



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 09, Issue 5

October, 2009

2009 NAI According to Garry Adalian, or Luck of the Draw

Wednesday night at the NAI is always a fun night. It was no different at the beautiful Seattle Yacht Club in September for the 2009 NAI. All the contestants and their wives and crews arrive, and you get to say hello to old friends that you have made over the years.

Cocktails, heavy hors d'oeuvres, and a lot of story-telling for an hour or so starts the evening, leading up to the much anticipated boat drawing. Every contestant has a list in his pocket with the name and type of boats that are available, hoping that he/she might be lucky enough to draw the boat that they think will give them the best advantage for the race. The method of drawing the boats varies from race to race, depending on the inventiveness of the race committee. This time, I was relieved to find that all I had to do was pick a card to determine what sequence in the drawing I was, and then just spin a wheel with numbers on it. Las Vegas style. Much better for me than Pin the Tail on the Donkey or Name that Tune, which is fun for some, but always made me squirm.

Inside This Issue:

<i>Who's Who in NACA</i>	2
<i>NACA Objectives</i>	2
<i>Cruiser Log Deadlines</i>	2
<i>Commodore's Corner</i>	3
<i>Trophy History</i>	3
<i>Did You Know?</i>	3
<i>2009 Barusch/Castagna</i>	4
<i>Carl Johnson's 2009 NAI</i>	5
<i>The Soggy Log (Final)</i>	6
<i>NACA News</i>	7
<i>Nautical Terms</i>	9
<i>NACA Scores</i>	11
<i>Kidde Recall</i>	14
<i>NACA Application</i>	15

My card was a six, and I watched in anticipation, hoping that none of the five before me would spin number eleven, a Grand Banks 32, which was my first choice. Actually, there were quite a few trawler-style boats that would have been suitable, but the Grand Banks was the first choice, since my boat in San Diego is a GB 32. Spinning number eleven was great moment.....for just a moment.

Bob Lindal, our Master of Ceremonies for the evening, then informed me that the GB 32 had to withdraw from the competition, and the replacement boat was a 68-foot, 200,000-pound Nordhaven named *Zorro*. I had heard earlier that there was a big boat in the competition but hadn't heard that it had replaced the GB, so this really floored me. All I could think about was how the hell was I going to get this Queen Mary around the buoys of Bainbridge Island. I could read a bunch of minds in that room that were thinking the same thing. Maybe a few snickers too.

Thursday morning was the boat trials, and, since the owner, Bill Grady, had said the boat was new and had no numbers yet, we left the dock at 0730, fig-

(Continued on page 8)



North American Cruiser Association

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

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

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

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NACA Objectives

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

1. Publish and distribute a periodic newsletter known as the *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

I just got back from four days at Bob Bondurant's racing school with a friend. The reason I bring it up is that, as different as the two activities are, there are similarities between car racing and predicted log racing. Speed is not included, of course. But there are similarities.

The quickest way to get through a corner is to follow a racing line, which needs to be predicted in advance of increased speed. The closest way to match an on-the-water prediction of time between marks is to follow a straight line, done by back sighting.

On a race track, one needs to hit the turn-in point, apex, and exit point consistently. In logging, a contestant needs to locate and pass the called marks with the boat in the proper position.

On the race track, one needs the utmost concentration to stay on the racing surface and not run off the road or crash. In logging, a short time of concentration lapse can cause one to go off course, not call a mark, or miss a turn after a timed run.

These similarities of accuracy, concentration, and precision can be honed with practice and experience. Whether driving against others in a car or boating in a predicted log contest, you are ultimately competing against yourself. Preparation, practice, precision, and concentration will help you achieve your goal in either endeavor.

By the time you read this, the 2009 NAI in Seattle will have been completed. I hope all of the contestants will have had a great time and made it home safely.

Robert VanLandingham, Jr.
Commodore

Courage is the fear of
being thought a coward.
- Horace Smith

A Bit of Trophy History

When NACA spun off from the APBA in 1979, our new commodore, Walter Del Mar, asked Martini & Rossi if we might carry the APBA Martini & Rossi Championship Trophy over to NACA. On top of the Martin & Rossi Trophy was a beautiful shell sculpted in sterling silver. They responded by stating that we could retain the base, but they requested that we return the sterling silver shell.

Walter then did a search and located an elegant Waterford crystal globe that now sits atop what is currently known as the Coastal Explorer Predicted Log Championship Trophy. I believe that Walter donated the crystal globe for the trophy.

In the thirty years since NACA assumed it from Martini & Rossi in 1979, it has been sponsored by Gulfstar Yachts, Grand Banks Yachts, Offshore Yachts, and, presently, Rose Point Navigation.

It remains the most prestigious trophy in North American predicted log racing.

Tom Collins
Southern California Cruiser Association

Did You Know?

The zhiyuan (kite) is a Chinese invention. Introduced circa 600BC, kites were later used in the Chu-Han War (203BC) to deliver messages.

NEW COMPETITORS

Order copies of "Enjoy Log Racing"
Each helpful copy is full of facts and fun.
Only \$5 (plus shipping & handling)
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2009 Barusch/Castagna Contest

Cruiser navigation competitors from Puget Sound and Gulf of Georgia swept into Southern California on June 25, 26, and 27, 2009 and swept the field in the annual Pacific Coast Yachting Association Barusch/Castagna Trophy predicted log competition. Twelve contestants, representing eleven West Coast regions, tested their skills against the unusual currents and ocean swells off the shores between Newport Beach and Los Angeles. The weather was perfect, with light winds and moderate swells. The lovely host venue, Bahia Corinthian Yacht Club, was friendly, convenient, and helpful. And a great team led by Chairman J.D. Smith demonstrated that "Predicted Log Racing is a Social Event!"

Twelve area captains volunteered their boats for use by competitors, and it was an excellent collection of contest boats. They ranged from a 32' Tiara to a 60' Symbol. The first order of business was, of course, the Thursday evening boat drawing. A modified version of "Name that Tune" required quick wit and hand raising/whistle blowing coordination, which quickly led to chaos and laughter. The result was a truly random selection of boats by the contestants.

Friday provided a typically lovely Southern California day for boat trials. I was fortunate to draw *Billy the Kid*, a 60' Symbol, owned by Bill and Pat Winberg. They were perfect hosts and allowed me and my crew of Trish Anderson, Bob Lindal, and Sue Lindal free reign with the boat.

Knowing that the base speed for the event was nine knots with unlimited throttle adjustments, we established a speed vs. rpm curve. In addition, we established turn radius, time lost in turn, compass correction table, and other tidbits of information important to log racers. We used all of the four hours allotted for the purpose and returned to our digs to plan our run.

The interesting 30.8 nautical mile course took us along the shore, from the entrance buoy for Newport Bay to the Huntington Beach Pier, then off-

shore around a series of three oil platforms. The turns at the platforms were required to be constant radius turns between 200 and 300 yards from the platform centers.

Now that we were well off-shore with no landmarks ahead, the longest leg of the run took us over eight nautical miles to a buoy just over the visible horizon. Then, a short leg to the finish at the entrance buoy. It seemed a straight forward course until currents were introduced. Current data for Southern California waters is scanty at best! Bob and I searched the Web, reviewed old races, and talked with other mariners with experience in the area. We gave it our best shot and turned in my race predictions.

Can you imagine our consternation when, on the course, we find currents on one leg perpendicular to the currents on the next leg? We made our best guesses and had some success. Leg 3, on which we managed two seconds of error, led our score sheet with four other legs under 2% error. But that Leg 5, shortest leg of the course, with the perpendicular currents, 8.5% error. With a final score of 2.0894% error, we were not happy boaters. But, to the rescue came our hosts, the Winbergs. Once comfortably moored at Bahia Corinthian YC, we were plied with attitude adjusting beverages, considerably improving our state of mind.

The results, of course, were a carefully guarded secret until the awards banquet. An excellent dinner

(Continued on page 10)

NACA FLAGS

NACA flags are available for purchase.
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Call Bob Ehlers at 619.222.9446

2009 NAI According to Carl Johnson

After a long airplane trip from Boston, navigator Chuck Rubin and I settled in at the Marriott Residence Inn on the southern shore of beautiful Lake Union, Washington. On Wednesday evening, we learned that we were going to be paired with Linda and Fred Cole aboard their 45-foot vessel, *Mouse Trap*. Diane Benson and Jeff Swan were to be observer and scrutinizer.

Thursday morning dawned somewhat cloudy, but the waters of Lake Washington proved calm and apparently free of current. The measured mile lay alongside the Route 520 bridge and was easy to b- cate and run. We were able to check for compass deviation, since the course was roughly east to west. With numbers in hand, we completed prediction calculations. Although the Coles usually run *Mouse Trap* at 2100 rpm, we wanted to run at 8.5 knots, so 1700 rpm was selected to give a flat water speed of 8.43 knots. Three runs made at 1700 rpm were very repeatable, so we were comfortable with the decision.

The bridge on *Mouse Trap* is very large and accommodated crew, charts, and instruments without crowding. In anticipation of the contest, all current calculations were completed ahead of time. The contestant data provided (to be used for current calculations), although helpful, proved confusing at times, especially through Rich Passage.

On Saturday the 26th, the weather was perfect. We walked the length of Elliot Bay Marina to turn in our paperwork and waited to see where we would be slotted at the start. As it happened, the 68-foot leviathan *Zorro* was starting about three minutes behind us. We had visions of her huge bow looming over *Mouse Trap*'s transom on every turn during the second half of the contest. So, all aboard agreed that we should start about two and a half minutes early to give extra breathing room.

Then, off we went. The course is a piece of cake as long as your compass is right on, you keep the stopwatch handy for the timed runs, and you have a

good eye for distance off. In Rich Passage, a state ferry passed at a distance and posed no difficulty. Navigator Rubin had a chance to observe the buoys in this area for current strength, and it appeared to be what we predicted, except for the leg starting at the end of the 0.4 nautical mile timed run to Point White light, where the current disappeared. We increased rpm to compensate, but it was too late. After passing Pt. White light, we just barely crossed in front of a tug towing a small barge. Of course, at times like this everyone has a thought – will we make it – should we take a time out? But, we were okay.

Cruising up Port Orchard was nice and peaceful, and delicious sandwiches came out. We even found the end of Fletcher Bay Road. We passed through Agate Passage. Again, the current was less than expected. At this point, we were wondering how well we were doing with respect to distance off the mark. Our pelorus gave an approximation, but it is not very accurate. Navigator Chuck Rubin felt we were pretty good. Making the turn off Point Jefferson, *Mouse Trap* tangled a bit with competing vessel *Freedom*. However, all seemed to sort out without difficulty. The turn at the range (Agate Point and Monroe Point) was relatively straightforward. Some boats seemed to miss this, though.

Approaching Meadow Point raised the specter of entering an ongoing sailboat race. As we entered the field of sailboats, it became apparent that, be-

(Continued on page 10)

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)

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The Soggy Log (or *Mrs. Malloy Goes North*) - Part III (Final)

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**

Food

The provisioning of the larder was well-planned by the first mate. The use of ice and ice chests limited the amount of meat and time we could store it. We quickly fell in to the pattern of having to add ice every third day and re-supplying every five or six days. We could stretch out with canned goods an additional day or so.

A secret weapon turned out to be my grandmother's Dutch oven. A versatile pot. We fried bacon and eggs, made pot roast, short ribs and sauerkraut, wonderful lamb shanks, chicken and dumplings. It's great for popcorn. We ran four burners and the oven on propane. Ten pounds of propane lasted about twenty-six days. The oven saw a lot of traffic in muffins, cakes, pies, cobblers, cornbread, baked potatoes, baked yams, stuffed acorn squash, quiches, and sneakers. The galley is better equipped than the kitchen at home.

Canadians cut their meat differently, so this affects the taste somewhat. Chicken is pretty much chicken, but beef is a challenge, and pork is an enigma. Don't know what they feed their pigs, but chops, roast, and bacon all had a decidedly different flavor. We decided we didn't like it.

In hitting port, we had a routine. Dump the garbage, get ice, fill the water tanks, do laundry. Then head for the thrift shop, book exchange, bakery, and market. Buy meat on day one and ask the butcher to freeze it; we would pick it up when we did our main grocery shopping the next day.

At Lagoon Cove, we got a tip on how to preserve bread. Take the whole, un-sliced loaf and lightly brush on a thin coat of plain white vinegar. Wrap in paper, and it will keep several weeks. Works for

cheese also.

The menu was varied, and the weak spot was the aperitifs at sundown. The Canadians tax spirits very heavily to pay for their medical system. So, even bargain barrel quality wine was dear. Most Canadians brew their own with quality results. What the boat needs is a good wine cellar. I figure it might just fit between the bowling alley and the pool table.

The pubs overall have pretty good food. Moby's at Ganges had the best fish and chips. The rule we learned the hard way twice is that if you enter a restaurant and there are no patrons, leave. Quick.

The most overpriced meal was tea at the Empress. The surprise best luncheon was the Sidney Tea House, where we escaped out of the rain. The bakery in Poulsbo had the best blueberry pie, but Ganges was very close. We had the very worst Chinese dinner ever at Powell River. Remember, if you are the only customers, don't be.

Epilogue

What we learned:

1. Preparation pays off. We were never in doubt about the boat's ability to handle any sea condition.
2. There was more stress than we thought. The rainy spring flooded the waters with logs, deadheads, docks, pilings, barrels, tubs, and trash. Anything that could float and get in your way, did. We spent far more energy keeping watch in reduced visibility than was expected. And the thing you hit, you didn't see.
3. Radio reception was generally poor. After putting in a SSB, I couldn't get Vancouver/Victoria radio but kept up to date on the soccer

(Continued on page 7)

The Soggy Log—Part III (Final)
(Continued from page 6)

- scores in Britain, courtesy of BBC.
4. With the drought years over, obtaining water and ice was not a problem. Getting rid of garbage was the challenge. You pay to get rid of it. The kayakers go ashore to burn what will burn and deep six the rest.
 5. Holding tanks are not common. The fact that 90% of e-coli and other bacterium are destroyed by osmotic pressure when exposed to salt water within one hour is not completely reassuring. You keep thinking of that other 10%...
 6. The larger the boat, the smaller the dog. For example, the 140' Feadship at Ganges on Salt Spring Island. The first mate carried off her yippy-skippy dog in her purse. The 26' Bayliner had two 85-pound Huskies. Live ballast and warmth at night is what we guess.

I also came to understand the prayer, "O God, your ocean is so vast and my boat is so small." As we moved further north, the sense of really being alone sank in. It adds another dimension of stress when you are out of range for any immediate response to an emergency call.

The vision of the final scene plays out with a small oil slick where we went down. What would float to the top as a final marker? With my luck, it would be the world's worst detective story that we got at a book exchange, where, after savoring each word and following a twisted and arcane plot, can you believe it, the "butler did it".

The epitaph would read: "Middling sailors, lacked taste."

EXPERIENCED PREDICTED LOGGERS

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NACA News

During the 2009 NAI awards dinner on Saturday night, September 26, 2009, the following new slate of NACA officers for 2010 was installed:

Commodore: Bob Lindal
Vice Commodore: Craig Ryan
Rear Commodore: Jeff Calabrese
Secretary/Treasurer: John Vignocchi
Jr. Staff Commodore: Robert VanLandingham, Jr.

NACA Directors-at-Large:
Bill Winberg - Southern California Cruiser Assn.
Marty Muir - San Diego Cruiser Association
Duke Wheeler - St. Petersburg Yacht Club
Neil McClelland - IPBA/Gulf of Georgia

NACA Staff Commodore Al Smith presented the prestigious Lou Gandelman Perpetual Trophy, which is awarded to a member who has made a significant contribution over time to the development of the sport of predicted log racing. It was deservedly awarded to Bob Lindal of IPBA/North.

The winner of the 2009 NAI was Garry Adalian of San Diego Cruiser Association, with a score of 0.0721%.

The tentative dates of future NAI's were announced as:
08/07/10 SCCA at Shoreline YC, Long Beach, CA
10/15/11 St. Petersburg YC, St. Petersburg, FL
08/04/12 Chicago YC, Chicago, IL

Additionally, it should be noted that Rose Point Navigation Systems generously donated three copies of the popular Coastal Explorer Program, which were raffled and auctioned off at various functions over the entire course of the event.

All in all, a very good time was had by all who attended the gala event, hosted by Seattle Yacht Club.

Tom Collins
Southern California Cruiser Association

Luck of the Draw
(Continued from page 1)

uring this was going to be a long morning. *Zorro* had a beautiful bridge with all the bells and whistles. However, both Bob Ehlers, my helmsman, and I felt we needed the visibility of the flybridge. The fly-bridge had all the bells and whistles too, except for one. A wheel. There was just this little joy stick that was part of the auto pilot. Bob said to give it a go, so we headed for the measured mile on the south side of the bridge on Lake Washington.

One thing became apparent right away. Whereas the joy stick was fine for making turns, it was not good for steering the boat. Once you make a turn, you have to put it on the auto pilot.....fast. But then something else became apparent. Once you put it on auto pilot, the boat was rock solid, holding the heading to a degree.

Then we discovered the rpm varied all the way from 1459 to 1460. This was going to be one hell of a platform to run a race on if we could just get some good speeds and turns. Bill told us that the boat seemed to like 1460 rpm, and, after just a few runs, that gave us a speed of 8.64 knots. All that was left was the turns.

This was a shocker. My GB 32 takes 28 seconds to do a 180 degree turn. *Zorro* took 62. When I did my spread sheet, I had a total of four minutes and four seconds of turns on the race alone. All I could think was if we have as much time in errors on the race as we do in the turns, we're dead meat.

After a fairly restless night (thinking of turns), Saturday morning showed calm, with only some high clouds. Arriving Elliot Bay Marina, Puget Sound showed smooth water, and I couldn't help thinking that if conditions stay like this for the next five hours, we could have a real fighting chance for a good race.

Puget Sound can be a real bear with the currents (up to seven knots through Agate Pass) and inclement weather conditions. I feel it gives the local racers a real advantage, especially against us Southern Cali-

fornians, where we call a current of one knot rip-snorting. Today, with the strongest currents forecast to be .8 knots around Pt. White and only .4 through Agate Pass (it was actually 1.2 knots), coupled with the benign weather conditions that the day promised to be, we now had a level playing field. It could be anyone's race.

We started right on our predicted start time with no conflict with other boats. Decatur Reef buoy was the first check point and the first point where we could get an idea of the currents. However, at 200 yards abeam and only .2 knots predicted, we got no indication. By the time we got to the 'R' buoys, we started seeing current as we had predicted.

It was here that some fast-moving ferry boat started honking at us, suggesting that we get the hell out of his way. Going past R6 showed a lot more current, but, by the time we got to R8, there was nothing. We had predicted from .5 to .8 from R6 to White Pier, and, going by Pt. White Light, CP 2, there was still nothing, and I realized we had busted that leg.

We pushed it up the full 10% all the way to White's Pier, but it still wasn't enough. Approaching Agate Pass, we had predicted a push due to the current changing to an ebb, but it was still weak. It was hard to read the buoys while we were approaching Agate Bridge. It wasn't until we got to R2 that we realized the current was a lot stronger.

But R2 was only a route point, so we had all the way to Jefferson Pier to correct, **if** we could find

(Continued on page 9)

FUTURE NAI EVENTS
(Tentative)

- 2010 Long Beach, California
- 2011 St. Petersburg, Florida
- 2012 Chicago, Illinois

Luck of the Draw
(Continued from page 8)

something to correct on. A crab pot with its line hanging straight down gave us a good tip, and we left the throttles alone. The biggest challenge of the race (besides guessing 750 yards off of Indiana Pier) was going to be correctly calling the range from Pt. Monroe to Agate Point. Miss that one, and your ninety degree turn to the Blind Point by Meadow Pt. would be a real bust.

In the skippers' meeting two days before, they had shown photos of the line-up for the two points, which was a real help. Except for that honking ferry boat on the back side of Bainbridge Island, there was no conflict with other boats until we were approaching the final stretch.

There was a large sailboat race at Meadow Pt. buoy, where a lot of us were starting to get close together for the 1500 finish thirty minutes later. Luckily, the winds were light, so it made it easier to dodge all the sailboats that were milling about with their index fingers in the air. We finished at 1500:07, just seven seconds off our predicted finish time, but in the middle of a lot of other boats finishing at the same time.

Figuring our score, we came in with a .7207% corrected, which normally would have put a sly smile on anyone's face. However, with all the other boats finishing within seconds of us, I began to wonder if we had even finished in the money.

At the peel-off before dinner, it looked like my fears might be founded. Bob Lindal started the peel-off by announcing the top five net errors. Our seven second net was only fifth. A good net error doesn't mean you are going to have a good race, but without a good net error, you definitely are **not** going to have a good race. Halfway through the peel-off, there were two .4's, some .6's and .7's, with only two racers just over 1.0%; my apprehension kicked up a notch.

We had to look at those scores all through dinner until Bob continued the peel-off for the last four

legs. Legs 4, 5 and 6 showed it was still a horse race, and the winner wouldn't be apparent until they peeled off Leg 7.

Bob then announced he would call the winning boats starting with third place. When he called a score of .96%, we knew we were in the money. Money, hell, we were second or first! Then, in a blur, he called second with a "point 7..... (long, long pause)...9", and, with a small coronary, we knew the big boat had won.

The hospitality of Seattle Yacht Club was suburb, as was the race committee and support people. Great conditions and light currents, coupled with the big boat that was just as solid as Gibraltar is what gave us the opportunity to finally win the NAI. One more good thing about running a big boat like *Zorro*. Nobody, but nobody, cut us off.

Garry Adalian
San Diego Cruiser Association

Nautical Terms

Aloof

From the old Dutch word loef, meaning windward. It was adopted by English sailors in the sixteenth and seventeenth centuries. In books of old voyages, it is written variously as aluffe, a-luff, and aloof.

It describes a vessel which is sailing along a lee shore with her head pointing into the wind to prevent her being set inshore.

It is also said of a vessel, amongst a fleet of ships, which sails higher into the wind, so that she draws apart. Thus, it has come to mean "one who stands apart".

Son of a Gun

A complimentary term for a sailor, suggesting he

(Continued on page 10)

*2009 Barusch/Castagna Contest
(Continued from page 4)*

prepared by the yacht club staff was followed by a leg by leg peel-off of results. Race master and contestant Craig Ryan acted as master of ceremonies and kept us all in suspense until the very end. For my team and me, it became almost painfully apparent that we performed much better than we initially expected. The pins and needles upon which we were sitting forced Bob Lindal to his feet! I was not far behind.

As it was revealed that Bob Gautschi (Gulf of Georgia) was in fourth place, Mike Henry (Puget Sound South), in third place, and Fred Cole (Puget Sound South), in second place, Bob and I invented a new dance! We led the pack from the Pacific Northwest to a clean sweep, bringing both the individual Barusch Trophy and the Castagna Team Trophy back to Puget Sound yacht clubs. Joe Castagna, sponsor and presenter of the Castagna Team Trophy, remarked that he was sending the team trophy back to Puget Sound, where it appeared to reside permanently. It was a truly memorable event, and I look forward to defending the Cup next year.

Bill Anderson
International Power Boat Association

*Nautical Terms
(Continued from page 9)*

was a natural, born to the job, or, more precisely, born on the job.

It comes from the time when women shared the gun deck accommodation with men aboard ships in port and sometimes at sea. Since the working spaces and gangways had to be kept clear, the only undisturbed place a woman could give birth to a child would be behind screens between the guns.

The expression also meant being conceived alongside a gun, since a hammock wasn't convenient for that sort of thing.

*2009 NAI According to Carl Johnson
(Continued from page 5)*

cause of lack of wind, they were not moving very much. Picking our way through them thus was not a problem, and we did not have to suffer the usual indignity of their various complaints, verbal or otherwise.

Four Mile Rock is a pretty sight, but keeping it five hundred yards to port is hard to do. On the final leg, we were ahead of the pack, as we had expected with an early start. *Mouse Trap* crossed the finish line within one second of 1500 (accounting for our early start). Knowing that being close at the finish is nice (i.e., might win a bottle of wine in some contests), it's no guarantee that the rest of the contest is as good. And as the peel-off revealed, there were plenty of seconds of error in between. After three legs, *Mouse Trap* stood tenth in a field of eleven. Oops! The committee let us stew over this during dinner. And stew we did.

While basking in the glow of a couple of glasses of wine, the final four legs were peeled and revealed that *Mouse Trap* had clawed her way up to third place, a very respectable finish.

Many thanks to the IPBA/N committee and crew for a superior NAI, one that will always be remembered for its excellent organization and weather.

Carl Johnson
New England Cruiser Association

Editor's Note—The complete results of the 2009 NAI are now posted on the NACA website:
<http://www.predictedlog.org>

A bank is a place
where they lend you an umbrella
in fair weather and
ask for it back when it begins to rain.
- Robert Frost

RMS Queen Mary

9/8/2009

Best 10 of first 11 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	919	Bob Lindal	SUZY Q	IPBAN	9	8221	913
2	800	Gary Adalian	JONATHAN	SDCA	9	7591	843
3	936	Bob Ehlers	JB & ME	SDCA	9	7341	816
4	937	Edward Denaci	MICROSHIP II	SDCA	9	7073	786
5	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	8	6790	849
6	677	Bill Doherty	ALDEBARAN	SDCA	9	6010	668
7	2123	Bill Anderson	THE TILLIE	IPBAN	8	5875	734
8	2095	David Padgett	SLIP AWEIGH	IPBAN	7	5747	821
9	982	George Babbit	GENERAL QUARTERS	IPBAS	7	5564	795
10	839	Fred Cole	MOUSE TRAP	IPBAN	8	5481	685

St Petersburg YC Perpetual

9/8/2009

Best 4 of first 5 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	800	Gary Adalian	JONATHAN	SDCA	5	3879	970
2	919	Bob Lindal	SUZY Q	IPBAN	5	3871	968
3	348	Dean Lentgis	KALOS FILOS	IPBAN	5	3817	954
4	883	Fay Baynard	PHASE OUT	SPYC	5	3796	949
5	834	John Walker	PRIME TIME	SCCA	5	3761	940
6	982	George Babbit	GENERAL QUARTERS	IPBAS	5	3658	914
7	705	Herbert Dover	COASTWATCHER	SMBPF	5	3609	902
8	2095	David Padgett	SLIP AWEIGH	IPBAN	5	3579	895
9	936	Bob Ehlers	JB & ME	SDCA	5	3575	894
10	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	5	3450	862

Herbert L. Stone Perpetual

9/8/2009

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

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	919	Bob Lindal	SUZY Q	IPBAN	6	5781	964
2	800	Gary Adalian	JONATHAN	SDCA	5	4727	945
3	936	Bob Ehlers	JB & ME	SDCA	5	4660	932
4	883	Fay Baynard	PHASE OUT	SPYC	5	4499	900
5	705	Herbert Dover	COASTWATCHER	SMBPF	5	4127	825
6	834	John Walker	PRIME TIME	SCCA	4	3761	940
7	964	Burnell Blockhus	LOLITA	SMBPF	4	3162	790
8	6256	Rick George	HALE KAI	SPYC	4	3160	790
9	348	Dean Lentgis	KALOS FILOS	IPBAN	3	2956	985
10	6123	Peter Dawson	GRIFFIN	SPYC	5	2703	541

George M. Codrington Perpetual

9/8/2009

Best 5 of first 7 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	919	Bob Lindal	SUZY Q	IPBAN	7	4860	972
2	800	Gary Adalian	JONATHAN	SDCA	7	4727	945
3	936	Bob Ehlers	JB & ME	SDCA	7	4660	932
4	348	Dean Lentgis	KALOS FILOS	IPBAN	5	4589	918
5	2095	David Padgett	SLIP AWEIGH	IPBAN	7	4527	905
6	883	Fay Baynard	PHASE OUT	SPYC	6	4499	900
7	982	George Babbit	GENERAL QUARTERS	IPBAS	7	4476	895
8	834	John Walker	PRIME TIME	SCCA	5	4472	894
9	705	Herbert Dover	COASTWATCHER	SMBPF	6	4335	867
10	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	7	4323	865

COASTAL EXPLORER TROPHY* (NACA Championship)

Best eight of first eight or 9 contests entered

9/8/2009

Page 1 of 3

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	919	Bob Lindal	SUZY Q	IPBAN	9	7576	947
2	936	Bob Ehlers	JB & ME	SDCA	9	6972	872
3	800	Gary Adalian	JONATHAN	SDCA	9	6950	869
4	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	8	6790	849
5	937	Edward Denaci	MICROSHIP II	SDCA	9	6469	809
6	2123	Bill Anderson	THE TILLIE	IPBAN	8	5875	734
7	2095	David Padgett	SLIP AWEIGH	IPBAN	7	5747	821
8	677	Bill Doherty	ALDEBARAN	SDCA	9	5710	714
9	982	George Babbit	GENERAL QUARTERS	IPBAS	7	5564	795
10	839	Fred Cole	MOUSE TRAP	IPBAN	8	5481	685
11	370	Mike Henry	PEACHY KEEN	IPBAN	7	5337	762
12	705	Herbert Dover	COASTWATCHER	SMBPF	6	4853	809
13	883	Fay Baynard	PHASE OUT	SPYC	6	4799	800
14	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	7	4635	662
15	348	Dean Lentgis	KALOS FILOS	IPBAN	5	4589	918
16	825	Jeff Calabrese	LIVING WELL	SDCA	9	4539	567
17	834	John Walker	PRIME TIME	SCCA	5	4472	894
18	591	Robert Erly	LOIS	SDCA	9	4400	550
19	739	Craig Ryan	BLACK JACK	SCCA	6	4191	698
20	844	Irving Rubinstein	LORELEI	SDCA	7	4164	595
21	6252	Bill Winberg	BILLY THE KID	SCCA	6	4096	683
22	857	Jerry Downer	NOR'WESTER	IPBAS	6	4040	673
23	6209	Andy Gerde	OCEAN MAGIC	IPBAN	7	3989	570
24	933	David Weimer	JUST DESERTS	SDCA	6	3968	661
25	958	Jim Anderson	FIDALGO	IPBAS	7	3805	544
26	964	Burnell Blockhus	LOLITA	SMBPF	5	3628	726
27	981	Michael Elovitz	LOVIT	SDCA	7	3577	511
28	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	6	3540	590
29	619	Don Larson	TEWASI	IPBAS	6	3303	550
30	6256	Rick George	HALE KAI	SPYC	4	3160	790
31	909	Scott Strandjord	REDEMPTION	IPBAN	4	3142	786
32	6239	Daryl Creighton	FREE SPIRIT	SCCA	6	3007	501
33	806	Michael Fontaine	TUFFY	SDCA	6	2996	499
34	5177	Schell Harmon	HALF SCHELL	IPBAN	5	2927	585
35	818	John Murphey	HOMBRE	IPBAN	4	2894	724
36	2140	Team Lurie/Livingston	SUNRISE QUEEN	SMBPF	5	2871	574
37	5086	Bob Gautschi	SIRENA	IPBAGG	4	2841	710
38	6257	Richard Kay	MATANA	IPBAS	5	2815	563
39	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	6	2740	457
40	6253	Clint Chapin	SOJOURN	IPBAN	4	2726	682
41	6123	Peter Dawson	GRIFFIN	SPYC	5	2703	541
42	805	Ralph Salerno	ANCORA	SDCA	6	2667	444
43	720	Doug Lightheart	WINDRUSH IV	IPBAGG	4	2654	664
44	941	Tom Chandler	RM II HYDE	SCCA	5	2614	523
45	6234	Ken Case	RAZZLE	IPBAN	4	2505	626
46	2018	Chuck Silvernail	SOLMAR	IPBAN	4	2434	608
47	959	Bruce Cullen	FANTOME	IPBAN	4	2427	607
48	6109	Bob Yates	RHUMB LINE	IPBAN	4	2404	601
49	967	Karen Lieberman	KNOT FOR SALE	SPYC	4	2217	554
50	724	Lynn Montgomery	LIKELY LADY	IPBAN	3	2208	736
51	296	Paul Pettit	ROSIE	SDCA	3	2146	715
52	6219	Dennis Sheehan	40 CUBITS	IPBAS	3	2128	709

COASTAL EXPLORER TROPHY* (NACA Championship)

Best eight of first eight or 9 contests entered

9/8/2009

Page 2 of 3

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
53	732	Bill Findley	ANOTHER PROMISE	SCCA	3	2098	699
54	6122	Don Murraray	KARA ANNE	SPYC	4	2071	518
55	6107	Vern Smith	PATTY WAGON	IPBAN	4	2045	511
56	6231	Marla Brown	SLIP AWEIGH	SCCA	4	2031	508
57	6249	John Carlson	SOLMATES	IPBAN	4	2020	505
58	6235	Marlette Wolleback	LYSGAARD	SCCA	3	1795	598
59	704	Pete Healy	JINKIES	SCCA	2	1771	886
60	2016	Dan Frank	MOON SHINE	IPBAN	3	1710	570
61	6021	Gary Coles	SOPHISTICATED LADY	WLECA	2	1690	845
62	2150	David Garland	LUCKY DOG	IPBAN	2	1647	824
63	889	Owen Ritter	OUTBOUND	IPBAN	3	1613	538
64	2121	Bill Catlett	LISA MICHELLE	SCCA	2	1613	806
65	703	Edward Hedges	JO-SEA	IPBAN	2	1549	774
66	6215	George Gregg	NOBLE	IPBAS	4	1542	386
67	132	Robert Johnson	SCHOTTISCHE IV	IPBAN	3	1540	513
68	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	3	1518	506
69	3424	Bob Bruins	OCEAN PEARL	IPBAN	2	1516	758
70	607	Jeff Swan	CLAIRE MARIE	IPBAN	2	1492	746
71	821	Jerry Wellnitz	VENTANA	SDCA	2	1279	640
72	628	Dennis Mintus	WINTER STORM	WLECA	2	1254	627
73	712	William Stewart	TUITION FREE	WLECA	2	1254	627
74	842	Team Klett/Elbon	KLETTITAT	IPBAN	2	1244	622
75	6255	Gene Paxton	EVENTIDE	IPBAS	2	1213	606
76	6248	Greg Abell	SEABELL	IPBAGG	2	1185	592
77	6103	Del Hoffman	SIDNEY ROSE	IPBAN	2	1141	570
78	2004	John Adair	PACIFIC STAR	IPBAS	2	1112	556
79	6237	Maurice McGough	QUOTIDIAN	SPYC	2	1099	550
80	891	Leo Longenecker	REALITY CHECK	IPBAN	2	1039	520
81	4058	Terry Baker	CHOPPERS II	IPBAN	2	1036	518
82	6232	John Carrosino	RENDEZVOUS	IPBAN	2	1012	506
83	5151	Dale Ellis	CHACKIT UP	WLECA	1	954	954
84	2097	Craig Kenyon	LEGASEA	IPBAN	2	953	476
85	914	Neil McClelland	FOREVER	IPBAGG	2	917	458
86	833	Dale King	KINGS X	SCCA	1	917	917
87	6212	Mike Burton	ROYAL CHINOOK	IPBAS	1	862	862
88	6119	Rich Vale	MEGA BYTES	WLECA	2	818	409
89	2014	Steve Castle	TANGO-RUMBA	IPBAN	2	804	402
90	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	1	791	791
91	771	Tom Scott	SCOTT'S'N'WATER II	SCCA	1	780	780
92	865	Bill Rumbold	SUNDANCE	IPBAN	2	776	388
93	6214	JR Collier	SPELLBOUND	IPBAS	1	750	750
94	736	JD Smith	SAFARI	SCCA	1	737	737
95	6227	Myron Scherer	STARLING	WLECA	1	736	736
96	851	Bob Wheeler	CAROUSEL	IPBAS	1	709	709
97	2085	Kim Lorenz	TIRELESS	IPBAN	1	686	686
98	6262	Steve Nash	CHEERS	SCCA	1	641	641
99	6261	Pete St. Phillip	PAGEANT II	SCCA	1	612	612
100	6260	Rock Rockwell	R TIME	SCCA	1	550	550
101	6258	Mark Backstrom	SEABOOPLAY	IPBAN	1	546	546
102	6245	Robert Malicki	ENDEVOUR	WLECA	1	518	518
103	6238	Gary Dove	MOON SHINE	IPBAN	1	505	505
104	951	Mike Leedy	SEA TRUST II	IPBAN	1	484	484

COASTAL EXPLORER TROPHY* (NACA Championship)

Best eight of first eight or 9 contests entered

9/8/2009

Page 3 of 3

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
105	6251	Loretta Pieretta	SISSY DOLL	IPBAN	1	480	480
106	6218	Dick Sapp	CASCADIA	IPBAS	1	425	425
107	2976	Tex Dominy	AFTER 5	IPBAN	1	423	423
108	6242	Loretta Schutten	SISSY DOLL	IPBAN	1	423	423
109	697	Gordon Dickson	SEA BEAR II	IPBAN	1	406	406
110	6140	John Rodgers	NIRVANA	IPBAN	1	383	383
111	2120	Jim Richards	EXPLORER	IPBAN	1	382	382
112	6114	Frank Iannuzzi	TUTTA BENE	SCCA	1	369	369
113	6259	Jeff O'Leary	SERENDIPITY (SCCA)	SCCA	1	362	362
114	6241	Phil Osterli	NORDIC SPIRIT	IPBAN	1	353	353
115	6142	Charles Billings	NOBSKA	IPBAN	1	320	320
116	74	Robert Roth	NIGHTWATCH	SCCA	1	300	300
117	6133	Janice Berner	APRES SOL	SPYC	1	300	300
118	6224	Team Frankel/Terris	KINDRED SPIRIT	SMBPF	1	300	300
119	6250	Mike Dwight	ENCHANTER	SCCA	1	300	300
120	2056	Dave Charnet	DOLPHIN (WLECA)	WLECA	1	300	300
121	6236	Rich Dixson	TWO DADS DREAM	IPBAN	1	300	300

Kidde Recall

The U.S. Consumer Product Safety Commission, in cooperation with the firm named below, announced a voluntary recall of the following consumer product. Consumers should stop using recalled products immediately unless otherwise instructed.

Name of product: Kidde XL Fire Extinguishers
Units: About 167,000

Distributor: Walter Kidde Portable Equipment, Inc., of Mebane, N.C.

Hazard: The pressurized cylinders in the recalled fire extinguishers could lose pressure and fail to operate. In the event of a fire, this failure could put a consumer and property at risk.

Incidents/Injuries: None reported.

Description: This recall involves the Kidde XL Fire Extinguishers with model numbers FX340SC, FX340H, FX340GW, XL5MR, FX210R, FX340SC-s, FX210W, XL2.5TCZ-4, E-340-3 and with manufacture dates between October 2007 and April 2008. "Kidde" and the model number can be

found on the label on the front of the extinguisher. The manufacture year is on the bottom of the extinguisher. If your extinguisher is one of the listed model numbers and is marked with the year 07 or 08, contact Kidde to determine if you have a recalled extinguisher.

Sold at: Department, home, and hardware stores nationwide from October 2007 through April 20-08 for about \$35.

Manufactured: in Mexico.

Remedy: Consumers should immediately inspect the pressure gauge. If it points to the red zone, contact Kidde to receive a free replacement extinguisher. If the gauge is not in the red zone, but you have questions about an extinguisher within the listed model numbers, please contact Kidde for additional information.

Consumer Contact: For additional information, contact Kidde at 888.345.4407 between 8 a.m. and 5 p.m. ET, Monday through Friday, or visit the firm's web site at www.kidde.com.



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 _____

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Spouse Name _____

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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!

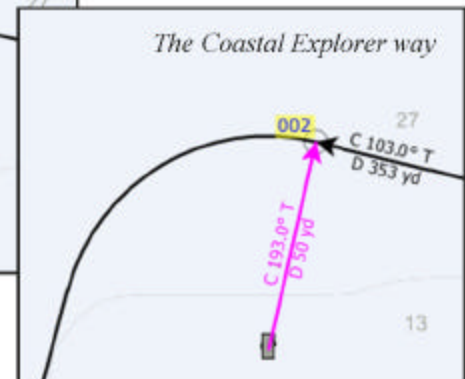
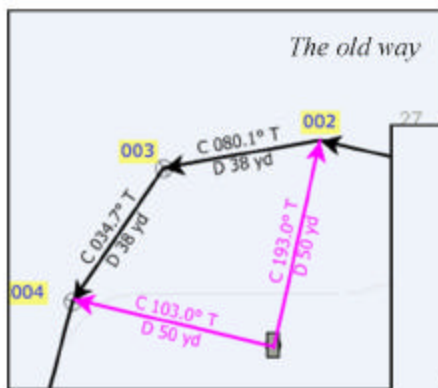
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