



# Cruiser Log

**The Newsletter of the North American Cruiser Association**

Volume 09, Issue 3

June, 2009

## "Hey Ho, Hey Ho, It's to the Farallones We Go" (Part II)

In the last issue of *Cruiser Log*, I reveled you all with my trip out to the Farallon Islands with Tommy Charkins and promised to 'splain why getting *on* the island was a much different kettle of fish than getting *to* the island.

Fasten your seat belts...here we go.

Once one has arrived at the mooring buoy, one hasn't gotten on the island. Oh, no, not by a long shot. You see, there is no dock space for any boats at the Farallone Islands. It ain't that easy. A fellow with a little Boston Whaler speeds out from a cove after being lowered by crane into the water. You get an idea of what is in store watching this operation. Four or five of us got in the now overloaded Whaler and headed for the island. The crane now swings out again with a different contraption than was used to lower the boat. It is a Billy Pugh Ring. Picture a big ring, maybe six feet across, oriented horizontally with ratlines all round going up about eight feet to a smaller ring, also oriented horizontally, about three feet around. The lines are gathered to a small vertical steel ring about ten inches in diameter. It is

grabbed by a hook from the crane. This rig is lowered to the boat, and everyone steps onto the lower ring and holds onto the ratlines. Your feet are on the edge of the ring, and you hang on to the *outside* of the ratlines. Once we all have left the heaving, pitching boat, the crane raises us up, and up, oh, fifty feet or so and swings us inwards to a cement pad, where we are set. Now we are *on* the Farallones.

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It is desolate. It is teeming with birds. I have never seen so many. There is a bird every three feet or so in any direction, and he or she is announcing to all the world that *this* spot belongs to him or to her. The noise is deafening. You can walk only on planks, trying not to touch the ground. The ecology is fragile here. It can't hope to support the wildlife that occupies it.

At this point we are "free to move about the island" and climb to the top of the hill where the lighthouse sits. The view is spectacular. San Francisco and the coast are in the clear, and the Golden Gate Bridge is standing in relief where

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## Commodore's Corner

Spring has sprung for most of the country, and I'm sure our members up north are getting their boats ready for use.

Most of us are seasoned boaters, but we should always be aware of our guest's abilities. Recently, four anglers went fishing in the Gulf of Mexico; two of them were NFL players. Their tragedy in sixty-three degree water involved not knowing how to free their anchor in rough seas and not having an EPIRB onboard. The only one who survived was the one who stayed with the boat. The boat was found thirty-five miles offshore, after the United States Coast Guard spent two days searching approximately 20,000 square miles of water.

So, let's spring into safety with a review for every new guest who sets foot on our boats. A brief summary could save someone's life.

Be aware of your crew's swimming abilities and any health issues that they might have. Make sure everyone knows where the life jackets are stored and knows how to put them on and use them.

Most boaters' main fear is a fire onboard, so show your crew where the fire extinguishers are and how to use them. Pass the method on: point, aim, squeeze, and sweep the base of the fire.

In case of an emergency, make sure someone knows how to use the VHF radio and how to read the GPS coordinates.

Have all safety equipment onboard and advise guests where it is located; first aid kit, flashlights, flares, etc. Always leave a float plan with someone on shore and remember to stay with the boat if there is a problem, especially if you are out on a small boat.

Let's all have a safe and happy boating and predicted logging season.

**Robert VanLandingham, Jr.**  
Commodore

## From the Navigator

### Swell

Swell is the wave motion caused by a meteorological disturbance which persists after the disturbance has died down or moved away. Swell often travels for considerable distances out of its generating area, maintaining a constant direction as long as it remains in deep water.

As the swell travels away from its generating area, its height decreases, though its length and speed remain constant.

Two or three swells from different generating areas are often present, and these may be partially obscured by the waves also present. In the north Pacific Ocean, swell is normally average in length, and in the south Pacific Ocean, most swells are short or average in length.

### Currents

The driving forces for ocean currents are the earth's rotation, wind friction at the surface of the water, and variations in seawater density due to differences in temperature and salinity.

The interaction between wind and current has a major effect on climate and is studied for long-range weather prediction and for sea travel.

The main body of the north Pacific Ocean is dominated by a clockwise current, the North Pacific Current. The North Pacific Current, flowing east; the California Current, flowing southeast; and the

*(Continued on page 6)*

### 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

## IPBA/North Off to an Impressive Start in 2009

With three races successfully completed, IPBA/North is showing signs of a renaissance. Led by Ken Case and long-time racer Cliff Casad, both of Maydenbauer Bay Yacht Club (MBYC), participation from that club has grown from an occasional racer to an average of twelve boats per race this year. An MBYC novice, Clint Chaplin, placed second with an error of 0.6150% in the recent Queen City/Seattle Yacht Clubs' Eagle Harbor Contest. In fact, three of the top five places there were taken by novice racers.

In spite of the generally poor weather this winter and spring, predicted log contest days have given us reasonable weather. Of course, starting the season off by competing on Lake Washington does not hurt. Queen City Yacht Club's (QCYC) annual First of the Season Race in mid-January can have some challenges. Finding marks in wet snow or persistent mist has its drawbacks, and it is surprising how choppy the lake can get in twenty knots of wind. Boat heaters are essential!

This year saw a boat field of twenty-eight start north of the 520 floating bridge and run a twenty-mile course, north to Juanita, and south as far as Mercier Island. QCYC led the pack with "Fearless Leader" Bob Lindal in first place, followed by Dean "Dean of the Lake" Lentgis and Bill Anderson. With such a strong showing at the top of the list, QCYC also won the team trophy.

After venturing out into Puget Sound in February for the Annual Heavy Weather Race, sponsored by

our IPBA/South brethren of Bremerton Yacht Club, we returned to Lake Washington in March for MBYC's Boomerang Race. This is always a classy event, with Friday night entertainment and beautifully presented meals. March, as you can imagine, has some peculiar weather. A convergence zone formed over the lake the day of the race, so on any given leg, the wind varied from nothing to thirty knots and from any direction.

Undeterred, thirty-five boats ventured onto Lake Washington. This twenty-mile contest took us both north and south of the I-90 floating bridge and north, west, and south of Mercier Island. MBYC was determined to take back their team trophy, which has resided at QCYC for (being charitable) many years. But it was not to be. With Dean "Dean of the Lake" Lentgis taking top honors with 0.7157% error and "Fearless Leader" Bob Lindal, Dave Padgett, and Dick Timmerman in the top six, QCYC eked out a win.

QCYC owns a lovely outstation at Eagle Harbor, Bainbridge Island, on Puget Sound, and the annual Eagle Harbor Race, sponsored by both Queen City and Seattle Yacht Clubs is held there in April. This challenging twenty-two mile race was run during the neap tides, so the currents were not as challenging as they often are. The weather was rare and idyllic. Light wind and the Sound like a mirror. Our sailing brethren were also on the water and sharing a mark with us, but, pleasantly enough, there were no conflicts. Even the Washington State

*(Continued on page 6)*

### FUTURE NAI EVENTS (Tentative)

- 2009      Seattle, Washington
- 2010      Long Beach, California
- 2011      St. Petersburg, Florida
- 2012      San Francisco, California

### NACA FLAGS

NACA flags are available for purchase.  
Only \$25.00 each  
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## The Soggy Log (or *Mrs. Malloy* Goes North) - Part I

### High Adventures on the Inside Passage

**Jack & Marcia Hicks Spend Five Months aboard the *Mrs. Malloy*, Grand Banks 32, Hull #1  
May 1 through September 31, 1997**

John Steinbeck described it perfectly in "Cannery Row". In Chapter 8, Mr. and Mrs. Sam Malloy took up light housekeeping in an abandoned boiler next to the cannery. After spending the last five months in the wooden womb of *Mrs. Malloy*, listening to the rain and watching the boat deteriorate, the makings of a poem came together.

#### Thoughts Entertained in the Rain

A gray, dour day....

....made even bleaker as it is the first of May.

The cabin dark, moist and damp....

....even at best, lends itself to cramp.

Compassed round with short horizon....

....surrounded by rain drops, and the glass they lies-on.

Where glass and wood now soggly meet....

....once was seen as a solid seat.

Have you ever really contemplated rot?....

Not the miracle penicillium, a "what hath God wrought"-rought;

But a bald, virulent slime, that leads to naught-rot.

Paint and oil applied with toil....

....is mere delay on the way to decay.

Now looms the specter of a noble tree....

....its leaves aquiver in vengeful glee.

Linked arm by limb, its story bemuse us....

....to see its destiny unfold. The return to forest humus.

Would I have been brought to such low despair....

had I but bought Tollyware?

*Quartermaster Harbor, Vashon Island, Washington  
September 27, 1997*

#### Prologue

Marcia and I just took six months to cruise the western waters of Canada and Puget Sound. While this was a regular cruise in one sense, it was a far more meaningful event. It was one of the markers in our life, the kind that gains meaningful clarity only after you have gone past it and can look back.

Like the standard, colorless couple, John and Francis Wedd on the federal tax instructions, we were about to have what is called a high adventure.

Seven years of preparation for our trip started with the purchase of an old wooden Grand Banks 32 in 1990. The renovation taught me about the boat and its equipment. The United States Power Squadron night courses taught me how to properly use the boat, its equipment, and to navigate. Participation in predicted log racing allowed me to fine-tune the art of navigation, piloting, and helmsmanship. I came to know the nuances of how the boat feels

*(Continued on page 8)*

*IPBA/North Off to an Impressive Start in 2009  
(Continued from page 4)*

ferries are starting to recognize our IPBA race flag. The course took us on a round trip of half of Rich Passage, around Blake Island, across to the Seattle side into Elliot Bay, and back across the Sound to finish at Blakeley Rocks.

Again, QCYC's "Fearless Leader" Bob Lindal took top honors with 0.5248% error. Clint Chaplin of MBYC and IPBA Commodore Scott Strandjord of SYC rounded out the top three. Of the top five competitors, three were novice racers, and all five scored less than 1% error. Of course, "Predicted Log Racing is a Social Event" and the grill at the Eagle Harbor Club house worked overtime as a cook-your-own-steak dinner preceded awards.

Cruiser navigation contests are alive and well in the Pacific Northwest, and we are working on making them better. The next IPBA/N race is at Poulsbo Yacht Club in May. Planning has commenced for the 2009 North American Invitational in September and next year's Washington-to-Alaska contest. We are looking forward to the Barusch/Castagna in June.

Best wishes and safe racing from Puget Sound country.

**Bill Anderson**  
International Power Boat Association

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*Dean Lentgis' Kalos Felos at the Start*



*Boomerang Race Winner Dean and Sisty Lentgis*

*From the Navigator  
(Continued from page 3)*

Huroshio Current (or Japan Current), flowing north up the coast of Japan. Close to the equator at five degrees north latitude, the eastward-flowing Equatorial Countercurrent separates the north and south Pacific systems but sends most of its waters into the North Equatorial Current.

**Excerpt from Daily Program**  
**Holland America Lines**

**"Hey Ho, Hey Ho..." Part II**  
*(Continued from page 1)*

the sea meets the sky. It is amazing. One of the best parts of the whole affair is that not many people get to see this. It is very tough to get on the islands.

One of the more interesting places is the outfall pipe, where the gray water from the house empties into the ocean. When we were there, we visited about a dozen elephant seals, who hung out there. They were huge, weighing up to 5000 pounds each, and they were *ugly*. Wow, they looked like they had been hit by the ugly stick. And they smelled. Oh, my, did they smell. We looked at them and wondered how anything could be so ugly. They gazed back at us and probably thought the very same thing.

After an hour or so, all the gear was ashore, and the personnel change was complete. It was time to go. Don't forget the Billy Pugh Ring. That's the ride back to the boat. It is a bit tricky getting to the Boston Whaler this time. The seas are more choppy. We make it okay and board *Kumbaya*. Tommy had left for awhile and went fishing. He did good. You could go and catch salmon in those days. We would eat good that night.

The trip home was much smoother than the outbound trip, and we didn't spill a drop, even though we, again, bounced past the Potato Patch Shoal, also known as Four Fathom Bank. It gets one of its names from the lumber boats that sailed down from Oregon and Washington in days gone by. The ships had potatoes piled high on the decks. Usually all was fine until they had to cross the Potato Patch Shoal. It was so rough there, the potatoes often went overboard on particularly rough crossings. I recall coming back from Alaska on a cruise ship and seeing plates, glasses, people, and furniture that had stayed put for the whole cruise go flying when we crossed the Potato Patch.

I believe it is the Farallone Patrol that transports people out to the islands these days. I remember reading a memorial for a man who had a boat

named *Simba*. It was the boat that had made more trips than any other boat, ever. It went in any weather and conditions. The skipper never said, "No." *Simba* was a 43-foot Grand Banks, and it was wood.

Thanks for listening,

*Noel Diefendorf  
Predicted Log Racing Association of  
Northern California*

**Bless the Coast Guard Auxiliary**

Bless the United States Coast Guard Auxiliary (USCGAux). Every time you see USCGAux crews and boats (and, of course, regular USCG personnel), give them a friendly salute. They deserve it. Late last month (April 2007), near Homer, Alaska, the United States Coast Guard Auxiliary rescued thirteen people from a charter boat just before the vessel sank in thirty-nine degree water.

The USCGAux District 17 (Alaska) Coxswain Academy happened to be out on the water with two non-standard boats doing towing drills when it received a call about a boat taking on water. A 27-foot auxiliary vessel, powered by twin 250 horsepower outboards immediately responded and arrived to see a 40-foot charter boat with thirteen people aboard trying to stay afloat. The rear deck was awash, with the passengers staying on the forward deck, trying to stay dry. The auxiliary boat crew saved all aboard just thirty seconds before the stricken craft sank

The sunken vessel's life raft deployed and broke the surface one minute later.

*The Washington Times  
16 May 2007*

Wagner's music is better than it sounds.

- Mark Twain

### *The Soggy Log (or Mrs. Malloy Goes North) (Continued from page 5)*

and responds in any combination of wind, weather, and water that we might encounter.

In addition to learning how to maintain and operate a boat, both Marcia and I had to make necessary attitude changes. I had to learn patience until Marcia learned that ropes were lines, bumpers were fenders, and while port was left, starboard was right. I had to practice patience while Marcia practiced navigation and tying the boat to a dock. Marcia had to learn to take orders to insure our safety, because she doesn't like to be told what to do. Most difficult of all was for Marcia to accept the boat as a very important new addition to the family. This experience was somewhat akin to an unwanted pregnancy, but whose culmination becomes a loved child.

Our story spins out in several themes: weather, boating, people, sights, and food.

#### **Weather**

"It was a dark and stormy day..." This was the rubber stamp opening for the log entry. A boding that the weather might not be in our favor loomed as rain came as we headed up Shasta Grade and lasted until we reached Olympia. The wetting of *Mrs. Malloy* began.

Had we but known that our destination was the inside of a rain cloud, we might have turned around. But led by a dream, encouraged by well-meaning friends who had made the same trek, we felt comforted by the Spring soap television commercial. It featured shimmering blue waters, billowing white clouds, abiding serenity, and calm. "Come to supernatural British Columbia" ran the seductive pitch. In Canadian vernacular, supernatural really translates to supersaturated.

Slowly, we realized there is no reason to go to Alaska in a small boat to be wet and cold. We could be wet and cold in each port of call in Puget Sound, Gulf of Georgia, Desolation Sound, Prin-

cess Louisa Inlet, and beyond. What a relief. The serious decision of navigation devolved to a daily flip of the coin. "Do we stay here and get rained on, or do we plod on and get rained on at the next cove?" Tough decisions in a two hundred foot ceiling and less than a quarter of a mile visibility. In Canada, only float planes move in this kind of weather.

Bailing out the dinghy becomes a routine chore. Drying boat shoes in the oven lends an earthy taste to subsequent batches of corn bread. "In search of the perfect rain drop" becomes the quest when you can't become totally absorbed and indifferent to clime by reading trashy novels, napping, and dispiritedly scratching the vagabond itch.

The enthusiasm brought to the fresh, blank whitened page of a trip diary, a monumental journal to record sights and sounds and smells and sensations, quickly palls as you run out of clever ways to describe rain. Perhaps a definitive monograph exists on rain and its effect on a sedentary couple living in a floating telephone booth. I suspect anyone who attempts it becomes slightly deranged. A dull, vapid look about the eyes and a resigned slump to the shoulders are the signs. The almost silent squish of wet socks in damp sneakers and the ever-present whiff of mold are another giveaway. Desultory remarks about diesel perfume and the quaint odors of the head become minor topics of conversation, then complaint, then immature, passive-aggressive behavior, and a good pout.

We have experienced H<sub>2</sub>O first hand. That is, our bodies have been subjected to, immersed in, and caressed by water in all manner of disguise: rain, mist, cloud, moisture, dew, and general damp. We have felt drips, droplets, globs, and pates. We have sat and watched years of paint and teak oiling effort trickle away before our eyes.

From time to time, a peculiar cloud forms in the head. It takes shape. Has personality and moods. The cabin boasts five major leaks and several minor ones. Our rain gauge is a three-gallon bucket placed under the zipper closures to the upper deck.

*(Continued on page 10)*

**COASTAL EXPLORER TROPHY\* (NACA Championship)**    5/7/2009    Page 1 of 2

Best eight of first eight or 9 contests entered

Place	NACA#	Contestant	Boat	Assn	Contests Entered	Total Points	Avg Points
1	800	Gary Adalian	JONATHAN	SDCA	4	3879	970
2	919	Bob Lindal	SUZY Q	IPBAN	4	3861	965
3	883	Fay Baynard	PHASE OUT	SPYC	4	3796	949
4	983	George Babbit	GENERAL QUARTERS	IPBAS	4	3658	914
5	370	Mike Henry	PEACHY KEEN	IPBAN	5	3581	716
6	936	Bob Ehlers	JB & ME	SDCA	4	3575	894
7	2123	Bill Anderson	THE TILLIE	IPBAN	4	2985	746
8	937	Edward Denaci	MICROSHIP II	SDCA	4	2785	696
9	844	Irving Rubinstein	LORELEI	SDCA	4	2647	662
10	6209	Andy Gerde	OCEAN MAGIC	IPBAN	4	2615	654
11	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	3	2524	841
12	677	Bill Doherty	ALDEBARAN	SDCA	4	2482	620
13	958	Jim Anderson	FIDALGO	IPBAS	4	2432	608
14	739	Craig Ryan	BLACK JACK	SCCA	3	2404	801
15	2095	David Padgett	SLIP AWEIGH	IPBAN	3	2390	797
16	857	Jerry Downer	NOR'WESTER	IPBAS	3	2321	774
17	5177	Schell Harmon	HALF SCHELL	IPBAN	4	2238	560
18	296	Paul Pettit	ROSIE	SDCA	3	2146	715
19	933	David Weimer	JUST DESERTS	SDCA	3	2070	690
20	591	Robert Erly	LOIS	SDCA	4	2053	513
21	2115	Jeff Calabrese	LIVING WELL	SDCA	4	2039	510
22	6249	John Carlson	SOLMATES	IPBAN	4	2020	505
23	839	Fred Cole	MOUSE TRAP	IPBAN	3	1949	650
24	6234	Ken Case	RAZZLE	IPBAN	3	1939	646
25	818	John Murphey	HOMBRE	IPBAN	3	1919	640
26	6253	Clint Chapin	SOJOURN	IPBAN	3	1914	638
27	6123	Peter Dawson	GRIFFIN	SPYC	4	1866	466
28	704	Pete Healy	JINKIES	SCCA	2	1771	886
29	6109	Bob Yates	RHUMB LINE	IPBAN	3	1756	585
30	348	Dean Lentgis	KALOS FILOS	IPBAN	2	1741	870
31	724	Lynn Montgomery	LIKELY LADY	IPBAN	2	1724	862
32	2018	Chuck Silvernail	SOLMAR	IPBAN	3	1663	554
33	889	Owen Ritter	OUTBOUND	IPBAN	3	1613	538
34	2121	Bill Catlett	LISA MICHELLE	SCCA	2	1613	806
35	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	3	1600	533
36	5024	John Walker	PRIME TIME	SCCA	2	1594	797
37	6252	Bill Winberg	BILLY THE KID	SCCA	3	1562	521
38	5086	Bob Gautschi	SIRENA	IPBAGG	2	1550	775
39	909	Scott Strandjord	REDEMPTION	IPBAN	2	1548	774
40	3424	Bob Bruins	OCEAN PEARL	IPBAN	2	1516	758
41	959	Bruce Cullen	FANTOME	IPBAN	3	1472	491
42	6219	Dennis Sheehan	40 CUBITS	IPBAS	2	1457	728
43	6107	Vern Smith	PATTY WAGON	IPBAN	3	1438	479
44	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	2	1265	632
45	967	Karen Lieberman	KNOT FOR SALE	SPYC	2	1265	632
46	2016	Dan Frank	MOON SHINE	IPBAN	2	1246	623
47	2007	Michael Fontaine	TUFFY	SDCA	2	1243	622
48	732	Bill Findley	ANOTHER PROMISE	SCCA	2	1236	618
49	6256	Rick George	HALE KAI	SPYC	2	1234	617
50	720	Doug Lightheart	WINDRUSH IV	IPBAGG	2	1233	616
51	619	Don Larson	TEWASI	IPBAS	3	1154	385
52	941	Tom Chandler	RM II HYDE	SCCA	2	1137	568

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

Best eight of first eight or 9 contests entered

5/7/2009

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Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
53	6237	Maurice McGough	QUOTIDIAN	SPYC	2	1099	550
54	6239	Daryl Creighton	FREE SPIRIT	SCCA	3	1066	355
55	891	Leo Longenecker	REALITY CHECK	IPBAN	2	1039	520
56	6254	Marlette Wolleback	LYSGAARD	SCCA	2	1004	502
57	6143	Neil McClelland	FOREVER	IPBAGG	2	917	458
58	6135	Dale King	KINGS X	SCCA	1	917	917
59	6257	Richard Kay	MATANA	IPBAS	2	908	454
60	607	Jeff Swan	CLAIRE MARIE	IPBAN	1	905	905
61	6231	Marla Brown	SLIP AWEIGH	SCCA	2	903	452
62	6255	Gene Paxton	EVENTIDE	IPBAS	1	893	893
63	6212	Mike Burton	ROYAL CHINOOK	IPBAS	1	862	862
64	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	2	850	425
65	703	Edward Hedges	JO-SEA	IPBAN	1	840	840
66	2150	David Garland	LUCKY DOG	IPBAN	1	815	815
67	981	Michael Elovitz	LOVIT	SDCA	2	801	400
68	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	1	791	791
69	771	Tom Scott	SCOTT'S'N'WATER II	SCCA	1	780	780
70	2004	John Adair	PACIFIC STAR	IPBAS	1	771	771
71	6122	Don Murrary	KARA ANNE	SPYC	2	766	383
72	6214	JR Collier	SPELLBOUND	IPBAS	1	750	750
73	6232	John Carrosino	RENDEZVOUS	IPBAN	1	712	712
74	851	Bob Wheeler	CAROUSEL	IPBAS	1	709	709
75	2085	Kim Lorenz	TIRELESS	IPBAN	1	686	686
76	6248	Greg Abell	SEABELL	IPBAGG	1	660	660
77	4058	Terry Baker	CHOPPERS II	IPBAN	1	634	634
78	805	Ralph Salerno	ANCORA	SDCA	2	600	300
79	842	Team Klett/Elbon	KLETTITAT	IPBAN	1	494	494
80	951	Mike Leedy	SEA TRUST II	IPBAN	1	484	484
81	6251	Loretta Pieretta	SISSY DOLL	IPBAN	1	480	480
82	2014	Steve Castle	TANGO-RUMBA	IPBAN	1	443	443
83	6218	Dick Sapp	CASCADIA	IPBAS	1	425	425
84	2976	Tex Dominy	AFTER 5	IPBAN	1	423	423
85	6103	Del Hoffman	CAMEA BRANDON	IPBAN	1	411	411
86	6140	John Rodgers	NIRVANA	IPBAN	1	383	383
87	6114	Frank Iannuzzi	TUTTA BENE	SCCA	1	369	369
88	821	Jerry Wellnitz	VENTANA	SDCA	1	362	362
89	865	Bill Rumbold	SUNDANCE	IPBAN	1	361	361
90	2097	Craig Kenyon	LEGASEA	IPBAN	1	326	326
91	6142	Charles Billings	NOBSKA	IPBAN	1	320	320

*The Soggy Log (or Mrs. Malloy Goes North)*  
(Continued from page 8)

We got two buckets on a good day. We didn't attempt to turn on one overhead light in the salon when it filled up. We weren't sure what or who would light up.

Damon Runyon once wrote about one of his New York characters who would bet on anything. A favorite bet was which raindrop would reach the bottom of the pane first. He would have *loved* it here.

**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



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

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

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

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

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

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Spouse Name \_\_\_\_\_

Home Telephone \_\_\_\_\_

Office Telephone \_\_\_\_\_

Yacht Club or Other Boating Organizations \_\_\_\_\_

Boat Name \_\_\_\_\_

Please include your check payable to: NORTH AMERICAN CRUISER ASSOCIATION

ANNUAL DUES: \$10.00

CONTRIBUTION: \$ \_\_\_\_\_

TOTAL ENCLOSED: \$ \_\_\_\_\_

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



# Cruiser Log

The Newsletter of North American Cruiser Association

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



## Get Serious!

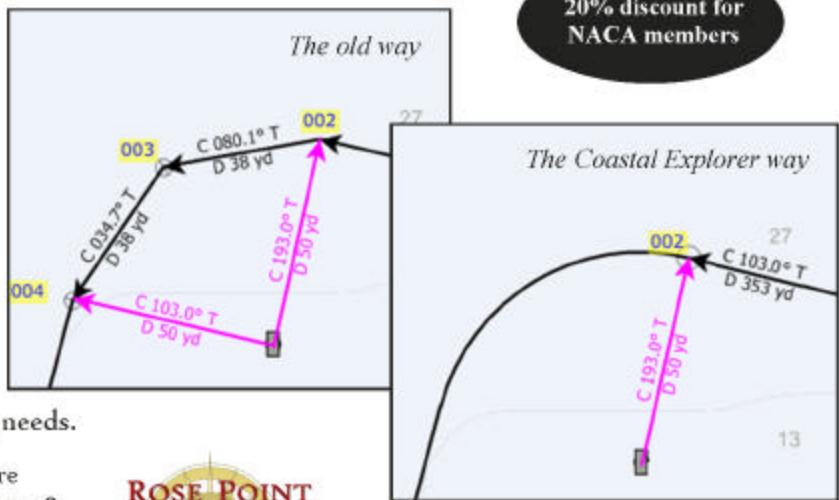
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