



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 19 Issue 4

October 2019

How I Won the 2019 NAI

When I first started racing twenty years ago, I observed that the winning racers often had more than the minimum two-person teams and used all the electronics that were then taking over the boat navigation market. I also saw that the winning-est old timers had reams of data on their past races and performance of their boat(s). Those are two things that an engineer like me does all the time for many other purposes and usually loves to do. I was lucky that my fellow yacht club racers shared immense amount of data, how they got it, and how they used it. That is what I do now with our novice racers, to the point we give them the currents data and race information that they need to run the race. Get them out on the water, and they can enjoy the races without the tremendously steep learning curve.

I also view the after-the-race analysis of the how-and-why I did how I did is as important for races that I may never run again as it is for races in areas where we run all the time. I start with the race spreadsheet (it is on the IPBA website) and expanded on the columns "apparent current" and "apparent distance error". I then adjust both of these, using all the information I gathered during the race. I record all throttle changes on each leg (except in rubber throttle SOG races) and why. I track every race on a second covered computer and/or a data logger or both. I log, using Coastal Explorer (CE), all the incoming GPS data in a nmea.log file, which I convert to an excel CSV file for analysis. I compute the actual length for every leg

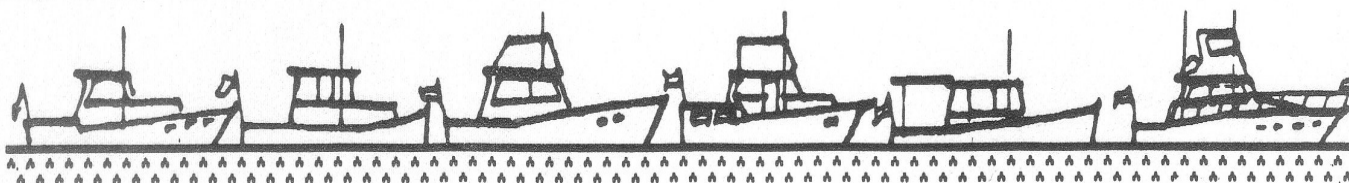
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(including doglegs), using a CMG route in CE, enter those GPS leg lengths in a new column on the spreadsheet and derive an actual speed for each leg. I adjust this actual speed for the throttle changes (not wind effect and only for current or position correction) and record that in another column. I then compute the revised "what if" leg error and the actual current on that leg. (Note: I often also average the speed for each leg in the CSV file and compare that derived actual current to the GPS leg length current value. I will then usually average the two actual currents.) I will run through what this showed for the 2019 NAI and "how I won".

First, let's look at the timing day, Thursday. The wind had calmed down some, though it was pretty rough outside the breakwater, and we ran up and

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North American Cruiser Association

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

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

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

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NACA Objectives

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

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

Cruiser Log Publication Deadlines

Submit by:	For publication in:
December 15	January
March 15	April
June 15	July
September 15	October

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

Commodore's Corner

This has been a good year for the North American Cruiser Association (NACA). We have enjoyed some healthy competitions, both locally and nationally. The organization remains strong on the West Coast and in the Midwest. Elsewhere, though, we are struggling. The North Atlantic and Northeast regions comprising the East Coast, Boston area, Annapolis, and Lake Erie regions are no longer with us. The Florida coastal areas to include Tampa/St. Petersburg areas are barely hanging on. The future of NACA is dependent upon reviving these areas while we further strengthen our best performing areas and take lessons learned from these associations to reinvigorate those associations that are in decline or are essentially no longer participating.

The annual North American Invitational (NAI) was held at Chicago Yacht Club this past August. We shared a busy week with the 120 bands of LaLaPaloosa next door in Grant Park. They made our getting about somewhat more difficult, but we survived the music and enjoyed nice accommodations and the hospitality of the Union League Club of Chicago. It was nice to see the friendly faces of the NACA contingent from the West Coast. Congratulations go out to Bob Lindal of IPBA/North for his first place finish at NAI 2019. Bob was fresh off his annual run to Alaska with the IPBA/N and IPBA/S flotilla.

Speaking of timing for NAIs going forward, Tom Collins and Ken Griffing have reviewed guidelines for the timing of NAIs in the future and have reiterated
(Continued on page 11)

2019 NAI in Chicago

At the NACA Board meeting held on August 1, 2019, at Chicago Yacht Club in Chicago, Illinois, the Board announced the following new Bridge Officers for 2020:

Commodore	John Burwell	IPBA/S
Vice Commodore	Mike Elovitz	SDCA
Rear Commodore	Chuck Goes	SPYC
Secretary/Treasurer	Randee Wood	SCCA
Jr. Staff Commodore	Ted Moorman	CYC

Directors-at-Large

Sonny Lisowski	CYC
Magnus Karlsson	SDCA
Jim Vaupell	IPBA/N
Kirby Holte	SCCA

Bob Lindal was declared the winner of the 2019 North American Invitational (NAI). The Gandleman Trophy for 2019 was awarded to Ed Denaci of San Diego Cruiser Association (SDCA) by Ken Griffing. The trophy, a sterling silver knight in armor, was crafted in Germany in the 1800s and presented at the NAI awards banquet at Chicago Yacht on Saturday, August 3, 2019.

Light displacement is a virtue
only so long as it remains light;
the light displacement yacht
floating below her marks
has the worst of both worlds.
- Douglas Phillips-Birt

NACA FLAGS

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NEW COMPETITORS

A quick read - "Enjoy Log Racing"
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Download for free on the NACA website:
www.navrally.org

How I Won the 2019 NAI (Continued from page 1)

back only once. I did observe that we had about 0.14 knot apparent current/wind effect from north, due likely to the wind effect on the shape of the boat *Rhonda C*'s superstructure and some wind-induced current, at least at the north end of the race area, which we found out later. We ran the rest of the timing legs inside the B/W and settled on a flat water speed, but the 0.14 knot wind difference was still there, which implied mostly wind effect. *Rhonda C* has a large profile, and wind effect is most likely.

I should also point out that my crew this time was only my wife Sue and me. It just didn't work out for any of my regular crew members to come. I wished I had the extra help a few times, but it obviously worked out. I still think a three-person team is the best, especially when GPS, time of day, etc. is allowed.

In a skull session with V/C John Burwell (a competitor who came 2nd) on Friday, we decided we would not put any currents into our predictions but add them by throttle changes on Saturday, when we could see the actual conditions, even though I had seen that 0.14 knot on Thursday. Before the race on Saturday morning, we ran the boat speed up to warm up the engines, and I noticed that the speed difference heading north and south was less, only 0.2 knot. I then decided that I would run the north-bound legs at plus 0.1 or 20 rpm higher and the southbound at half that, as wind doesn't have as much effect downwind, whereas current is the

same (or close). On legs at an angle, I cut those rpm corrections in half. As usual with lake races, the typical 0.1 to 0.2 knot wind-induced currents can't easily be seen and read on buoys, as the chop on the water obscures it. The few buoys we had on the race showed no observable current.

The race instructions allowed the skipper to get the time of day at both ends of two legs of their choice likely to calculate actual current. I chose the first leg and the leg ending at Mark CP 4. Leg 1 confirmed the hurt of 0.13 knot, i.e. current from the north. My throttle corrections, except on the few south legs, were pretty close, based on my after-race analysis and the first leg actual. It likely was more from the NNE or NE than true north and even from the ENE in the southern part of the race.

The entire first CP had -0.14 knot current; I used -0.1 knot and had a 4 second slow error, likely due to being a little east at the corner of the B/W; even when I made a +15 rpm correction on leg 2 after the time-of-day allowed leg. CP 2 had -0.2 knot current, likely due to the -0.15 knot current on the long leg easterly out to the Dever Crib, but only 2 second error. We were a little too close to the crib and a little too far east of the north jetty (i.e. the position error helped us here but hurt us at the breakwater on leg 1).

Mark CP 3 went SW, then SE and a help of 0.15 knot (vs the 0.05 knot throttle adjustment we had). The stronger current helped offset being a little closer to the breakwater and offset some of the extra distance, but still 8 seconds slow.

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EXPERIENCED PREDICTED LOGGERS

Check out "Predicted Log Essentials"
Get the competitive edge!
Download for free on the NACA website:
www.navrally.org

FUTURE NAI EVENTS (Tentative Dates)

2020—San Diego, California (September 26)
2021—Puget Sound (September 25)
2022—Santa Barbara Channel (September 24)
2023—Long Beach, California (September 23)
2024—Saint Petersburg, Florida (October 26)

How I Won the 2019 NAI
(Continued from page 4)

The next leg was a lat lon, where I had two blunders. Rhonda C's old Raymarine GPS did not work, and, though we had a new MFD (multi function device), I couldn't figure out how to get it to do much more than show speed, course, and the boat icon on the chart. We used the radar function for distance, etc., but I reverted to my backup, a 20-year-old Garmin WASS GPSMAP76 for GPS. However, I never had used it for the limited purposes the race rules allowed: COG, yes, but not finding waypoints. After a lot of help from our observer and downloading the manual, I got an acceptable screen.

My blunder was not testing it running all the way to the waypoint. The display showed distance to waypoint in nm, but when close, it jumped to feet. I knew we were getting close to the waypoint, and when the display jumped from 0.09 (nm) or so to 180 (ft), I didn't notice the unit change. I thought we had passed the lat/lon, so I called the mark, which turned out to be about 15 to 20 seconds early.

The second blunder was choosing the crib as the starting point for the time-of-day leg and then not being able to identify the start point at the end of the circular turn around the crib. The current calculated as hurt or 11 seconds slow, and I ignored that, since it couldn't have reversed in that short of distance (or could it?). Another bad thing about the GPS waypoint calling distance error is it made the next leg, CP 5, longer than planned. But the

current of +0.15 knot was still there and offset some of that error, so we had only a 3 second error. The two legs could have been 30 to 40 seconds, so 14 seconds is much better.

Then, the current changed on the way to Mark CP 6, a distant Racon buoy, or did it? The first thing I noticed was the boats behind and ahead of us were all getting set to the south, as I had expected. I had a good rear range with near and far marks, so I was comfortable with our position, and our compass bearing on the buoy (when we finally could see it) was good. We were close to the correct distance off the 68th Street crib. I figured they were being pushed by the current from the north on this SE heading leg. The current change was likely only from the NNE to from the ENE, but enough to cause everyone to be slow; the actual was a hurt of 0.11 knot. As I had -0.05 knot throttle adjustment, I was slower still. But our straight track shortened our distance, which helped us. Our 29 second slow was in the middle of the pack. The return to WP8 on CP 7 was nearly the reverse, but the current was only 0.06 help, so that implied the flow from the NE/ENE. Another 26 second error fast, and that gave me half my error on 2 CPs and half on the other 8 CPs.

CP 8 had us heading north again into current which calculated at -0.11 knot and, with my 20 rpm throttle adjustment, was good and only 4 second error likely due to a slight position error rounding 68th Street crib. The next Mark CP 9 was the leg with the second lat/lon and a similar 22 second early call like the other lat/lon at Mark CP 4. The intermediate WP was the 31st HBR Lights range – a difficult mark to call, and I was 8 seconds slow on that leg, which offset some of the error, for a net of 14 sec.

The lat/lon blunders cost me 28 seconds total net, and thus 4 legs accounted for 80% of my error and six legs only were 20%. The current on the lat/lon leg was again 0.11 knot hurt, as I had
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2020 North American Invitational News

The 2019 NAI has been very successfully and graciously held and hosted by Chicago Yacht Club. The arrangement with the Union League Club of Chicago provided excellent accommodations and meals at moderate prices. The course was challenging and fair. A great job was done by all involved. Thank you.

And now, looking forward a year, the San Diego Cruiser Association (SDCA) will hold the 2020 NAI on the week of September 26th. The contest will be hosted by San Diego Yacht Club with Southwestern Yacht Club support. We anticipate a contest schedule very similar to this year's schedule. An announcement and early rough schedule will be provided via the SDCA website, www.sandiegopl.org.

SDCA has blocked up to ten rooms at the Bay Club Hotel and Marina at 2131 Shelter Island Drive, San Diego, CA 92106. Their phone numbers are (619) 224-8888 and (800) 672-0800. Email is reservations@bayclubhotel.com. The website is www.bayclubhotel.com. It includes menus with hours and prices. I have been quoted the price of \$159 S-T and \$169 F-S for a double queen or single king. As the contest nears, they will have to release unreserved rooms. I do not have a release date yet.

Since we share the waters with many vessels, SDCA will very likely produce a course that starts by going out the channel into the area called the roads, under North Island and east of the Silver Strand. During September, our visibility is generally very good, and we can use sightlines effectively. The competitor will have to determine whether the counterclockwise current is flowing and, if so, how strongly; it varies with wind direction. The competitor will be provided with the hand-drawn roads current charts we've learned to love.

Then we probably head back up the channel and call a lat/lon or two in the upper bay. From there, we head south into the South Bay, often with a long run to a lat/lon with an interesting wind on your starboard beam. Crabbing anyone? Shallow water (10 – 14 feet) makes the run interesting. Coming back, more visible lat/lons may be set up. Boats may be all over the place, but they should not be in your way.

We finish somewhere in the North Bay, avoiding the sailboat races. Over four hours of intense concentration is complete. Until you compute your gross error, you have no idea how you have done. If you have competed here before, it will be similar, but different. We stagger starts to stagger finishes.

As the associations determine who will represent them in the 2020 NAI, please email me so that SDCA can keep you informed directly as to the on-going plans.

Ed Denaci
edwarddenaci@gmail.com

Dead reckoning is the determination of position by advancing a known position for courses and distances. It is reckoning relative to something stationary or "dead" in the water, and hence applies to courses and speeds *through the water*. Although of less than the desired accuracy, dead reckoning is the only method by which a position can be determined at any time and therefore might be considered basic navigation, with all other methods only appendages to provide means for correcting the dead reckoning.

– Bowditch's American Practical Navigator on Dead Reckoning

On Calling Marks by Tom Collins

Seemingly one of the most basic functions in running a Cruiser Navigation Rally is that of calling “mark” at a checkpoint, so that the time can be recorded by the observer. And, indeed it is, except that there are things the skipper can do to finesse the procedure to improve accuracy (and possibly score) for the recorded time. I’ll review a few that come to mind.

Call the mark as closely as practical. The rules state, “The call “mark” shall be at the time at which the checkpoint is first abeam while on course from the previous checkpoint”. The greater the distance the boat is from the mark, the greater the possibility the mark is not called exactly perpendicular to the course, thereby introducing a small error. Additionally, if a turn is being made at a mark, such as a buoy or daymark, any error in the predicted vs. actual distance off will be manifest as an error in the actual distance run on the next leg.

From my experience, people invariably underestimate distances on the water. For example, we added a feature to a contest where we offered a special prize for most accurately judging a distance of 100 yards. We did this by asking the skipper to call a special mark 100 yards before reaching a buoy and then to call the regular mark when abeam the buoy. It was a simple matter to compute the distance given the speed and the two times. Remarkably, no one nailed it. Most called it at 300 yards or more, and the winner called it at slightly under 200 yards.

In order to minimize that type of error, try to minimize the distance off of the mark where practical. The rules state, “The passage distances for the checkpoints, as stated in the contest instructions, are maximum distances, and contestants shall pass within these limits, safety permitting. If no distance is specified, 50 yards shall be the maxi-

mum”. I like to use 15 yards or about a boat length on smaller buoys and 25 yards on larger ocean buoys to maximize accuracy. If the rally instructions specify that a mark is to be visually called at a distance, then try to find something to line up as a range on the mark to minimize the error.

Of course, calling the mark accurately is only half the job. It also needs to be accurately recorded. While the skipper isn’t allowed to look over the observer’s shoulder during the process, he can do certain things to help see that the time is recorded accurately.

Begin by providing an easily read digital clock with a large read-out and without any buttons that could be inadvertently pushed to alter the displayed time. Then, give the observer plenty of warning that you are about to call a mark. A minute or two before reaching the mark, tell the observer what mark you will be calling and how you intend to pass it, i.e. port or starboard and the planned distance off.

About 20 to 30 seconds before reaching the mark, say, “Prepare to mark” and note that the observer has picked up the clock and pencil and paper. As you reach the mark at about six seconds prior, say, “Get ready” then at about three seconds say, “Get set” and just exactly when the mark is abeam, speaking in a loud voice, call “mark”. I find that the loud voice on “mark” is important. There is nothing worse than to have the observer ask, “When are you going to call mark?” a while after you’ve already passed it!

In previous years, some skippers had printing clocks. These had the advantage of eliminating any possibility of error in reading and re-

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Queen Mary— Best 8 of 1st 9 Regattas Entered**09/17/2019**

Skipper	Vessel	Association	Points	Entered	Av
1 Korzetz, Jim	FREEDOM	IPBA-N	8348	10	835
2 Ehlers, Bob	JB & ME	SDCA	7946	10	795
3 Adalian, Garry	JONATHAN	SDCA	7845	10	785
4 Calabrese, Jeff	LIVING WELL	SDCA	7045	10	705
5 Griffing, Ken	LOON'S CALL	SCCA	6880	9	764
6 Karlsson, Magnus	LOLITA	SDCA	6849	10	685
7 Salerno, Ralph	ANCORA	SDCA	6254	10	625
8 VanAntwerp, Jim	SARAH B	IPBA-S	6030	8	754
9 Denaci, Edward	GRAND ISLE	SDCA	5856	8	732
10 Weimer, David	JUST DESERTS	SDCA	5412	7	773

Stone Trophy—Total of Only 1st, 2nd, and 3rd Places in 1st 7 Regattas Entered**09/17/2019**

1 Griffing, Ken	LOON'S CALL	SCCA	5225	6	871
2 Collins, Tom	MISTY SEA	SCCA	4590	5	918
3 McCormick, Bill	INAMORATA	SCCA	4373	5	875
4 Calabrese, Jeff	LIVING WELL	SDCA	3723	4	931
5 Denaci, Edward	GRAND ISLE	SDCA	3588	4	897
6 Vignocchi, John	RIPRAP	CYC	3138	4	785
7 Lindal, Bob	SUZY Q	IPBA-N	2970	3	990
8 Adalian, Garry	JONATHAN	SDCA	2885	3	962
9 Chapin, Clint	SOJOURN	IPBA-N	2874	3	958
10 Padgett, David	SLIP AWAY	IPBA-N	2870	3	957

St. Petersburg Trophy—Best 4 of 1st 5 Regattas Entered**09/17/2019**

1 Lindal, Bob	SUZY Q	IPBA-N	3812	5	953
2 Collins, Tom	MISTY SEA	SCCA	3758	5	940
3 Korzetz, Jim	FREEDOM	IPBA-N	3655	5	914
4 Griffing, Ken	LOON'S CALL	SCCA	3639	5	910
5 McCormick, Bill	INAMORATA	SCCA	3637	5	909
6 Chapin, Clint	SOJOURN	IPBA-N	3600	5	900
7 Padgett, David	SLIP AWAY	IPBA-N	3500	5	875
8 Murphey, John	STURDY GAL	IPBA-N	3433	5	858
9 Adalian, Garry	JONATHAN	SDCA	3328	5	832
10 Denaci, Edward	GRAND ISLE	SDCA	3305	5	826

Codrington Trophy—Best 5 of 1st 7 Regattas Entered**09/17/2019**

1 Collins, Tom	MISTY SEA	SCCA	4590	6	918
2 Griffing, Ken	LOON'S CALL	SCCA	4522	9	904
3 Korzetz, Jim	FREEDOM	IPBA-N	4497	10	899
4 Padgett, David	SLIP AWAY	IPBA-N	4482	6	896
5 Calabrese, Jeff	LIVING WELL	SDCA	4449	10	890
6 McCormick, Bill	INAMORATA	SCCA	4373	5	875
7 Chapin, Clint	SOJOURN	IPBA-N	4356	6	871
8 Weimer, David	JUST DESERTS	SDCA	4282	7	856
9 Adalian, Garry	JONATHAN	SDCA	4245	10	849
10 Denaci, Edward	GRAND ISLE	SDCA	4229	8	846

Coastal Explorer Trophy—Best 8 of 1st 9 Regattas Entered**09/17/19**

Skipper	Vessel	Association	Points	Entered	Av
1 Korzetz, Jim	FREEDOM	IPBA-N	6972	9	872
2 Ehlers, Bob	JB & ME	SDCA	6662	9	833
3 Adalian, Garry	JONATHAN	SDCA	6600	9	825
4 Griffing, Ken	LOON'S CALL	SCCA	6580	9	823
5 Calabrese, Jeff	LIVING WELL	SDCA	6141	9	768
6 VanAntwerp, Jim	SARAH B	IPBA-S	6030	8	754
7 Denaci, Edward	GRAND ISLE	SDCA	5856	8	732
8 Karlsson, Magnus	LOLITA	SDCA	5413	9	677
9 Weimer, David	JUST DESERTS	SDCA	5412	7	773
10 Burwell, John	SYNNOVA	IPBA-S	5275	8	659
11 Salerno, Ralph	ANCORA	SDCA	5198	9	650
12 Padgett, David	SLIP AWAY	IPBA-N	5058	6	843
13 Collins, Tom	MISTY SEA	SCCA	5024	6	837
14 McGillin, Mike	POACH	IPBA-N	4983	7	712
15 Greene, Steve	FULL MOON	SDCA	4809	8	601
16 Murphey, John	STURDY GAL	IPBA-N	4755	6	793
17 Chapin, Clint	SOJOURN	IPBA-N	4656	6	776
18 Klett/Elbon/Cullen Tea	KLETTITAT	IPBA-N	4561	7	652
19 Case, Ken	RAZZLE	IPBA-N	4505	7	644
20 McCormick, Bill	INAMORATA	SCCA	4373	5	875
21 Larson, Don	TEWASI	IPBA-S	4368	7	624
22 Wood, Randee	AUNTIE GRAVITY	SCCA	4274	7	611
23 Lindal, Bob	SUZY Q	IPBA-N	4197	5	839
24 Henry, Mike	PEACHY KEEN	IPBA-S	4058	6	676
25 Muir, Marty	SEA ESTA	SDCA	3868	7	553
26 Anderson, Jim	FIDALGO	IPBA-S	3792	7	542
27 Mulock, Glen	LEAVIN EARLY	SCCA	3364	6	561
28 DeGard, Dan	SAGA	IPBA-S	3328	9	416
29 Holte, Kirby	LIFE IS GRAND	SCCA	3192	6	532
30 Vignocchi, John	RIPRAP	CYC	3138	4	785
31 Falkenhayn, Ed	LAKE HOUSE	CYC	2940	4	735
32 Olsen, Greg	NORTHERN LIGHTS I	IPBA-S	2770	5	554
33 Downer, Jerry	NOR' WESTER	IPBA-S	2742	5	548
34 Lisowski, Sonny	MIRAGE	CYC	2402	4	601
35 Blockhus, Burnell	GRAND PLAN	SMBPF	2290	3	763
36 McGillin, Bill	POACH	IPBA-N	2214	3	738
37 Elovitz, Michael	LOVIT	SDCA	2142	5	428
38 Berberian, Nick	ARARAT	CYC	1771	3	590
39 Slobodsky, Vitaly	SEAGULL III	CYC	1634	4	409
40 Roush, Bill	ALBATROSS	SDCA	1565	4	391
41 Cook, Brian	PEACHY KEEN B	IPBA-S	1454	2	727
42 Grady, Roni	ZORRO	IPBA-N	1392	2	696
43 Watson, Val	PHANTOM	IPBA-S	1339	2	670
44 Norman, John	WHITE SHARK	SCCA	1328	2	664
45 Wolf, Kevin & Loren	NOANNE	CYC	1272	2	636
46 Smith, Stan	MARIANA QUEEN	SDCA	1172	3	391

Coastal Explorer Trophy—Best 8 of 1st 9 Regattas Entered**09/17/19**

Skipper	Vessel	Association	Points	Entered	Av
47 Pearlman, Mike	BLACK PEARL	SDCA	1168	3	389
48 Baker, Pat	CHOPPERS II	IPBA-N	1063	3	354
49 Bishoff, Dennis	SEA WATER	IPBA-S	1043	2	522
50 Ryan, Glenn	AMNESIA	IPBA-N	1006	2	503
51 Bruins, Rob	OCEAN PEARL	IPBA-S	944	1	944
52 Cohen, Peter	SEPHINA	IPBA-N	925	2	463
53 Wolleback, Tom	KATINKA	IPBA-N	910	1	910
54 Corelli, Einar	PeachyKeen B	IPBA-S	898	1	898
55 Swygert, Mark	CURMUDGEON B	IPBA-S	837	1	837
56 Herman, Bill	SUMMER HOURS	IPBA-N	829	1	829
57 Ainley, Meg & Clyde	OUT OF THE BLUE	CYC	799	1	799
58 Walker, John	PRIME TIME	SCCA	752	2	376
59 Burton, Mike	ROYAL CHINOOK	IPBA-S	748	2	374
60 Dawes, Dan	HELEN PAULINE	SCCA	737	1	737
61 Bekeny, Brian	SARAH B B	IPBA-S	714	1	714
62 Lentgis, Dean	KALOS FILOS	IPBA-N	707	1	707
63 Laird, Mike	CURMUDGEON	IPBA-S	703	1	703
64 Salisbury, Roxy	SANDPIPER	SCCA	697	2	349
65 Zohn, Richard	PEARL	SDCA	669	2	335
66 Moore, Jason	THIRD DAY	IPBA-N	666	1	666
67 Irwin, Chuck	LAUGHIN' PLACE	IPBA-S	641	1	641
68 Dworski, Doug	MEANT TO BE	SCCA	612	1	612
69 Underwood, Shannon	LUCKY DOG	IPBA-N	585	1	585
70 Derror, Lee Anne	SAPPHIRE	IPBA-S	576	1	576
71 Minard, Jim	GYPSY DANCER B	IPBA-S	569	1	569
72 Scheinbaum, Mickey	THREE FLAGS	SMBPF	569	1	569
73 Williamson, Chris	KNOT BEHAVIN	IPBA-S	556	1	556
74 Trombley, Bill	PATIENCE	SCCA	550	1	550
75 Rogers, John	NIRVANA	IPBA-N	544	1	544
76 Farber, Steve	ABOUT TIME	IPBA-N	528	1	528
77 Godfrey, Bob	UNREEL	SMBPF	518	1	518
78 Schumacher, Dee	MOONGLOW	SCCA	487	1	487
79 Nacca, Bill	REALITY CHECK B	IPBA-S	484	1	484
80 Godfrey, Bob	UNREEL	SCCA	466	1	466
81 Day, Michael	MONARCH	IPBA-N	463	1	463
82 Reys, Brent	PANACHE	IPBA-N	452	1	452
83 Longenecker, Leo	REALITY CHECK	IPBA-S	438	1	438
84 Sengstock, Scott	GYPSY DANCER	IPBA-S	434	1	434
85 Muenzenberger, Jean	SAPPHIRE B	IPBA-S	392	1	392
86 Veres, Jim	VAGABOND JIM	IPBA-N	381	1	381
87 Hampton, Duane	JC'S DREAM	SCCA	376	1	376
88 Barrett, Fred	ADVENTURE US	IPBA-S	346	1	346
89 Smith, Terynia	PATTY WAGON	IPBA-N	341	1	341
90 Morin, Alan	ALLYNS	IPBA-N	300	1	300
91 Weninger, Scott	REEL THERAPY	IPBA-S	300	1	300
92 Ayloush, Abbott	GALLO PINTO	SCCA	300	1	300
93 Holmstrom, Steve	PACIFIC SUNSET	SCCA	300	1	300
94 Oliver, Dean	LUNA SEA	SCCA	300	1	300
95 Curtis, Dan	INDIGO	SDCA	300	1	300

How I Won the 2019 NAI
(Continued from page 5)

used. I did notice that the current was less closer to the shore, which is common.

On the final leg, the only timed-run ended with me actually 60 yards south, but I had a good back range on the buildings downtown. I thought we were right on and did not adjust throttles. The current on the leg north to the crib was again 0.11 knot hurt, as predicted, so my error was just the 11 second slow due to position. And then the biggest luck of the day came with an offsetting error on the final leg. I was too far from the crib, which gave 8 second error fast, and the current of 0.04 knot help made me 19 seconds fast. The net for CP 10 was only 7 seconds.

My error was 108 seconds for 0.84%, and John Burwell was 0.95%. It was my lucky day; any one of those offsetting errors would have put me in second place. My actual finish was only 6 seconds off.

I used my results analysis from 2004 NAI and 2012 in Chicago, to help prepare for this race. I hope I can come back in five years or so and use this year's data as well.

All in all, it was a great day on the water, less chop than what they usually have and sunny, but not too warm. No thunderstorms or inclement weather. Chicago Yacht Club put on a great party and, with the tremendous amount of support they got from the racing committee (like the SDCA observer's committee), CYC staff and members, and especially the generous sponsors, they put on a memorable event.

Thank you.

Bob Lindal
IPBA/N

Commodore's Corner
(Continued from page 3)

ated the intent of NACA. Based on their recommendations, we will strive to hold future NAI contests between mid- to late September, as was past custom. This will allow all associations to plan ahead with some certainty, while avoiding conflicts created by association events. This will help Chicago avoid LaLaPalooza conflicts. Also, IPBA/N and IPBA/S will be able to complete their local Puget Sound to Alaska events and have time to still participate in the NAI without undue stress. One area of concern could still possibly be the timing of St. Petersburg NAI events as they try to de-conflict with hurricane season. It will never be perfect, but we can get close.

Looking ahead, we still need to find ways to strengthen NACA and make the organization more vibrant and stronger. We can make this happen, and it will be incumbent upon all of us to get the word out and let the boating world know what it is that we do, sell the benefits of NACA programs, and strive to build participation, especially among younger cruisers.

Wishing each and every one of you all the best and sharing the joys resulting from NACA camaraderie and membership!

Warm regards and happy boating,

Ted Moorman
Commodore
North American Cruiser Association

.....

To produce a mighty book,
you must choose a mighty theme.
No great and enduring volume
can ever be written on the flea,
though many there be who have tried it..
- Herman Melville

Weather

Clouds are very important indicators of existing weather conditions, and also provide early clues to impending changes. Of particular significance is the sequence or progression of cloud formations observed over several hours or more. In advance of storms (including mid-latitude cyclones or low pressure areas, tropical depressions, storms, or hurricanes), a typical cloud progression would be (1) high cirrus clouds several hundred miles or more in advance of the storm center, (2) if the storm is moving closer, cirrus will thicken to become cirrostratus, and then, when the storm is only a few hundred miles away, the darker altostratus, (3) if the altostratus develop into stratocumulus, or especially nimbostratus, the storm is getting closer, rain will begin to fall, and wind speed should increase. The duration and intensity of storms can vary greatly; by using cloud sequences together with other indicators such as pressure and wind direction, you will obtain a good idea of what conditions to expect.

Cumuliform clouds should be closely watched. Cumulus with sharp or hard edged cauliflower-like tops are still growing and rising vertically. Cumulus with indistinct or fluffy tops have probably stopped rising and should not pose any threat. Sometimes, cumulus is seen to develop strongly to start with, then flatten out into a layer. This indicates the cloud has advanced into a temperature inversion associated with a high pressure area.

If cumulus is observed to extend vertically and grow into cumulonimbus, a thunderstorm with possible lightning and strong, gusty winds may be near. When a thunderstorm enters your area, pressure may rise. This results from the downdraft of air just ahead of heavy precipitation. The downdraft may also cause the air temperature to drop.

Fair weather cumulus with little vertical extent are good weather clouds. They indicate some instabil-

ity close to the surface, but stable, dry conditions at higher levels. High icy cirrus clouds are also indicative of fair weather (if precipitation or storms are near, these clouds would not be visible).

It has been found that halos around the sun or moon are followed by rain about 65% of the time. Halos occur as a result of refraction of light through the ice crystals of cirrostratus clouds. Cirrostratus is often the first sign of an approaching storm or warm front. In the middle latitudes of the northern hemisphere, a halo with northeast, east, or southeast wind and falling barometer can be a fairly reliable indicator of inclement weather to follow.

Always take advantage of professionally prepared weather forecasts and storm warnings, either from the National Weather Service (NWS) or from privately operated companies.

Professional forecasters obtain vast amounts of data from worldwide sources, which allows them to locate and closely follow the movement of weather systems. Forecasters use numerical models which provide detailed forecast guidance out 72 hours or more from run time and which also provide useful data out 144 hours (6 days) or more.

The approach of a major storm system with bad weather lasting several hours or more is revealed well in advance—by cloud formations, changing wind direction, falling atmospheric pressure, the arrival of swell, etc. However, a short lived bad weather event, such as a local thunderstorm, might be revealed only a short while ahead of time, such as from cumulus growing into cumulonimbus.

This is, therefore, a fairly accurate jingle.

Seagull, seagull, get out on T'sand

(Continued on page 14)

On Calling Marks (Continued from page 7)

cording the time read. I haven't seen them around lately, and I'm not sure they're still available. However, I was just made aware of an app for smartphones that does essentially the same thing. For the iPhone, it is called Timestamp. When started, it synchronizes itself with National Bureau of Standards time and displays the time down to 1/10 of a second. Each time the button is pressed, it records the time, and later, the list can be scrolled to view the times recorded. Even though this is a nice program that can potentially provide great accuracy and eliminate misreading the time, it still provides buttons which offer the opportunity for inadvertent mistakes. Somehow, from my point of view, there is nothing quite so reliable as the trained observer with a large, easily read time display and a pencil.

There is one other way to provide a backup to verify accurate mark calling and time recording. If Coastal Explorer is used as a chart plotter during the rally,, the tracking function can be set so that the exact time can be read throughout the course traveled. To do this, first be sure the computer clock is synchronized with WWV, then turn on the Coastal Explorer tracking function and, in properties, set tracking by time interval on and set the time interval to one second. Turn off tracking by distance interval and course change. Now, after the rally, you can zoom and click anywhere on the track and a pop-up window will show the exact time the vessel was at that

position. This can be used to verify recorded times along the route and has been invaluable in resolving errors discovered during scoring.

One last type of mark I should touch on is the calling of ranges. Sighting a range is fairly basic and can usually be done with good accuracy. However, particularly with ranges that are well-off of perpendicular to the course, realize that it is critically important that the boat be on track to avoid the inherent distance error that can result when not on track. Finding a range to maintain your track on course while calling the range can be very helpful in this regard. Good luck!

Tom Collins

Southern California Cruiser Association

Do You Have Another Address?

If you have an alternate address for certain times of the year, be sure that NACA knows what each of those addresses are and when each is effective. Each time the *Cruiser Log* is mailed, a number of members copies are returned by the postal service with a sticker saying something like, "Temporarily Away" or "Unable to Deliver as Addressed".

To avoid missing your NACA information, please let the Executive Secretary know each of your addresses and when you wish each to be active. In that way, the current information can be included when the mailing list is prepared for each issue or special mailing.

Send your request to Kenneth Griffing, at (kgriffing@earthlink.net), or mail to 14404 Eadbrook Dr., Hacienda Heights, CA 91745-2536, indicating that it is NACA mailing information. Any questions call Ken at 626-333-0513. Please include each complete address and the dates each is to be effective.

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

Go to www.navrally.org.

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

L. L. L. L.

The following is from the able pen of the late Mr. Thomas Gray. C.B., to whom sailors of all nations owe a lasting debt for his popular exposition of the Rule of the Road at sea:

L. L. L. L.

The Mariner's Creed.

To be said daily, and acted on always.

I understand **L. L. L. L.** to be the symbol or sign for four things which I must never neglect; and these things are: **Lead, Log, Latitude, and Look-out.**

Therefore, I say, use the **Lead** and the **Log**; and mind the **Latitude** and the **Look-out**.

I believe in the **Lead**, as it warns me against dangers which the eye cannot see.

I believe in the **Log**, as it checks my distance run.

I believe in ascertaining the **Latitude**, as it helps to define my position.

I believe in the **Look-out**, as it warns me against dangers to be seen.

The **Lead** warns me against dangers invisible, the **Log** warns me against false distances, the **Latitude** helps to define my position, and the **Look-out** warns me against dangers visible.

And I earnestly resolve, and openly declare, that as I hope to sail my ship in safety on the ocean, as I wish to spare the lives of my fellow-creatures at sea, and as I wish to go in safety all my days, so will I steadfastly practice that which I believe.

And I hereby warn seamen and tell them that if they neglect any one of these four things, either the **Lead**, the **Log**, the **Latitude**, or the **Look-out**, they or their fellows will some day surely perish.

-from the 19th Edition (1918) of *Wrinkles in Practical Navigation* by S.T.S. Lecky, Master Mariner.

Weather

(Continued from page 12)

We'll never have good weather with thee on the land

During fair weather, gulls scavenge at the waters edge or offshore. During stormy weather, they often fly inland and scavenge at waste dumps. However, they usually don't do this until after the storm has arrived.

*When the glass falls low
Look out for a blow*

or

*When the wind backs, and the weather glass falls
Then be on your guard against gales and squalls*

Sound advice, because a steady, persistent fall in atmospheric pressure is often a good indication of foul weather to come. This is particularly true with a windshift from the west to the east, northeast or southeast.

*Red sky at night, sailors delight
Red sky in the morning, sailors take warning*

This is probably the most famous of all weather sayings and is true more often than not. A red sky at sunset or early evening indicates clouds to the east, with clearing on the western horizon allowing the setting sun to be seen. Unsettled weather or storminess may have passed or be moving out. A red sky in the morning indicates clouds to the west as the sun is rising, which may advance eastward and bring bad weather them.

- from U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Weather Service, *Observing Handbook No. 1, Marine Surface Weather Observations*, Revised April 1999.



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.

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

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Spouse Name: _____ Boat Name: _____

E-mail: _____

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Boat/Cell Phone: _____

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14404 Eadbrook Drive
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