful Northwest. With their many miles of protected waters and beautiful islands, along with many marinas and anchorages, what better place could one find for enjoyment on the water? Oh, did I mention the numerous locations with very significant current? I am certain the International Power Boat Association (IPBA) contingent will, as usual, provide an interesting and challenging contest for all to experience.

Even if you are not the contestant from your area association, you are most welcome to come to Port Orchard and enjoy the pre- and post-NAI contest festivities being planned by the IPBA team. It is also a great opportunity to meet other NACA mem-

bers from various parts of the country. If you do plan to join us, please let the planning committees know by submitting a registration form. This will help them make provision for the proper numbers. Judy and I have attended several, and we have always enjoyed our visits and found new friends among the group.

Hoping to see you in Port Orchard!

Ken Griffing
Commodore

Wind Waves or Swell?

To distinguish wind waves from swell, remember that wind waves are generated by the wind blowing at the time of observation, or in the recent past, in your local area.

Swell waves have travelled into your area of observation, after having been generated by winds in other areas, sometimes thousands of miles away. As wind waves move out from under the wind that produces them and become swell, their character changes. The crests become lower and more rounded, and they move in trains of similar period and height. Swell is more symmetrical and uniform than sea, and will have a longer period.

- from *National Weather Service Observing Handbook No. 1, Marine Surface Weather Observations, August 1995, Revised April 1999*

Some people may deny that ships have souls. Whether they have "souls" or "personalities" I will not argue, but the fact is that sailing ships did possess this characteristic, though it was something that not everyone who sailed in them appreciated. Only those who achieved that understanding and who came to grips with the souls of their ships arrived at a real rapport with the sea.

- Asked by Alex A. Hurst

NEW COMPETITORS

A quick read - "Enjoy Log Racing"
Each helpful copy is full of facts and fun.
Download for free on the NACA website:
www.predictedlog.org

Cruising the Northeast Loop, Part I (Continued from page 1)

osprey nests were visible from our anchorage. In the trees and along the shoreline, we watched great blue herons, night herons, and snowy and common egrets. After a particularly bad storm, many of the osprey nests had blown away. There, standing on a lone piling was a very damp and windblown bird, a sad sight. However, once the sun came out, nest building began anew.

On 25 April, and we made an early start to catch the flood tide flowing up the Potomac River. It was a calm sunny day, so we ate lunch underway. We followed the river's twists and turns as we cruised past lovely old colonial mansions, Mount Vernon, Fort Washington, and many others. After a passage of sixty miles, we passed under the Woodrow Wilson Bridge and tied up in old-town Alexandria.

Pacific Pixie was jammed into a noisy, crowded dock, constantly bouncing from the wakes of tour boats and under the glide path of Washington National Airport. It wasn't long before we set off to explore the cobblestone streets, laid down with English ballast stones from the 17th and 18th centuries. Many of the buildings date back to pre-revolutionary times. We even had dinner in a building once owned by George Washington.

After two days, our next move was four miles up the Potomac to Washington, D.C. We berthed in a small marina directly under the 14th Street Bridge. The bridge traffic created a continuous roar, broken only by an evening thunderstorm. It was not a restful night. The air pressure dropped continually all night long, setting off our barometer alarm. To make things worse, we were positioned directly under a bridge downspout which poured a torrent of water onto our bridge deck most of the night. On the positive side, we discovered we were only a hundred feet from Washington's commercial fish market, about five acres of fish stalls and small seafood restaurants. Under cloudy skies and light showers, we took the Metro to the National Mall, toured the museums, and ate seafood from the adjacent market.

On 30 April, we left Washington on the ebb tide for the mouth of the river. Midway, we stopped at a

wooden boat graveyard. During World War I, they wanted to build more ships to carry supplies to Europe, but the conventional shipyards were at full capacity. So, someone had the bright idea to make ocean-going steam-powered ships of wood. They built three hundred of these boats on the east coast, but the Coast Guard said they were not seaworthy. They were all towed to this little bay on the Potomac and forgotten. Their hulls are still visible today.

Then on to Colonial Beach, where we waited for two days for the weather to clear, then to Jutland Creek, where we waited another two days for the seas to lay down at the mouth of the Potomac River. Both of these spots can be fully explored in about fifteen minutes.

Next leg was with two- to four-foot beam seas and fifteen to twenty knots of wind. Fortunately, it lasted for only eight miles, then we turned to port, and the wind and seas were following for twenty-two miles to Solomon Island. Then it was another two days for the wind to become more moderate. I have made many trips to Pawtuxet River on Navy business, but this was the first time I've been there by boat. It is the first place other than D.C. and Norfolk that you would call a modern boating center. Tons of boats and boating services, like restau-

(Continued on page 5)

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Cruising the Northeast Loop, Part I (Continued from page 4)

rants, museums, and chandleries. I found a gourmet super market which had all the gastronomic goodies you could want. I even found some real Mobier cheese from France. We had our first mechanical problem ever on *Pacific Pixie*; the gen set would not start.

Off to Annapolis with a ten- to fifteen-knot headwind and a current on our nose of one knot. We ran at 2800 rpm, which should have given us ten to eleven knots; instead, we plugged along into the wind and waves at seven to eight knots. As you can tell, we are very dependent on the weather.

Annapolis is the Santa Barbara of the Chesapeake, except it has a colonial rather than Spanish theme. My little boat princess was beside herself, walking the old narrow streets and gawking at the many homes built in the 18th century. We were on a mooring ball in twelve feet of water next to a church built in the 1750's (Solomon's had a lot of boats, but Annapolis is at least five times bigger).

The next leg of the saga took us to Baltimore, Maryland. Waiting for our gen set to be repaired, we left Annapolis after lunch, so our arrival in Baltimore was late in the afternoon, just as a new weather front moved in. That meant trying to dock the boat in a twenty-knot wind on the beam. We were backing into the slip when the wind took the bow. The bow thruster was not able to correct, so we went sideways into a slip that we intended to enter stern first. Luckily, the slip was sized for two boats side by side, and we were simply wedged firmly between the two fingers of the dock, about four feet from the walkway. After much pushing and shoving by three husky men, we were able to exit and get into another more wind-friendly side-tie with-

out doing damage to *Pacific Pixie*, other boats, and the marina docks.

You must be thinking at this point why we ever wanted to expose ourselves to the unfriendly weather and challenges of a trip like this. Well, in spite of the bad stuff, the natural beauty of the countryside and shore, and the history we encountered more than made up for the discomforts.

Vice Commodore Ed Kutchma
North American Cruiser Association

NAI 2016

The 2016 North American Invitational (NAI) will be hosted by the International Power Boat Association (IPBA). It will be staged from Port Orchard Yacht Club (located in Port Orchard, Washington). Commencing with a reception and the drawing of contest boats on Wednesday, September 21, 2016 the activities will culminate with the NAI contest and awards dinner on Saturday, September 24, 2016. The NAI is the preeminent predicted log contest of North America, where the best racers from the North American Cruiser Association (NACA) member organizations compete for top honors and the coveted Noon Cannon Trophy.

The NACA member organizations listed below have been invited to send contestants:

Chicago Yacht Club
IPBA/North
IPBA/South
IPBA/ulf of Georgia
Predicted Log Racing Association of N. California
Saint Petersburg Yacht Club
Santa Barbara Channel Cruiser Association
Santa Monica Bay Power Fleet
San Diego Cruiser Association
Southern California Cruiser Association
2015 North American Coastal Explorer Champion
2015 North American Invitational Champion

If you have any questions, please contact IPBA Commodore Chuck Irwin at:
chuck.irwin@comcast.net.

NACA clothing (other than ball caps) is available at the NACA Ship's Store.

Go to www.predictedlog.org.

Click on NACA Ship's Store. This opens a link to Land's End Business Outfitters. Select your product and choice of logo. It is simple to use, and the merchandise is of good quality.

How We Won the 2016 Barusch

With the tremendous score of 0.26% (twenty-six seconds of error) in a six-leg ocean race, I felt I should let everyone know the secret. Which I promise to do if I ever do figure out the why, but I can give you what I know now.

We had raced in Marina del Rey twice before, the Barusch in 2005 and 2013. The latter allowed the use of the boat icon on the predicted route line, and International Power Boat Association (IPBA) had tried that in two races in 2009. However, nearly the entire Alaska Race 2015 allowed the boat icon and route line. Both of my team members, my wife Sue and brother Doug, ran all or many legs last summer, and that part worked well. The boat I drew, a 1999 fifty-foot Navigator, *Living the Dream*, had an even better autopilot than my boat, so that made it even easier.

Let's talk about the luck part. It started with the peel-off, where, in the first part of the double blind draw, I drew Sue's lucky number 5 (of Diamonds, of course). Starting at the ace, I picked second and again chose 5 out of 25 numbers and got the boat whose pre-assigned number was closest – *Living the Dream*. Our personal boat for the last twelve years has been *Suzy Q*, another 50-foot Navigator, but four years older. The interior layout was a little different, and the engines were 340hp Volvos vs 370hp in my boat. I did check turn time but used my numbers from *Suzy Q* anyway.

We still had to time *Living the Dream*, as an accurate boat speed is the most critical thing. We used 1620 rpm and 9.86 knots, similar to my boat. It was difficult to time a boat in the ocean swells and,

though we did run the measured mile twice, I preferred the GPS speed reader that Craig Ryan wrote ten years ago. I could also run back and forth legs into and with the swells and perpendicular to the swells. I also ran legs at forty-five degrees to the swells. The average of the back and forth speeds is the boat flat water speed, and one half the difference is the surface current. Though in the three- to four-foot ocean swells, it may just be the loss or gain in speed due to climbing the waves and surfing down the back side. But it is help or hurt either way.

This gave me an interesting current vector diagram with 0.25 kn max to the NE, with components of 0.18 kns to the N and E and none to the NW or SE. This is to be expected, but it also showed there would be no longshore current on Leg 1. A collaborating bit of evidence came from passing one of the several sailing mark buoys offshore from the breakwater. We observed a 0.25 knot current to the NE – just like what the timing data showed.

When it came to predicting currents, I must attribute that to lady luck again. Even though they told us today's currents don't necessarily mean anything about tomorrow's currents, I just used what I had seen that morning. I had looked at the 2005 and 2013 races, and they showed conflicting current data. One had help and the other, hurt on the first/inshore legs; but both did show current in the further offshore water, from the NW and the SW. I put a little current in all legs. Then I said, let's just use the morning's numbers, 0.25 kn to NE on *all*

(Continued on page 7)

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FUTURE NAI EVENTS (Tentative Dates)

2017—Long Beach, California
2018—St. Petersburg, Florida
2019—Chicago, Illinois
2020—San Diego, California

How We Won the 2016 Barusch (Continued from page 6)

legs. It gave no current on Leg 1 and a slight hurt on Leg 2. We would get Time of Day at CP2, and that would tell me what the current actually was on race day. And, though we would not have any electronics during the Blind Point legs 1 and 2, when the screen was again uncovered, we could track the progress and impute the currents from that. Just before the PCYA meeting at 1630 on the timing day, I asked Fred Cole, last year's winner, and Jerry Downer, both of IPBA/South, what they were doing for currents. They had put a little current in, and I said I had used 0.25 kn. I ran with that.

My brother Doug has always been cautious about moving the throttles. He had seen me hurt ourselves by moving throttles in the wrong direction. As such, I never changed throttles until the final few miles, except for the position correction at Blind Point 2. Racemaster John Walker had laid out the race with open and blind legs. Both BP1 and BP2 were totally blind. No electronics. Just compass and tachometers. Autopilots were okay. BP2 did aim at the end of the Malibu pier, and, fortunately, we could see it this race – in 2013, the fog was so bad, we never saw it until on the way back.

When we uncovered the chart plotter, we were 0.7 nm out of position – that is over a four-minute error.

New Cruiser Log Dates

Due to a paucity of articles and information of interest sent to me for publication, *Cruiser Log* will now be published quarterly, instead of bi-monthly. The new deadlines are listed on page two of this issue of *Cruiser Log*, as they are in every issue.

If you have any questions, you can reach me at 858.649.6413 or thepresence98@yahoo.com.

Elaine Townsend
Cruiser Log Editor/Publisher

We ended the leg with thirteen seconds slow, as I had already calculated the throttle correction for possible error amounts and added 20 rpm to adjust. But adding rpm was not easy when the rpm's varied from 50 to 100 rpm as the boat went up and down, with and against the swells. I was constantly watching the rpm movement, so that the average of the rpm's were the correct amount, 1620 rpm or, on this leg, 1640 rpm. I knew the Volvos held the rpm to within only 10 rpm, but averaging out a 50 to 100 rpm swing was tedious. It was worse when adding 20 rpm to CP3 and taking it out on CP4.

The first two legs and the BP2 position told me we were actually doing pretty good. At CP2, we were given Time of Day, and we were only two seconds off our prediction - YES! - and that implied the current predictions were correct. Both BP1 and BP2 tracks showed we were consistently set to the northeast (or maybe east) like the predictions, or was it just an inaccurate compass or poor positioning during the blind legs, when we had only compass to use. More importantly, the legs to BP1 and BP2 were both short (88 yards and 68 yards respectively), which could be due only to the effect of the current or action of the swells.

The effect on the leg to BP1 indicated we had about 0.4 knot current hurt, and I had used 0.25 knot. Was the current indeed stronger that day, at least out further west and a bit north? The effect on the leg to BP2 was less, indicating 0.18 kn hurt vs 0.08 kn that I had predicted. This indicated the current was more from the west than south. An ENE set was likely and slightly stronger than I had predicted. On the leg from BP2 to CP3, we had a crab, indicated by the heading on the autopilot, several degrees higher than the set amount and the COG on the GPS. As we were outside the headland at Pt. Dume, the crab indicated we were get-

(Continued on page 14)

Every ship is a romantic object,
except that we sail in.
- Ralph Waldo Emerson

Relearned in San Diego

July 23rd was to have been a fun, two-contest day. San Diego Cruiser Association (SDCA) had two of their four ocean contests planned for that morning. My crew and I had watched the weather and forecast currents for the channel and for the area under North Island. All looked great for the contests... except that some fog was offshore parts of Southern California.

On our arrival at Southwestern Yacht Club, we found very light fog. No problem. It would burn off soon. We motored around the south end of Shelter Island and had better than one mile of visibility. We could see Ballast Point to the south and R18 to the north. We motored to R18 to confirm the current. As we turned, we could not even see R16A, three-eighths of a mile to the south. The fog had slammed down. No problem. It couldn't be that thick. Using radar and GPS as we approached the starting buoy, it got thicker. Some boats had already started. They were continuing. We got within 100 feet of the buoy and could not see it. We elected not to start and drove behind Shelter Island. The warmth of the land had kept the fog to a minimum.

The second contest was to begin at G7. It was about three miles south. We slowly motored down the channel, listening to competing boats reporting how dense the fog was. We passed Ballast Point about 75 feet off and barely saw the Point. We passed G7 50 feet off and barely saw it. Two of the five boats to start Contest 1 took a DNF. My wife Mary had pulled life jackets from under the seat, and was carrying hers around. Very frustrated, I said "This is no fun. We're done for the day." My

driver/navigator stuck his hand out and thanked me. Shortly after we turned around, Contest 2 was postponed until August. We motored back at five knots and put the boat to bed.

Upon reflection, motoring through the fog for a contest was dumb. As we eased along the green buoys, we found fishing boats with no radar reflectors both drifting and anchored. One was anchored in the channel! Navy, Coast Guard, and Homeland Security RIBs roared through the water on plane. It's just not worth it.

Ed Denaci

San Diego Cruiser Association

Water Moving in the Sea

Current—horizontal motion of the water caused by wind and tide. The most famous ocean currents are the Humboldt Current in the Pacific and the Gulf Stream in the Atlantic.

Bore—a tidal current moving so fast that its leading edge forms a wave. One of the greatest tidal bores is the Qiantang in the Fuchun River, China, the wave of which can reach as high as 20 feet; the current has been clocked at 18 knots.

Tidal Wave (aka tsunami)—an ocean wave produced by an earthquake, rock slide, volcanic eruption, or submarine subsidence. The volcanic eruption in 1883 of Krakatoa, on an island in the Sunda Strait between Java and Sumatra, produced one of the most devastating tidal waves in recorded history.

Whirlpool—a tight, fast rotary current caused by restriction of a current by rocks and ledges. The most famous are Charybdis in the Strait of Messina, described by Homer, and the Maelstrom, off Norway, described by Edgar Allan Poe.

"Shall you be sea-sick?"

"Shall you?"

"Oh immensely! As soon as ever we get in sight of the sea."

- *from Villette, by Charlotte Bronte*

- *2009 Mariner's Book of Days*
By Peter H. Spectre

Sky Pilotage, Part I

"The stars are truly the sailor's safeguards."

There seems no end to the star books—large and small—illustrated by maps of sorts, in which the easy-going mariner may invest his loose coin; and the cry is "still they come". He might *buy*, but he could never *read* the half of them: like shelling shrimps, life would hardly be long enough for such an undertaking.

It is a pity that in many instances these celestial guides altogether spoil themselves by over-doing it. Why they should not, if intended for navigational purposes, rest content with navigational stars—leaving those of lesser magnitudes to be peered at and pondered over by shore-going amateurs—no man can understand; except, perhaps, that in the opinion of their authors, size confers respectability: thus, unnecessary matter is inserted, presumably by way of padding. The book-making result is so formidable, both in appearance and price, that many men are 'choked off' from taking up the subject, and the book defeats its own object.

- from *Wrinkles in Practical Navigation* by S.T.S. Lecky, Master Mariner, nineteenth edition, revised and enlarged by William Allingham, published in 1918.

Is Lightness a Good Thing?

For a given amount of material one gets more boat, and a faster boat, by going light. And the size of the rig needed is roughly in proportion to the displacement. In this respect, too, the lighter boat is easier to work, costs less to build, and costs much less to maintain, since replacements of rigging and sail are smaller.

- *Yacht Designer John Illingworth*

The Yacht *Edith*

The Yacht *Edith*

Buenos Aires, Argentina

April 3, 1859

Anchored in the inner roads of Buenos Ayres at 6 P.M. The effect in approaching the city was very peculiar in one respect. The land upon which the town is built is not very high, & there is no high land back or on either side of it, & looking towards the town was like looking out to sea.

Suddenly we descried the domes of the churches rising out of the water; & thro' the glass could make out the upper masts of the shipping; as we approached nearer, the tops of the lower buildings became visible & so on until the whole was to be seen, & we at the same time had run the vessels down from their upper yards to the hull.

It seemed strange to thus see a city literally rising out of the sea: this, I should imagine, would occur at Venice, but it was totally unexpected by any of us here... There is a great deal of shipping; I should think there were as many as 100 vessels of all sizes in the outer & inner roads.

- *George Augustus Peabody*

Is Heaviness Necessary?

It is often the case that amateurs believe that no construction can be too solid or heavy to meet all the emergencies of the sea, and many owners, too, seem to take a pride in scantlings that are needlessly heavy and occasionally insist on their ideas of solidity being carried out—regardless of the fact that every pound of unnecessary wood means one pound less of the necessary lead or iron ballast... Heaviness does not necessarily mean strength.

- *Yacht Designer Albert Strange*

Coastal Explorer Trophy - best 8 of 1st 9 regattas entered**07/01/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Lindal, Bob	SUZY Q	IPBA-N	6043	7	863
2	Burwell, John	GAVIA	IPBA-S	5342	7	763
3	Denaci, Edward	GRAND ISLE	SDCA	5302	7	757
4	Korzetz, Jim	FREEDOM	IPBA-N	5256	7	751
5	Adalian, Garry	JONATHAN	SDCA	5210	6	868
6	Brett, Steve	OCEAN JEWEL	IPBA-S	5210	7	744
7	Calabrese, Jeff	LIVING WELL	SDCA	5093	7	728
8	Walker, John	PRIME TIME	SCCA	4952	7	707
9	McCormick, Bill	INAMORATA	SCCA	4940	6	823
10	Ehlers, Bob	JB & ME	SDCA	4374	6	729
11	Weimer, David	JUST DESERTS	SDCA	4350	6	725
12	Klett/Elbon Team	KLETTITAT	IPBA-N	4126	5	825
13	VanAntwerp, Jim	SARA B	IPBA-S	3995	5	799
14	Henry, Mike	PEACHY KEEN	IPBA-S	3640	6	607
15	Griffing, Ken	LOON'S CALL	SCCA	3603	6	601
16	Collins, Tom	MISTY SEA	SCCA	3509	4	877
17	Anderson, Jim	FIDALGO	IPBA-S	3329	6	555
18	Irwin, Chuck	LAUGHIN' PLACE	IPBA-S	3298	6	550
19	Voight, Ken	HERITAGE	SCCA	3270	7	467
20	Salerno, Ralph	ANCORA	SDCA	3226	6	538
21	Greene, Steve	FULL MOON	SDCA	3128	5	626
22	Fontaine, Michael	TUFFY	SDCA	3087	6	515
23	Subert, Tim	BEACH MUSIC	IPBA-N	2994	5	599
24	Williamson, Chris	KNOT BEHAVIN	IPBA-S	2938	6	490
25	Downer, Jerry	NOR' WESTER	IPBA-S	2859	5	572
26	Larson, Don	TEWASI	IPBA-S	2851	6	475
27	O'Keefe, Larry	MISS MIRANDA II	IPBA-N	2637	4	659
28	Chapin, Clint	SOJOURN	IPBA-N	2512	5	502
29	Murphey, John	STURDY GAL	IPBA-N	2450	3	817
30	Herman, Bill	SUMMER HOURS	IPBA-N	2347	3	782
31	Lorenz, Alex	TIRELESS	IPBA-N	2308	3	769
32	Padgett, David	SLIP AWAY	IPBA-N	2059	3	686
33	Muir, Marty	SEACLUSION	SDCA	1967	4	492
34	Blockhus, Burnell	LOLITA	SMBPF	1948	2	974
35	Godfrey, Bob	UNREEL	SMBPF	1871	3	624
36	Karlsson, Magnus	LOLITA	SDCA	1866	4	467
37	Tarantino, Rick	SANDPIPER	SCCA	1741	4	435
38	Holte, Kirby	UFF DA	SCCA	1698	2	849
39	Decock, Don	NIFTY FIFTY	IPBA-N	1615	2	808
40	Elovitz, Michael	LOVIT	SDCA	1576	4	394
41	Frank, Dan	MOON SHINE	IPBA-N	1566	3	522
42	Orr, Steve	STELLA MARIS	IPBA-S	1465	3	488
43	Jackman, George	SPECIAL EFFECT	SCCA	1377	2	689
44	Babbitt, George	GENERAL QUARTERS	IPBA-S	1346	2	673
45	Norman, John	WHITE SHARK	SCCA	1288	3	429
46	Ryan, Glenn	AMNESIA	IPBA-N	1276	2	638
47	Woodward, Bill	FISH N FUN	SCCA	1267	2	634
48	Meyers, Mike	VAMOOSE	SCCA	1174	2	587
49	Case, Ken	RAZZLE	IPBA-N	1040	2	520
50	Silvernail, Chuck	SOLMAR	IPBA-S	993	1	993
51	Chmela, Larrie	Four C's	IPBA-N	991	1	991
52	Grady, Bill	ZORRO	IPBA-N	990	1	990
53	Lentgis, Dean	KALOS FILOS	IPBA-N	940	1	940
54	Scheinbaum, Mickey	THREE FLAGS	SMBPF	938	2	469
55	Derror, Lee Anne	SAPPHIRE	IPBA-S	850	2	425
56	Randall, Rick	COMPADRE	IPBA-S	710	1	710
57	Bales, Ryan	ZORRO	IPBA-N	694	1	694

Coastal Explorer Trophy - best 8 of 1st 9 regattas entered**07/01/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
58	Harris, Bill	SEASUN TICKET	IPBA-S	678	1	678
59	Bruins, Rob	OCEAN PEARL	IPBA-S	615	1	615
60	Radigan, Matthew	MAGIC MOMENTS	SCCA	612	1	612
61	Miller, David	SEA NYMPH II	IPBA-S	584	1	584
62	Wolleback, Tom	LYSGAARD	IPBA-N	578	1	578
63	Chandler, Tom	RM II HYDE	SCCA	574	1	574
64	Lonergan, James	CASA DEL PERRO DOS III	SDCA	556	1	556
65	Oliver, Dean	LUNA SEA	SCCA	550	1	550
66	Holte, Steve	UFF DA	SCCA	506	1	506
67	Garland, David	LUCKY DOG	IPBA-N	467	1	467
68	Smith, Terynia	PATTY WAGON	IPBA-N	439	1	439
69	Adair, John	PACIFIC STAR	IPBA-S	426	1	426
70	Tarleton, Daniel	SAPPHIRE	IPBA-N	411	1	411
71	Tank, Steve	ISLAND SONG	IPBA-S	357	1	357
72	Veres, Jim	VAGABOND JIM	IPBA-N	356	1	356
73	Burton, Mike	ROYAL CHINOOK	IPBA-S	300	1	300
74	Hieber, John	ROCK A BYE	IPBA-N	300	1	300
75	Naselow, Ron	TRIVIAL PURSUIT	IPBA-N	300	1	300

Weather Lore, Jingles, and Proverbs

*When the wind before the rain
Let your topsails draw again
When the rain before the wind
Topsail sheets and halyards mind*

A small, weak, frontal system will have a narrow band of associated rain, and wind may be more conspicuous than rain. Stronger fronts and intense depressions are surrounded by bad weather for considerable distances, and precipitation should precede the strongest wind.

*Mackerel sks and mares' tails
Make lofty ships carry low sails*

The mackerel sky is composed of cirrus and cirro-cumulus clouds, which resemble scale patterns on a mackerel's back. The mares' tails refer to trails of ice crystals blown in streaks from cirrus clouds. These clouds may appear ahead of an approaching storm or frontal system and can indicate strong winds aloft. If the cirrus and/or cirrocumulus thicken to cirrostratus, altostratus, and then nimbostratus, stormy conditions may be on the way. Strong winds require less sail for navigation in a rough sea.

*Frost or dew in the morning light
Shows no rain before the night*

The formation of frost or dew requires night time cooling, which usually occurs only on very clear, calm nights. Such a night is usually followed by fair, sunny daytime weather, so inclement weather would be unlikely. However, a weather system moving very rapidly could arrive during the day, thus interfering with this proverb.

*First rise after low
Portends a stronger blow*

The strongest, gustiest wind often does not occur until the barometer reaches its lowest value and begins to rise. This is especially true in intense, well-developed storm systems. Pressure gradients behind the low center can be very strong, giving rise to dangerous, unpredictable gales.

- from *National Weather Service Observing Handbook No. 1, Marine Surface Weather Observations, August 1995, Revised April 1999*

Codrington Trophy - best 5 of 1st 7 regattas entered**07/01/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Adalian, Garry	JONATHAN	SDCA	4654	6	931
2	Lindal, Bob	SUZY Q	IPBA-N	4635	7	927
3	McCormick, Bill	INAMORATA	SCCA	4349	6	870
4	Calabrese, Jeff	LIVING WELL	SDCA	4243	7	849
5	Walker, John	PRIME TIME	SCCA	4227	7	845
6	Brett, Steve	OCEAN JEWEL	IPBA-S	4182	7	836
7	Burwell, John	GAVIA	IPBA-S	4159	7	832
8	Denaci, Edward	GRAND ISLE	SDCA	4139	7	828
9	Korzet, Jim	FREEDOM	IPBA-N	4132	7	826
10	Klett/Elbon Team	KLETTITAT	IPBA-N	4126	5	825

St. Petersburg Trophy - best 4 of 1st 5 regattas entered**07/01/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Lindal, Bob	SUZY Q	IPBA-N	3817	5	954
2	Adalian, Garry	JONATHAN	SDCA	3790	5	948
3	Collins, Tom	MISTY SEA	SCCA	3509	4	877
4	McCormick, Bill	INAMORATA	SCCA	3466	5	867
5	Brett, Steve	OCEAN JEWEL	IPBA-S	3456	5	864
6	Klett/Elbon Team	KLETTITAT	IPBA-N	3437	5	859
7	Denaci, Edward	GRAND ISLE	SDCA	3428	5	857
8	VanAntwerp, Jim	SARA B	IPBA-S	3334	5	834
9	Calabrese, Jeff	LIVING WELL	SDCA	3267	5	817
10	Korzet, Jim	FREEDOM	IPBA-N	3198	5	800

Stone Trophy - total of only 1st, 2nd, & 3rd places in 1st 7 regattas entered**07/01/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Adalian, Garry	JONATHAN	SDCA	4654	5	931
2	Lindal, Bob	SUZY Q	IPBA-N	4629	5	926
3	Calabrese, Jeff	LIVING WELL	SDCA	3602	4	901
4	McCormick, Bill	INAMORATA	SCCA	3549	4	887
5	Walker, John	PRIME TIME	SCCA	3539	4	885
6	Collins, Tom	MISTY SEA	SCCA	3509	4	877
7	Denaci, Edward	GRAND ISLE	SDCA	2702	3	901
8	Weimer, David	JUST DESERTS	SDCA	2634	3	878
9	Ehlers, Bob	JB & ME	SDCA	2573	3	858
10	Griffing, Ken	LOON'S CALL	SCCA	2165	3	722

For complete standings, please visit <http://www.predictedlog.org>

North American Cruiser Association 500 Club

07/01/2016

NACA#	Contestant	Assoc.	Contest	CKPT	TAM	ELEC	SOG	% Error
919	Lindal, Bob	IPBA-N	Boomerang	6	N	N	N	0.1960
919	Lindal, Bob	IPBA-N	Jack Hyde	4	N	N	N	0.4850
834	Walker, John	SCCA	Schultz	6	Y	Y	N	0.2480
20	Collins, Tom	SCCA	Schultz	6	Y	Y	N	0.3670
-	McCormick, Bill	SCCA	Schultz	6	Y	Y	N	0.4280
800	Adalian, Garry	SDCA	Spring 4 of 4	5	N	Y	N	0.2600
800	Adalian, Garry	SDCA	Harbor 1 of 4	5	N	N	N	0.4778
834	Walker, John	SCCA	Sharkie	6	N	Y	Y	0.3420

"CKPT" indicates number of scored legs.

"TAM" indicates that the contestant could receive the Time After passing the Mark.

"ELEC" indicates that GPS/radar/Chartplotter was used

"SOG" indicates Speed over ground available "% Error" is Gross error prior to Handicap being applied

Mermaids and Mermen

Mermaids and their male counterparts, mermen, are mythological denizens of the deep with a history dating to antiquity. Legends of creatures with the head and trunk of a man or woman and the lower torso of a fish are an integral part of the folklore of virtually every country with a seafaring tradition.

Early writers frequently confused the mermaid with the siren of classical mythology. In 1481, William Caxton wrote, "they be called Sirens or Mermaidens". Shakespeare perpetuated the mistake in *The Comedy of Errors*.

*O, train me not, sweet mermaid, with thy note
To drown me in thy sister's flood of tears:
Sing, siren, for thyself and I will dote:
Spread o'er the silver waves thy golden hairs.*

Mermen, often considered to be the spirits of sailors lost at sea, were depicted as ugly old men with straggly black beards and hair. No wonder the bulk of mer-lore centered on mermaids, who were believed to be young, attractive, and playful creatures with long golden hair.

According to legend, mermaids long for an immortal soul but can attain their goal only through physical union with a human. It is not surprising, therefore, that most mermaid lore centers around the theme of seduction—mermaids trying to entice sail-

ors to live with them at the bottom of the sea.

It is said that Captain John Smith (of Jamestown and Pocahontas fame) had a narrow escape when he saw a mermaid in the Caribbean. After long months at sea, the captain was bewitched by the sight of a beautiful woman swimming with sensuous grace alongside his ship. Just as Smith was about to go overboard—so to speak—the mermaid flipped out of the water, revealing her scaly lower body and fishlike tail. The legend does not elaborate on the reaction of the hot-tempered Captain Smith.

Mermaid folklore seems to have some basis in reality, springing from the existence of actual aquatic mammals. The manatee and the dugong often take on a touching human appearance, particularly when nursing their young. They were often mistaken for mermaids by lonely, homesick sailors. In his poem "Sailor Man", H. Sewell Bailly mused on the mental isolation of a sailor at sea:

*Wayward as a seagull,
Lonely as a hawk
Yet he believed in fairies
And heard the mermaids talk.*

- from *When a Loose Cannon Flogs a Dead Horse
There's the Devil to Pay*, by Olivia A. Isil

How We Won the 2016 Barusch (Continued from page 7)

ting hurt from the current along the coast from the west or northwest. Despite the stronger hurt currents on BP1 and BP2 and this crabbing on the leg to CP3, we still did not touch the throttle for current on that leg, except for twenty rpm for position error at BP2. Not on leg to CP4 and not even to start on leg to CP5.

That is when having been on *Suzy Q* in similar ocean swells paid off. We have rounded Cape Caution in the open ocean north of Vancouver Island five times. Invariably, you start by running into the swells, quartering, abeam, quartering from the stern and astern to the swells over a period of five or more hours. Much like this race. It was during the final two legs that we started to feel the surfing effect as the swells would slow us down as we climbed and surfed as we went down. The pickup in speed got noticeable on the way to CP5. The speed loss as we climbed the wave didn't seem to be any different, but the surfing was obvious. This corroborated the stronger hurt we had on BP1 and BP2, which equated well to the greater help on these legs. I convinced Doug that we were too fast, even faster than the approximate 0.25 kn that we had predicted for the legs. I took out about another 0.25 kn, or fifty rpm. Doug again cautioned me about screwing up. I did worry about it, but every swell assuaged my concerns as we surfed down the face. I should mention that I always race *Suzy Q* with trim tabs off, as tabs on really accentuates wallowing in a following sea. We timed and raced *Living the Dream* with tabs off.

Then, about 0.8 nm from the end, we passed a racing mark buoy. Though it was a ways away, I went up to the flybridge, and, with my image-stabilized binoculars, I could see the same current direction as we saw the day before, but the current was much stronger. Another racer who also saw it called it a roostertail.

Haluk Akul, who passed away about ten years ago, was a champion log racer in the Bay area. He had come up to me after a race that I won and asked me, "*When you got the Time of Day at the midpoint of the legs, did you adjust your throttles one-half of what was needed in order to allow for uncertainties in throttle changes?*" I said no, that I used double the corrections, since there were no uncertainties, and I

had to correct for both halves of the leg. I called this, "Haluk's Rule", and many fellow racers who have heard the story do, too. *When you change rpm, make only one-half the correction you think you need, unless, of course, you are positive, like with Time of Day at midpoint.*

I didn't have much trouble convincing Doug we had to reduce throttle, but how much? I estimated that it was at least a 0.50 kn, but that was safe. That current had been with us for some time, and I assumed it was for the whole leg of 6.2 nm. An extra 0.25 kn for 6.2 nm needs eight times that much correction for 0.8 nm. I reduced throttle 220 rpm, over one knot. I did not follow Haluk's rule, as I was sure the current was well over the 0.50 kn that I now had in. As I moved the throttle, I said to Doug, Sue, and the boat owner, Ken Voight, "This will either totally blow the race or win it." For the next five minutes, my gut ground away as I worried about using that much correction. I said out loud several times, "Should I have done it, should I have done only half as much?"

Ken was our observer, and he announced our finish time – we were four seconds late – at least we would likely get the "closest to the pin". We were a total of only two seconds off for the final four legs. The input of the other times showed one second error on each of the first two legs – YES! CP3 was thirteen seconds slow – then a one second slow (still without any throttle corrections for current) and then ten seconds fast (still fast despite the fifty rpm reduction) on CP5, and the final leg, with its 220 rpm correction, was a *zero*!

Doug said luck was the only answer.

Bob Lindal

International Power Boat Association/North

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