



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 14 Issue 2

June 2014

A Modest Attempt...(Conclusion)

This is the continuation of a "brief" letter from NACA Vice Commodore Scott Strandjord to the commodore of Seattle Yacht Club in response to queries concerning the reported grounding of the yacht Redemption in the course of a predicted log navigation contest... "this is what really happened..."

...I had proposed a maneuver rarely attempted in the sport of predicted log racing. Our plotted course would place *Redemption* so as to leave a shallow piece of water a few yards to starboard as we completed the turn to port, off Coleman Point. By allowing *Redemption* to turn such that her course would slide slightly further to starboard, *Redemption* would just graze the shallows noted on the chart as four feet in depth. *Redemption's* deep keel, knifing the water a few feet below her spinning propellers, drew four and one-half feet. All of the pieces of the puzzle fell into place. If executed with perfection, the "scuff" maneuver could be accomplished to briefly slow *Redemption's* passage, adding a few precious seconds to the elapsed time in the leg ahead. However, were we to slide too broadly in the turn, or if the charted depth of the shoal were to be overstated, or if a rock were to lurk in the dark waters of the shoal, the day would end in disaster. *Redemption* could lodge abruptly and firmly in the mud of the shoal, or a rock could crack her hull like the shell of a nut. For the glory of the club, I proposed we bet it all and push all of our chips toward the center of the table.

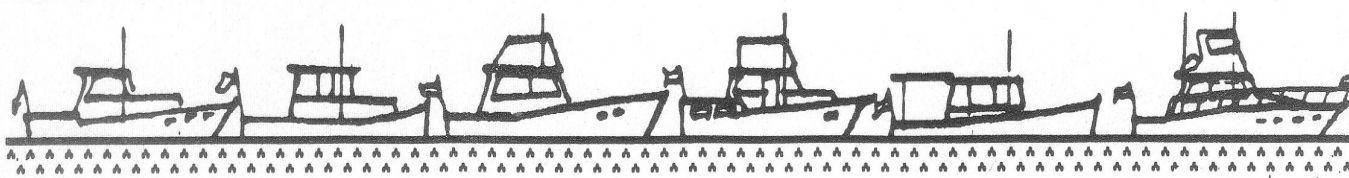
There was no more time for talk. The Point was at hand. The time had come. "Do it, Jim," I growled. The extension of the road on the Point defining the end of the leg snapped into view. I called, "Mark!" and Jim spun the wheel to port. *Redemption* heeled to starboard as the keel dug into the turn. The mass of the boat carried her to starboard, sliding toward the shoal. The water ahead, off the starboard bow, appeared slightly brown in color...an evil tint that inspired a sense of foreboding, a tightening at the bottom of one's gut...

Then we touched. A sharp growl rose through hull. *Redemption* lurched, and a host of unsecured items in the cabin jumped toward the bow. Time slowed as the moment unfolded. The voice in my head wondered, "Would she drive

(Continued on page 4)

Inside This Issue:

Who's Who in NACA	2
NACA Objectives	2
Cruiser Log Deadlines	2
Commodore's Corner	3
2014 NAI	3
NACA Ship's Store	3
Easy Pickin's	5
2014 Eagle Harbor	6
Heavy Weather Photo	7
2014 Boomerang	8
Standings	9
NACA Application	11



North American Cruiser Association

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

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

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

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NACA Objectives

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

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

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

Thank you to the many members of the North American Cruiser Association (NACA) who send a donation along with their dues. Your generous support is greatly appreciated and allows the annual dues to remain the exceptionally low \$10.00 per year. Thank you!

Many members are clearing their schedule for a trip to the North American Invitational (NAI) to be held in San Diego, California, on September 13, 2014. Several years ago, I was a contestant in my first NAI, and it was held in San Diego. It was an extremely well-run event chaired by Jeff Calabrese. We are very fortunate that Jeff is willing to do it again and has accepted the chairmanship of the 2014 NAI. Not only is he an experienced chairman but also is an active competitor in that area, so knows the perks and the pitfalls of the location. He has great organizational skills and a determination to get it right and make it fair for all. We are in for a wonderful NAI 2014.

We finally have good boating weather all over the United States. Boating with friends or family if you are competing, fishing, or cruising is great fun. Stay safe and enjoy your on-the-water activities.

Fay Baynard
NACA Commodore

2014 NAI

San Diego Cruiser Association (SDCA) will sponsor the 2014 North American Invitational (NAI) under the auspices of North American Cruiser Association (NACA). The world famous San Diego Yacht Club (SDYC) will host the event.

The NAI is considered by some to be the America's Cup of predicted log racing. Top racers from North America compete against each other for the coveted Noon Cannon Trophy. This perpetual beauty sits in Coronado Yacht Club (CYC), Coronado, California, having been won in 2013 by CYC member David Weimer. Coronado Yacht Club is a SDCA member club. The initial call for contestants has gone out to all of the organizations that are under the NACA umbrella.

SDCA lays down the challenge and looks forward to the competition. I have recently assumed duties as Event Chairperson. Up-to-date event information will soon be available on the SDCA website (www.sandiegoca.org). Also, feel free to contact me if you have any questions. My phone numbers are in the NACA roster, and my e-mail is: jeffc5250@sbcglobal.net. Looking forward to seeing you at NAI.

Jeff Calabrese
2014 NAI Chairperson

FUTURE NAI EVENTS

2014—San Diego, CA (09/10 –13/2014)
2015—IPBA/North (10/03/2015)*
2016—SCCA (08/06/2016)*
2017—St. Petersburg, FL (10/21/2017)*

*Tentative dates

NACA Ship's Store

2014 North American Invitational (NAI) commemorative clothing (other than ball caps) is now available at the NACA Ship's Store. Go to www.predictedlog.org. Click on NACA Ship's Store. This opens a link to Land's End Business Outfitters. Select your product and choice of logo. It is simple to use, and the merchandise is of good quality.

A Modest Attempt...
(Continued from page 1)

through...would we be carried over the shoal..?" Jim's right hand went instinctively to the gear levers, ready to stop the churning wheels at our stern, were they to make contact with the bottom. As our eyes locked, my head turned quickly from side to side. My eyes said the words that failed to emerge from my lips, "No...she'll power through...let her run..." A brief hesitation, and then the growl of the shoal passing under the keel faded. Jim glanced my way, his hands still on the gear levers. Laurin cocked her head to the left. We all strained to feel the motion of the boat, seeking a vibration that might indicate damage to the alignment of the running gear...a signal that we must quickly remove the strain on the propellers and shafts that might have been damaged by contact with the bottom. But no...gear continued to hum smoothly...she was running true.

Swiftly now, I cleared the deck to allow access to the hatchway through the cabin floor. I had to quickly confirm that the hull was sound and that we were not taking on water. I could picture the depth sounder's transducer where it projected two inches below the leading edge of the keel. Could the transducer have punched up through the keel, opening the hull to a massive geyser of water that would swiftly flood the engine room?

Laurin tossed ear protectors my way as I pulled open the hatch. Below, lay the dark of *Redemption's* cavernous engine room. The deafening roar of the mighty diesels filled the cabin. As I turned and began my descent down the ladder into the darkness, I shouted, "Race on!" Arriving at the foot of the ladder, I flicked on the light switch on the bulkhead. I turned my flashlight to peer forward, toward the leading edge of *Redemp-*

tion's deep keel. Peering at the water in the bottom of the keel, I tried to discern an increase in depth, a rise in the water surging fore and aft in the bilge. No...the depth seemed to hold. I could see the top of the transducer. It appeared to be intact. Glancing about the engine room, all seemed to be well.

I vaulted up the ladder and slammed down the hatch. Looking forward, I noted that Jim and Laurin were calmly working through navigation of the leg, noting the target for the bow sight and marking the range of points that would define end of the leg. I glanced at our Observer. His eyes were as big as saucers.

I scanned the instruments and noticed that the depth sounder no longer registered. Evidently we had lost the end of the transducer. Pausing for a moment, I concluded that the results achieved justified the loss.

The balance of the race unfolded with calm precision. Following the contest, we learned that Bob Lindal, an accomplished Queen City Yacht Club racer, had, as well, touched bottom at Coleman Point (though he claimed *Suzy Q* had merely touched a submerged log). Evidently, a prop had been damaged in the process. After a brief time-out for inspection, *Suzy Q* had raced on to the finish.

We finished the contest with 76 seconds of error, over five scored legs, out of a total of 7,072 seconds of predicted run time, providing a score of 1.0747%. Though we fell short of the top three overall finish spots, we were reasonably content with our first place finish in class 4. *Suzy Q* finished with a score that was just a bit better than the number posted by *Redemption*.

As Jim, Laurin, and I reflected on the con-
(Continued on page 5)

A Modest Attempt...
(Continued from page 4)

test, we were content with *Redemption's* performance. We moved quickly and decisively in our response to the conditions at hand, and we acted boldly in our execution of a challenging maneuver. We had taken a calculated risk that few would dare to pursue, and we had executed the maneuver in a manner that was well beyond the abilities of all but the most accomplished predicted log racers. We were pleased that we had performed so as bring honor to the Seattle Yacht Club.

Thank you once again, Commodore, for the opportunity to relate the events of the day in question. It is truly an honor and privilege to compete under the burgee of the Seattle Yacht Club.

Respectfully,

Scott Strandjord
International Power Boat Association

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NEW COMPETITORS

A quick read - "Enjoy Log Racing"
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www.predictedlog.org

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Easy Pickin's—What Happened?

In theory, constant current flow should be the key to precise navigation time estimates, particularly when transiting narrow passages where current predictions are available for various locations in the passage, for example, Rich Passage and Port Washington Narrows. You'd think, huh? Unfortunately, all thirteen contestants in the Easy Pickin's Navigation Contest in West Sound, held Saturday, April 26, 2014, managed to disprove that theory.

Apparently, the actual currents seen were enough shy of matching the published data as to greatly impact the scores in a less than helpful way. With the good weather that day, the contestant predictions could reasonably be expected to result in several scores with less than 1.0% error. Surprisingly, however, the winning score was an error of 1.4691%, with only two other scores under 2.000%; this in spite of the 18.8 nautical mile course being held in the well-protected waters of Dyes Inlet, Port Washington Narrows, Sinclair Inlet, and Port Orchard.

The Easy Pickin's contest weekend, co-hosted by Bremerton Yacht Club (BYC) and Port Orchard Yacht Club (POYC), kicked off Friday at BYC with a Friday Night Social dinner for BYC members and all contestants and their crews. For those attendees who are new to the sport, a "faux log race" that featured the social side of navigation contests was conducted following dinner.

After the Saturday afternoon contest, logs were checked in at POYC. After a well-rounded barbecue hosted by POYC, the contest awards were presented by Contest Co-Chairs Fred Cole of POYC and John Burwell of BYC. Overall winner, with the least error of 1.4691%, was Bob Lindal of Queen City Yacht Club on *Suzy Q*. Runner-up was Ron Larson on *General Quarters* at 1.6585%, followed by Fred Cole of POYC on *Mouse Trap* in third place with a score of 1.8443%.

(Continued on page 7)

Eagle Harbor 2014

So what are all these sailboats doing out here, anyway? About once every four or five years, International Power Boat Association (IPBA) and a sailing club out of Shilshole Bay schedule their respective annual competitions on the same day.

The sailors use Blakely Rocks as the windward mark, while the predicted log competitors start in that general vicinity. This year, the Eagle Harbor predicted log competition used Yeomalt Point as the start line. Since the power boats start in five-minute intervals, there was a parade of boats leaving Eagle Harbor and running to the start line through the southbound sailors. Then the real challenge came as the power boaters commenced their legs to the south, with a control point at Blakely Rocks.

While there were twenty-four predicted log competitors, it appeared that there were one hundred sailing competitors. Outnumbered four to one, the power boaters managed to avoid contact and, for the most part, complied with the rules of the road. One crew did manage to take three timeouts in the first two miles of the route.

This year's Eagle Harbor competition, sponsored by Queen City Yacht Club (QCYC) and Seattle Yacht Club (SYC), was renamed Seahawks Harbor competition in honor of our Super Bowl winners. Using the Winslow outstation of Queen City Yacht Club as a base, the course started at Yeomalt Point and proceeded southbound around Blakely Island. Leaving Blakely Island to starboard, the course proceeded past Orchard Point into Rich Passage as far as Middle Point, then south about Beans Point and, rounding Decatur Reef, finished on the west side of Blakely Rocks.

The ebb current was running throughout the competition, and, after several days of strong southerly winds, predicting the current of each leg was a significant challenge. A few competitors did much better than everyone else against these elements, demonstrating their exceptional navigational skill.

The theme for the awards dinner was Seahawks garb, and the outfits ranged as wide as the scores. The enclosed photo is an example of the Seahawks spirit on display.

Of the twenty-four boats, only two scored less than 1% error. At the top of the list were Jim and Linda Anderson of Gig Harbor Yacht Club in *Fidalgo* in third place, with a score of 1.45% error; Bob Lindal, and Jeff Ewell of Queen City Yacht Club in *Suzy Q* came second, with a score of 0.60% error, having been edged out by one second by Todd Prodzinski and Bill Grady of Seattle Yacht Club in *Zorro*, with a score of 0.59% error.



Todd Prodzinski (left) and Bill Grady (right) receive trophies from Bob Lindal (center)

Seven area yacht clubs were represented in the competition, but only four had enough participants for a four-boat team: Seattle Yacht Club, Meydenbauer Yacht Club, Queen City Yacht Club, and Bremerton Yacht Club. The Lindal, Padgett, Klett/Elbon, and Anderson team of Queen City Yacht Club powered to victory to keep the team trophy at QCYC.

If you enjoy boating, predicted log competition might be the sport for you. Find out more at www.ipbalogracing.org or call me, Bill Anderson, at 425.641.0317; I would be pleased to talk to you about this great sport.

Easy Pickin's—What Happened?
(Continued from page 5)



Front l to r: Observer Mike Maxwell; Sue and Bob Lindal; Jeff Ewell. Back: Contest Co-chair Fred Cole

This contest is the sixth of eleven contests conducted each year from January through October under the umbrella of the International Power Boat Association (IPBA). Cruising boaters, both power and sail, are eligible to participate. This IPBA year-round program offers the opportunity for weekend cruising with other boaters of similar interests during typically non-boating times of the year. For more information about IPBA, as well as the event schedule, check out our website at www.ipbalogracing.org.

Mike Henry
International Power Boat Association

Heavy Weather Winner Photo



L to r: Race Chair John Burwell; Ellen Murphey; Bremerton Yacht Club Commodore Mona Lisa Ryan; Winner John Murphey

In the April 2014 issue of *Cruiser Log*, the above photograph was inadvertently omitted from the article about Bremerton Yacht Club's 2014 Heavy Weather Navigation Contest.

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Television is the first truly democratic culture—the first culture available to everybody and entirely governed by what the people want. The most terrifying thing is what the people want.

— Clive Barnes

.....

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2014 Boomerang Predicted Log Competition

Meydenbauer Bay Yacht Club (MBYC) has been hosting the Boomerang Predicted Log Competition since about 1951. Each year in March, competitors from around the area gather at this lovely club on the Bellevue shore of Lake Washington. This year, on March 1st, twenty-six boats representing six yacht clubs came together for this annual event.

The weather does not need to be spoken of because we all know what that has been like over the past two months. In typical Meydenbauer fashion, everyone was made welcome. With a Friday night hors d'oeuvres presentation, a Saturday night awards dinner, and Sunday breakfast, all beautifully prepared, the weekend was a success regardless of how well one performed in the contest.

Starting at Groat Point, the entrance to Meydenbauer Bay, the route took the competitors into the middle of Lake Washington and to a challenging constant radius turn about the weather buoy. This required the competitor to turn his boat along the arc of a circle of 200 yards radius centered on the buoy.

Upon completion of a 180° turn, the route then led down to the east high-rise of the Interstate 90 bridge. After some speed changes and timed runs, the course passed Seward Park and made a 90° turn at Atlantic Beach and crossed over to the Renton side of the lake. Unlike in some previous years when competitors ventured too close to the May Creek outlet, no one was unfortunate enough to run aground there. Everyone passed safely and proceeded past the Seahawks training facility, Newport boat launch, and under the east channel bridge. Finishing at Groat Point, the boomerang did come back for all the competitors.

The scores were excellent, with eight competitors scoring less than 1% error and twenty-one competitors in the less than 2% range. Competition for the team trophy was hot, as usual. Meydenbauer has kept the trophy at their club for the last four years. But, for the thirteenth time in the last twenty years,

Queen City Yacht Club (QCYC) captured that beauty and has it tucked in their trophy case. Four Queen City competitors, Dean Lentgis, Ken Klett, Dave Padgett, and Bill Anderson, all with scores less than 1% error, brought it back to Portage Bay.

In the individual competition, always the most exciting, Queen City did share with Meydenbauer. Glenn Ryan and Craig Kenyon in *Amnesia* of MBYC scored third with a score of 0.48% error. In second place, Dave and JoAnn Padgett in *Slip Away* of QCYC with a score of 0.41% error. At the top of the scoring was yours truly, Bill Anderson, and wife Trish in *The Tillie* with a score of 0.25% error. It has been a long dry spell since I have been able to include my own name in these articles, and Trish and I were very excited as we calculated our leg by leg score for this competition.



Bill and Trish Anderson with their first place trophy

This is a great sport and a wonderful way to enjoy Pacific Northwest boating throughout the year. Come join us! Visit our website at [www/ipbalogracing.org](http://www.ipbalogracing.org). Read about upcoming events and competition rules on the site. If you want to talk about it, give me a call (Bill Anderson) at 425.641.0317.

Queen Mary Trophy - best 10 of 1st 11 Regattas Entered

05/12/2014

Pos	SKIPPER	VESSEL	Assoc.	Points	Entered	Average
1	Korzetz, Jim	FREEDOM	IPBA-N	5107	7	730
2	Lindal, Bob	SUZY Q	IPBA-N	4897	6	816
3	Murphey, John	STURDY GAL	IPBA-N	4880	6	813
4	Klett/Elbon Team	KLETTITAT	IPBA-N	4758	6	793
5	Cole, Fred	MOUSE TRAP	IPBA-S	4451	5	890
6	Ehlers, Bob	JB & ME	SDCA	4345	5	869
7	Padgett, David	SLIP AWAY	IPBA-N	4306	5	861
8	Weimer, David	JUST DESERTS	SDCA	4178	5	836

Codrington Trophy - best 5 of 1st 7 Regattas Entered

05/12/2014

Pos	SKIPPER	VESSEL	Assoc.	Points	Entered	Average
1	Murphey, John	STURDY GAL	IPBA-N	4524	6	905
2	Lindal, Bob	SUZY Q	IPBA-N	4514	6	903
3	Cole, Fred	MOUSE TRAP	IPBA-S	4451	5	890
4	Ehlers, Bob	JB & ME	SDCA	4345	5	869
5	Padgett, David	SLIP AWAY	IPBA-N	4306	5	861
6	Weimer, David	JUST DESERTS	SDCA	4178	5	836
7	Klett/Elbon Team	KLETTITAT	IPBA-N	4124	6	825
8	Adalian, Garry	JONATHAN	SDCA	4090	5	818
9	Korzetz, Jim	FREEDOM	IPBA-N	4070	7	814
10	McCormick, Bill	INAMORATA	SCCA	3511	4	878

St. Petersburg Trophy - best 4 of 1st 5 Regattas Entered

05/12/2014

Pos	SKIPPER	VESSEL	Assoc.	Points	Entered	Average
1	Lindal, Bob	SUZY Q	IPBA-N	3777	5	944
2	Ehlers, Bob	JB & ME	SDCA	3704	5	926
3	Adalian, Garry	JONATHAN	SDCA	3638	5	910
4	Cole, Fred	MOUSE TRAP	IPBA-S	3635	5	909
5	Padgett, David	SLIP AWAY	IPBA-N	3631	5	908
6	Murphey, John	STURDY GAL	IPBA-N	3537	5	884
7	McCormick, Bill	INAMORATA	SCCA	3511	4	878
8	Weimer, David	JUST DESERTS	SDCA	3422	5	856
9	Klett/Elbon Team	KLETTITAT	IPBA-N	3324	5	831
10	Korzetz, Jim	FREEDOM	IPBA-N	3033	5	758

Stone Trophy - total of only 1st, 2nd & 3rd places in 1st 7 Regattas Entered

05/12/2014

Pos	SKIPPER	VESSEL	Assoc.	Points	Entered	Average
1	Murphey, John	STURDY GAL	IPBA-N	3848	4	962
2	Ehlers, Bob	JB & ME	SDCA	3704	4	926
3	McCormick, Bill	INAMORATA	SCCA	3511	4	878
4	Adalian, Garry	JONATHAN	SDCA	2950	3	983
5	Lindal, Bob	SUZY Q	IPBA-N	2911	3	970
6	Cole, Fred	MOUSE TRAP	IPBA-S	2728	3	909
7	Weimer, David	JUST DESERTS	SDCA	2666	3	889
8	Griffing, Ken	LOON'S CALL	SCCA	2358	3	786
9	Prodzinski, Todd	ZORRO	IPBA-N	1963	2	982
10	Korzetz, Jim	FREEDOM	IPBA-N	1897	2	949

Coastal Explorer Trophy - best 8 of 1st 9 Regattas Entered

05/12/2014

Pos	SKIPPER	VESSEL	Assoc.	Points	Entered	Average
1	Korzet, Jim	FREEDOM	IPBA-N	5107	7	730
2	Lindal, Bob	SUZY Q	IPBA-N	4897	6	816
3	Murphey, John	STURDY GAL	IPBA-N	4880	6	813
4	Klett/Elbon Team	KLETTITAT	IPBA-N	4758	6	793
5	Cole, Fred	MOUSE TRAP	IPBA-S	4451	5	890
6	Ehlers, Bob	JB & ME	SDCA	4345	5	869
7	Padgett, David	SLIP AWAY	IPBA-N	4306	5	861
8	Weimer, David	JUST DESERTS	SDCA	4178	5	836
9	Adalian, Garry	JONATHAN	SDCA	4090	5	818
10	Henry, Mike	PEACHY KEEN	IPBA-S	3764	6	627
11	McCormick, Bill	INAMORATA	SCCA	3511	4	878
12	Chapin, Clint	SOJOURN	IPBA-N	3489	5	698
13	Salerno, Ralph	ANCORA	SDCA	3470	5	694
14	Griffing, Ken	LOON'S CALL	SCCA	3262	5	652
15	Calabrese, Jeff	LIVING WELL	SDCA	3260	5	652
16	Denaci, Edward	MICROSHIP II	SDCA	3139	5	628
17	Randall, Rick	COMPADRE	IPBA-S	3103	5	621
18	Burwell, John	GAVIA	IPBA-S	2892	4	723
19	Brett, Steve	OCEAN JEWEL	IPBA-S	2878	6	480
20	Cullen, Bruce	CAROLINE II	IPBA-N	2825	4	706
21	Strandjord, Scott	REDEMPTION	IPBA-N	2698	3	899
22	Lonergan, James	CASA DEL PERRO DOS	SDCA	2596	4	649
23	VanAntwerp, Jim	SARA B	IPBA-S	2550	4	638
24	Anderson, Jim	FIDALGO	IPBA-S	2548	4	637
25	Subert, Tim	BEACH MUSIC	IPBA-N	2444	5	489
26	Larson, Don	TEWASI	IPBA-S	2433	3	811
27	Voight, Ken	HERITAGE	SCCA	2362	4	591
28	Brooke, Tom	OVEREXPOSURE	IPBA-N	2214	4	554
29	Anderson, Bill	THE TILLIE	IPBA-N	2166	3	722
30	Frank, Dan	MOON SHINE	IPBA-N	2118	4	530
31	Prodzinski, Todd	ZORRO	IPBA-N	1963	2	982
32	Jackman, George	SPECIAL EFFECT	SCCA	1821	3	607
33	Larson, Ron	GENERAL QUARTERS	IPBA-S	1820	2	910
34	Walker, John	PRIME TIME	SCCA	1808	2	904
35	Weider, Fred	WOS IST LOS	SDCA	1753	4	438
36	Ryan, Glenn	AMNESIA	IPBA-N	1676	2	838
37	Lentgis, Dean	KALOS FILOS	IPBA-N	1643	2	822
38	Blockhus, Burnell	LOLITA	SMBPF	1618	2	809
39	Babbitt, George	GENERAL QUARTERS	IPBA-S	1532	2	766
40	Downer, Jerry	NOR' WESTER	IPBA-S	1446	3	482
41	Scheinbaum, Mickey	THREE FLAGS	SMBPF	1342	2	671
42	Bennison, Dick	WELL DONE	IPBA-S	1289	2	645
43	Dean, Richard	CHESTNUT NECK	SCCA	1279	2	640
44	Fontaine, Michael	TUFFY	SDCA	1276	4	319
45	Williamson, Chris	KNOT BEHAVIN	IPBA-S	1199	3	400
46	Irwin, Chuck	LAUGHIN' PLACE	IPBA-S	1136	2	568
47	Herman, Bill	SUMMER HOURS	IPBA-N	1082	2	541
48	Radigan, Matthew	MAGIC MOMENTS	SCCA	984	1	984
49	Kutchma, Ed	PACIFIC PIXIE	SBCCA	965	1	965
50	Casad, Cliff	TAURUS II	IPBA-N	956	2	478

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



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