



# Cruiser Log

The Newsletter of the North American Cruiser Association

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April 2013

## EZ Entry Brings Six New Skippers to SCCA Season Opener

The Southern California Season Opener predicted log regatta was run on March 2, hosted by Long Beach Yacht Club. Of particular note was that out of sixteen entrants, six of them were participating in their very first regatta. Regatta Chairman Bobby Frazier attributes this to the EZ Entry provision where an interested skipper can simply show up at the skippers meeting the evening before the regatta and be entered in the event without the need to run the measured mile to determine the speed of the boat or to prepare a predicted log.

At the skipper's meeting the interested skipper is given a copy of the regatta course instructions including a description of the marks to be called and the course headings. He is also provided an observer if needed and assigned a starting time. Note that the Season Opener is typically designed as a simple "buoy-to-buoy" course where the marks are all straightforward visual checkpoints that can be easily navigated to and marked.

The following morning the new skipper then proceeds to the starting mark, starts at the assigned time, and runs the course while attempting to maintain a constant speed. For this event they even went one step farther, EZ Entry skippers were permitted to use all functions of the GPS - including speed.

### Inside This Issue

<i>Who's Who in NACA</i>	2
<i>NACA Objectives</i>	2
<i>Commodore's Corner</i>	3
<i>Bits &amp; Pieces</i>	4
<i>Future NAI Schedule</i>	4
<i>Local Knowledge San Diego</i>	5
<i>Logging News</i>	6
<i>Local Knowledge-Tampa Bay</i>	7
<i>Current Standings</i>	9
<i>From the Archives</i>	10
<i>NACA Application</i>	11

After the contest the logs were turned in and the clocks checked. Then the scorer's work began. The EZ Entry skipper's speed was determined by computing the time and distance on the first leg of the course, which happened to be along the breakwater and included the measured mile. Once the speed for each EZ Entrant was established, it was a simple matter to insert it into the Coastal Explorer route for the course and print out a set of predictions for each skipper. Scoring then proceeded in the normal manner.

EZ Entrants were scored amongst each other but were not eligible for the overall trophies. There was a special first place trophy for the EZ Entry category. However the leg scores were revealed in the leg peel-off intermingled with the other skippers. For the most part they did well, although even though they were permitted GPS speed, their scores were not in contention for the top places. What is probably most important, every one of the new loggers indicated that they had a really good time and wanted to return to participate in future regattas. SCCA will keep in touch with each of them on an individual basis and assign mentors as needed to see that they are given future guidance.



## 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 *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

March 20, 2013 I am currently on spring break vacationing with my children at Disneyland in sunny southern California. While the weather seems to be cool for the locals, we are running around in tee shirts and shorts, dining outside, and swimming in the evening. With a call back home to check in I was informed that things were going well since the ground was still frozen and the men and the tractors were not dealing with spring mud yet. A call to Chicago Marine Weather revealed the wind was NNE blowing at 35 mph, waves running 6-10 feet, and the lake temperature is 40 degrees. It suddenly occurred to me how lucky all my "fair weather" friends here and in the south are to have a boating season that is virtually year around. We northerners are so looking forward to the "early bird" harbors opening on April 15. Not! Hopefully the weather will change quickly and we northerners will get engaged in actual boating activities other than attending boat shows and reading magazines. So as you are running your predicted log contests, think of us northerners standing by our shrink-wrapped boats looking at our breath and waiting for the snow to finally melt.

I am sure that many of you have noticed our new web site at PredictedLog.org. Upgrading the web site has been on the agenda since I came onto the flag and I am proud to say it is finally a reality. We have put a counter on the site and have revived many new unique hits. This is a good sign during these times in which we are looking to expand the sport. Under consideration is a ship's store where members can purchase clothing, mugs and other memorabilia. Please contact the flag if this is something everyone might be interested in. A special thanks to Tom Collins and many others for their time in helping bring the NACA web site into the 21<sup>st</sup> century. While we are proud of what has been accomplished thus far, certainly we are looking into how to improve it further. If you haven't, please take a look.

Among the special features is our ability to pay dues and make donations online.

In a recent flag meeting the "Easy Entry" method of figuring log races for potential new racers came up for discussion. Several of the flag officers reported success in getting new members to try racing by using this method. Without having to pre-determine their boat speed or figure their predictions, these new loggers got a "real" experience of racing without having to concentrate on those details in the beginning. Truly a win-win experience for them and the sport. So, if any of you are interested in more information please contact the flag.

The IPBA is beginning to make preparations for the NAI in Tacoma. Mark your calendar – it will be October 2-5. Let's wish them a successful event and I hope to see you there.

NACA Commodore - John Vignocchi

### NACA FLAGS

NACA flags are available for purchase.  
Show off your membership in NACA.  
Only \$25 each.  
Call Executive Secretary Bob Ehlers  
619-222-9446

## From the Editor/Publisher

Long time NACA Cruiser Log Editor/Publisher Elaine Townsend is currently enjoying a well-deserved vacation on a round-the-world cruise.

In her absence, Tom Collins is attempting to fill in as acting editor. Please attribute all errors, omissions and oversights to him – not Elaine.

We (especially Tom) look forward to Elaine's return in time for the June issue!

Tom Collins, Acting Cruiser Log  
Editor/Publisher

## Bits & Pieces

*We received the annual renewal from long time logger Arda Unjian (NACA #11), presently a member of St. Petersburg Y.C. Along with a generous donation, he penned the following note:*

“Last Christmas I celebrated my 100<sup>th</sup> birthday. Needless to say, I cannot go boating even if it is in my blood. I was one of the first members of NACA, I am one of the oldest. Detroit, Michigan, where I did my predicted logging, has disbanded. Best wishes to all predicted loggers. Arda Unjian.”

*Thanks, Arda for the nice note. I recall participating with you in some NAI's back in the 70's. In fact, I recall that it was at the NAI in Detroit in 1979 where we had the organizing meeting for NACA and we all voted to go forward with the Association. Glad to hear you're still keeping up with the sport, even if you can no longer participate. Tom Collins*

### NACA Website

The NACA website is loaded with information about predicted logging including photos, informative articles and books about logging, news on logging events, scores, regional schedules, archival copies of our Cruiser Log newsletter, links to our member organizations, and lots of other valuable info on logging. Check it out at: [www.PredictedLog.org](http://www.PredictedLog.org)

### More Sad News – Irene Rubin

NECA and NACA S/C Chuck Rubin's wife Irene Rubin passed away on February 16th. She and Chuck were married 67 years. Condolences may be sent by going to [www.MorrisOConnorBlute.com](http://www.MorrisOConnorBlute.com) and clicking on Irene's Obituary and following the link. Our deepest condolences go out to you Chuck.

### ***NACA's website has a new look!***

*We've been busy over the winter rebuilding our website with a completely new look. It's still a work-in-progress so expect to see even more changes as the new layout evolves. And feel free to offer any suggestions on things you'd like to see added or other changes you might suggest. It's still at the same address: [PredictedLog.org](http://PredictedLog.org). Check it out!*

### **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](http://www.predictedlog.org)

The Coast Guard has published notice that it is evaluating disestablishing various ATONs (Aids To Navigation). This is most likely being done as a cost cutting effort, giving consideration to the fact that many of those buoys and other navigational markers are no longer critically necessary. This is likely due to the availability of GPS as a substitute navigational aid, which can now be reasonably carried aboard virtually any vessel. As a consequence, in the future, committees preparing predicted log regattas may have to rely on virtual GPS checkpoints when away from shore. This is already the case in Santa Monica Bay, Calif. The recently revised NACA Rules now provide for the limited use of GPS.

### **FUTURE NAI EVENTS**

2013—Tacoma, WA (10/05/13)  
2014—San Diego, CA (08/09/14) \*  
2015—IPBA/North (10/03/15)\*  
2016—SCCA (08/06/16)\*  
2017—St. Petersburg, FL (10/21/17)\*

\*Tentative dates

## Local Knowledge – San Diego Bay

*Editors note: This article by NACA Staff Commodore Jeff Calabrese gives some valuable insight into logging in San Diego Bay – something that may be useful next year when the NAI will be held in San Diego.*

The SDCA 2013 logging season is well underway. The third race of our four race Spring Series is coming up soon. Our second race was unique in that it was the first time in my 11-year history with SDCA that the use of GPS and other electronics was sanctioned. Speed and time displays were not permitted. For those racers not as familiar with GPS as others, all of the marks were clearly identifiable with distinct ranges. It was a fun race and the old masters with their vast stores of local knowledge prevailed. The use of GPS was just candy.

Inside the bay races in San Diego are pretty straightforward. Thought I would share some local knowledge; The spring Halibut bite would mean fisherman either hanging off of or in the near proximity of our favorite buoys or on our intended course lines and there were several out there. Kayak fishing is becoming more popular and these little guys do not appreciate 8-10 knot wakes. I try to be kind to fishermen but I still get to learn a new “cuss” word every now and then. Harbor tour boats and water taxis are common. The tour boats gross much more tonnage than we do but most will yield course to a log racer if you communicate with them. Navy ships and submarines occasionally move on weekends. They will not yield course. What I like to do when I encounter one is to call “time out”, (emergency stop) get a bearing on where I am, and move at least 500 yards away from the path of the vessel. After it has passed and is well clear, I return at race speed to the spot where I called time out and then call “time in”. An aircraft carrier returning from sea can result in a lengthy stop due to the time it takes to get moored. Sail boat traffic is very common. Most encounter situations are very predictable and usually easy to avoid with minor course or throttle adjustments. Some are

just unavoidable. Buoys in San Diego Bay are clearly marked but unless you are familiar with the bay it is easy to confuse the 16A, 26A, and 32A buoys with their parent Buoys. Always good to have an open chart or chartlet available. Especially down in the south bay. I find that vector charts provide a lot more detail in laying out the races whereas raster or paper charts provide for a better perspective, especially when racing and looking for a specific mark, range or buoy. The sea conditions in the bay are constantly changing. Tide, wind, sun and traffic are all factors. The observant racer would use the way moored boats are swinging, catenaries in security barriers, kelp streaming off a buoy, wind socks and the way flags on buildings are flying as indicators. Currents are a whole “nuther” subject and given all other factors, the racer that understands them best usually wins or places. In addition to the master reference station near the bay entrance, there are several subordinate stations throughout the bay. The empirical data that exists for these stations was taken many, many moons ago and accuracy can be questionable. Coastal Explorer employs some of this data. Personally, I like to use an older Nobletec Tides and Current Program and compare the two. There is always NOAA but it is very cumbersome to use. Some racers use factors (ratio of subordinate station to the reference station) and do very well. Some racers can look at the lean of a buoy or the tailing eddy and know exactly what the current drift is. I envy these guys. The bay current cycles have been known to not be on time. Throw in a time change and it can get confusing. I try to gauge what the currents are doing on the way out to the start of the race by comparing what I predicted with my actual speed and make adjustments accordingly. I must admit though that some of my better races were a result of the strength of my predictions more so than adjustments that sometimes serve to compound errors. Enough of this nonsense, it is time to start preparing for the March 16 race.

## Logging News from our Regional Organizations

### IPBA First of Season Trophy



### First of Season Team Trophy Winners



Winner Dean Lentgis, Center R and Larry Chmela Center L Bob Lindal, Dave Padgett, Dean Lintgis, Ken Klett, Marv Elbon, Jeff Ewell

The Predicted Log Competition season for 2013 is underway! On January 19 Queen City Yacht Club in Portage Bay was the gathering point for competitors from around the Sound for the opening-round of the 10 month competition season. Seven member clubs of the International Powerboat Association were represented with 19 boats competing. It was particularly pleasing to note that four competitors were novices, three of whom were in their first competition.

With Lake Washington still in the grip of persistent foggy weather there was some doubt whether the event could be held at all. Construction on the 520 floating bridge has the lake littered with construction barges and anchor crown buoys. The course was laid out to avoid them but groping around in low visibility can be hazardous to even the best navigator. Fortunately with check-in proceeding as normal the fog slowly lifted so that landmarks around the lake could be seen and the early starters entered the Lake without incident. The course started off of Evergreen Point and ran counter clockwise North along the Kirkland shore into Juanita Bay and back across to Sand Point. Passing close to Webster Point to avoid the anchored barges the boats transited the 520 high-rise and down the Eastern shore of the lake to the I 90 bridge. It continued counter clockwise across the North end of Mercer Island past Medina to finish at the West End of the 520 bridge on an extension of Madison Street.

Every boat in the competition is required to have an observer who is the only person on board with access to time. They record the time at each control point throughout the race and that time is compared against the competitors predicted time by the scorer. So observers are an essential part of predicted log competition. In this event about 22 volunteers

showed up for the pre-race briefing. Some were from Queen City Yacht Club, others from a group of folks from around the sound who just enjoy the comradeship and participate as observers throughout the season. It was particularly pleasing to also have a contingent of Sea Scouts from SES Propeller of Seattle assisting with this year's First of the Season.

After a delicious sitdown dinner Bob Lindal, Queen City's Regatta Chairman, commenced the award ceremony. The novices were the first to be recognized and of the four, Barry Rutten of Queen City Yacht Club in "Salty" was the top novice and placed 12th overall in the event. At the top of the list of competitors was Steve Hazelerig of Seattle Yacht Club in "Solara" in third place. Dave Padgett in "Slip Away" of Queen City Yacht Club came second. Dean Lentgis in "Kalos Filos" also of Queen City Yacht Club came away with top honors with the winning score of 0.75% error. Dean has won the Lake races so often over the past 30 years that he's referred to as "Dean of the Lake".

This first of the season competition also has a team trophy. There were two, four boat teams this year, Meydenbauer Bay Yacht Club and Queen City Yacht Club. As you may guess with the top two boats being from Queen City that team kept the trophy at Portage Bay.

The predicted log competition season is underway. The next event is Bremerton Yacht Clubs Heavy Weather Race on February 16 followed by Meydenbauer Bay Yacht Club's Boomerang Competition on March 2. Is your boating Association interested in predicted log competition? For more information on the sport visit the IPBA website at [ipbalogracing.org](http://ipbalogracing.org). Or contact me, Bill Anderson at [bigbillasr@earthlink.net](mailto:bigbillasr@earthlink.net).

## Local Knowledge – Tampa Bay

*Editor's note: We have presented articles from many of our member organizations on "Local Knowledge" - giving some insight on logging techniques unique to each local area. This article is the last in the series with Wally Guthrie's thoughts concerning Tampa Bay.*

**Tampa Bay**, located midway down the west coast of Florida, is one of the most attractive boating and recreation venues in the nation. By power or sail, the combination of superb weather patterns and relatively quiet inland waterways make for exciting boating most any time of the year. Close to Tampa Bay lie some of the best beaches in the United States -- Clearwater to the north, Fort De Soto Park at the mouth of the Bay, and miles of pristine beaches to the south along Longboat Key. Heading south past the Sunshine Skyway Bridge one can cruise the inland waters all the way to Sanibel Island while enjoying playful dolphins, docile manatees and a wide variety of other wildlife in mangrove-dominated wetlands... all while viewing some of the most spectacular homesites in the entire state.

As Florida's largest open-water estuary extending over 400 square miles, Tampa Bay offers attractive opportunities for Predicted Logging competition. While larger boats are somewhat limited by bridges in the northern stretches of the bay, laying down a track to meet the minimum NACA standards of twelve (12) nautical miles with the requisite number of legs and control points is generally not a problem. Accurately charted navigational aids and coastal land markers provide ample opportunity to "tune up" for a competition or "backsight" objects to refine one's piloting skills. The sandy bottom and grassy seabeds are kind to the boat that inadvertently wanders off course.

But "logging" in Tampa Bay is not for the faint of heart! Let's take a look at a few of the variables that can determine logging success or failure, given the high level of precision

required for excellence.

- **Tides and Currents** - Notwithstanding unusual conditions like spring tides and weather, Tampa Bay tides normally range within about 3 feet of the seasonal mean, and currents are generally less than 2 knots... though they can easily increase up to 5 knots under abnormal conditions. Current direction can be tricky due to the geometry of the Bay. MacDill Air Force Base defines the northern extremity of the Bay. Its location narrows a flood tide into two vortices that pass on either side of the MacDill peninsula, thus increasing current velocity and altering its direction, sometimes in unusual patterns. Windy conditions, especially strong winds from the north or south, can easily disrupt normal conditions and the Bay can be readily flooded or emptied by sustained wind conditions... significantly altering predictions. Since only a few current measuring stations exist in the Bay, and precious few in the open Bay waters, precise current predictions can be challenging.

- **Navigational Aids** - The good news is there are plenty of navigational aids marking the navigable waters of Tampa Bay. The bad news: there are plenty of navigational aids marking the Tampa Bay waters... to the point where distinguishing one from another under the stress of competition can be formidable. The main ship channel north of the Bay bridge circuitously winds its way through six cuts, then bifurcates into two alternate directions just south of MacDill. Proper identification of the various range markers along the way --two per each of the six cuts -- makes for interesting debates. Even experienced boaters can become distracted by the abundance and variety of navigational aids.

- **Weather** - Surprise, surprise... contrary to Chamber of Commerce literature, it is not always sunny and calm on Tampa Bay! Florida is known for short-notice summer storms, and the Bay is at the epicenter of the lightning belt.

Lightning rips through the Tampa Bay skies more than 100 days per year. High winds, often rising to near gale force, often accompany summer storms with minimum to no warning. Of no surprise to this readership, weather has always been, is today, and always will be a major consideration to a seaman -- power or sail. Tampa Bay, along with most southern waters, has the reputation of surprising those who do not take Mother Nature seriously!

- **Water Depth** - Tampa Bay is a shallow water estuary. Outside the main shipping channel, soundings (MLLW) in the middle of the Bay generally run in the range of 10'-15', with an occasional depth of just under 10' - though logic would suggest deeper water given the distance from shore. Numerous shallow water spoil banks flank the well-marked, deep-water channel (40') up the middle of the Bay. By most accepted methods of determining the effect of shallow water on boat speed, the shallow water of Tampa Bay does not measurably affect boat speed except for large pleasure boats drafting more than (about) 5'

- **Water Clarity** - Given the shallow water of Tampa Bay, water clarity can be an important aid to help a skipper confirm his position and possibly avoid an embarrassing grounding. Water clarity in Bay is quite good in the cooler winter months, but deteriorates in the warmer months. With polaroid glasses (highly recommended), a light colored sandy bottom on a sunny day can often signal the presence of a spoil bank or shallow water sandbar extending far from shore.

- **Ship Traffic** - Tampa Bay is an operational port for a variety of large, "deep draft" ships, including tankers and cruise ships. Ship traffic is often present, either operating within the deep-water channels or "lying to" in an anchorage. Given the somewhat restricted area of the Bay, predicted logging routes are often laid down immediately adjacent to the main shipping channels, introducing the possibility of mutual interference. Burdened or privileged, the "big boys" will continue on course and speed as they do not have the luxury of deviating from their intended track. One

must be prepared to quickly adjust to prevailing conditions. In the unlikely event one must pass near the path of a transiting deep draft ship, the bow wave and wake can introduce variations in speed and heading that can adversely affect speed-over-the-ground for which adjustments must be made.

**Of Course** - in every sport there are situations that are "unknown" or "unknowable." In the 2011 national predicted logging competition conducted in Tampa Bay, an unanticipated event occurred that significantly affected the performance of at least one competitor -- a sailing regatta from a nearby yacht club passed directly across the logging course. To the extent possible, it would be wise if course planners checked with local yacht clubs on the scheduling of events that might interfere with an otherwise well-planned contest.

**A Visit** - to St. Petersburg will always be a memorable experience, whether you are a competitor in a Predicted Logging competition, visiting a friend, or just on vacation. Touching the shores of three counties and two major cities -- St. Petersburg and Tampa -- Tampa Bay has superb accommodations on shore to enhance the boating experience, including marinas, recreation, shopping, eating, overnight, and boat repair. The St. Petersburg Yacht Club, a member of the Florida Council of Yacht Clubs, is a top-tier facility offering excellent dining and other amenities. The Club, located downtown just south of the iconic Municipal Pier, is a short walk from numerous upscale restaurants, fascinating museums such as the Salvador Dali and the Dale Chihuly American glass collection, hotels, and quaint antique shops. Or, one can just take a leisurely walk through the seven-mile, preserved downtown waterfront, the third largest waterfront park in North America. Any of these experiences will prove memorable!

Wallace N. Guthrie  
Rear Admiral, U.S. Navy (Ret)  
St. Petersburg Yacht Club, Florida



## Coastal Explorer Trophy – Best Eight of First Nine Contests Entered

SKIPPER	VESSEL	ASSOC.	NACA #	Rank	Points	# races	Average
Adalian, Gary	JONATHAN	SDCA	800	1	3760	4	940
Hazlerig, Steve	SOLARA	IPBA-N	984	2	3523	4	881
Ehlers, Bob	JB & ME	SDCA	936	3	3346	4	837
Padgett, David	SLIP AWAY	IPBA-N	2095	4	3304	4	826
Salerno, Ralph	ANCORA	SDCA	805	5	2802	4	701
Henry, Mike	PEACHY KEEN	IPBA-S	370	6	2772	4	693
Lonergan, James	CASA DEL PERRO DOS	SDCA	2081	7	2695	4	674
Cole, Fred	MOUSE TRAP	IPBA-S	839	8	2560	3	853
Weimer, David	JUST DESERTS	SDCA	933	9	2525	4	631
Klett/Elbon Team	KLETTITAT	IPBA-N	842	10	2469	3	823
Cullen, Bruce	CAROLINE II	IPBA-N	959	11	2318	3	773
Lindal, Bob	SUZY Q	IPBA-N	919	12	2292	3	764
Frank, Dan	MOON SHINE	IPBA-N	2016	13	2289	3	763
Chapin, Clint	SOJOURN	IPBA-N	0	14	2222	3	741
Smith, Terynia	PATTY WAGON	IPBA-N	0	15	2023	3	674
Denaci, Edward	MICROSHIP II	SDCA	937	16	1992	3	664
Murphey, John	STURDY GAL	IPBA-N	818	17	1951	2	976
Muir, Marty	KACHINA	SDCA	994	18	1778	3	593
Korzetz, Jim	FREEDOM	IPBA-N	6240	19	1749	2	875
Lentgis, Dean	KALOS FILOS	IPBA-N	348	20	1714	2	857
Ryan, Glenn	AMNESIA	IPBA-N	6210	21	1686	2	843
Herman, Bill	SUMMER HOURS	IPBA-N	0	22	1662	2	831
Erly, Robert	LOIS	SDCA	591	23	1603	3	534
Irwin, Chuck	LAUGHIN' PLACE	IPBA-S	0	24	1480	3	493
Anderson, Bill	THE TILLIE	IPBA-N	944	25	1471	2	736
Larson, Don	TEWASI	IPBA-S	619	26	1455	2	728
Caton, Mike	OLD MAN IV	IPBA-N	0	27	1453	2	727
Downer, Jerry	NOR' WESTER	IPBA-S	857	28	1451	2	726
Williamson, Chris	KNOT BEHAVIN	IPBA-S	0	29	1420	3	473
Babbit, George	GENERAL QUARTERS	IPBA-S	982	30	1346	2	673
Anderson, Jim	FIDALGO	IPBA-S	958	31	1340	2	670
Calabrese, Jeff	LIVING WELL	SDCA	825	32	1301	3	434
Subert, Tim	BEACH MUSIC	IPBA-N	0	33	1155	3	385
Burwell, John	GAVIA	IPBA-S	6012	34	1085	2	543
Rutten, Barry	SALTY	IPBA-N	0	35	1038	2	519
Sevarge, Bill	SISSY DOLL	IPBA-N	0	36	1014	2	507
Silvernail, Chuck	SOLMAR	IPBA-S	2018	37	996	1	996
Jackman, George	SPECIAL EFFECT	SCCA	755	38	990	1	990
Bennison, Dick	WELL DONE	IPBA-S	0	39	969	2	485
Coleman, John	KING KONCH	SPYC	0	40	954	1	954
Lorenz, Alex	TIRELESS	IPBA-N	0	41	953	1	953
Collins, Tom	MISTY SEA	SCCA	20	42	944	1	944
Fontaine, Michael	TUFFY	SDCA	806	43	900	3	300
McCormick, Bill	INAMORATA	SCCA	0	44	898	1	898
Veres, Jim	VAGABOND JIM	IPBA-N	0	45	869	1	869

## *From the Archives*



*This is a copy of the front page of the sports section of the April 24, 1930 edition of the Los Angeles Herald newspaper. Pictured are two of the very large power cruisers that participated in one of the very earliest predicted log contests that ran from Long Beach to San Francisco. The caption read:*

**“SF or Sink!** - Twenty-one sea-going putt-putts drew up to the starting line off Long Beach this morning awaiting the signal to head out on the longest open-water powerboat race of record – Long Beach to San Francisco. The trip will be made in three legs – Santa Barbara on the first hop, Monterey the second hop, and San Francisco the final. Every skipper has an equal chance.”

*An interesting way to put it without going into the details of a predicted log race -Ed.*



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

Membership in NACA keeps everyone who is interested in Predicted Logging well informed about the sport throughout North America. Skippers from member Associations compete for North American Trophies simply by entering their local contests. The champion from each organization is invited to compete in the North American Invitational, hosted by a different NACA organization each year.

For your annual dues of \$10, a print copy of each issue of the Cruiser Log and the annual Roster will be mailed to you.

Complete this form to join or renew membership in the North American Cruiser Association,

Name: \_\_\_\_\_

Address: \_\_\_\_\_

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

Spouse Name: \_\_\_\_\_ Boat Name: \_\_\_\_\_

E-Mail: \_\_\_\_\_

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

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

Boat/Cell Phone: \_\_\_\_\_

Other Boating Organizations: \_\_\_\_\_

ANNUAL DUES: \$ 10.00

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

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

*\* Donations are appreciated and help to support promotion of our sport and a quality trophy program. Your contribution will help keep the dues low and provide much needed support.*

Mail with your check payable to North American Cruiser Association to:

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



# Cruiser Log

The Newsletter of North American Cruiser Association

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



## Get Serious!

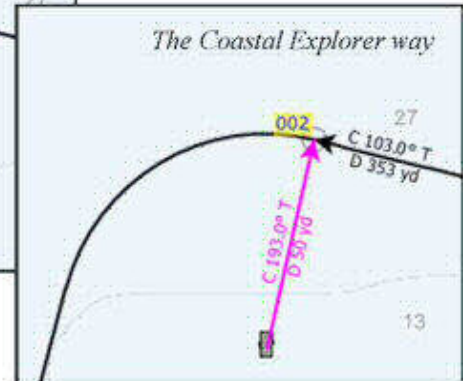
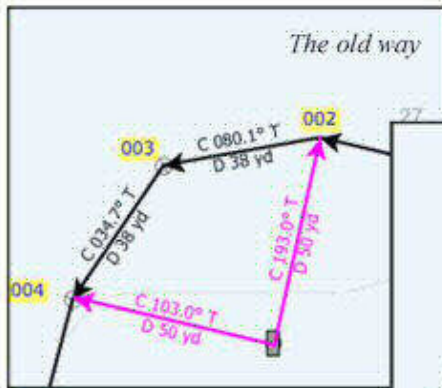
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