



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 14 Issue 5

December 2014

The Four Days of the NAI 2014

Wednesday is boat-drawing day. It's a big deal. The boat you draw is the boat you're going to be on for the next few days, and, hopefully, the boat that's going to help you be the last one standing at the award ceremony at the Saturday night dinner.

Each contestant has a list of the available boats and has in mind a wish list of a few boats he/she would like to draw. I drive a Grand Banks 32 in the local races, so, naturally, the top of my wish list was David Weimer's Grand Banks 36 Europa *Just Deserts*. I had always hoped to draw Dave's boat in previous NAI and Barusch contests held in San Diego but had never been lucky enough.

The boat drawing this year was very straight-forward. No riding stick ponies across the floor or naming that tune. Everybody just picked a card. Ace through 10 was the sequence to pick the little toy boats in the boat pool on a table.

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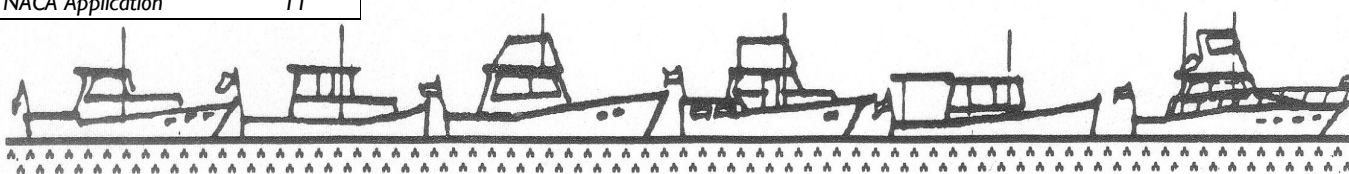
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However, we had an unusual situation for this NAI. Dave Weimer was also in this race because he is defending NAI champ from last year, and Bob Ehlers is in the race as the SDCA representative because I had won last year's Coastal Explorer Trophy. Three of us from SDCA! Since Dave and Bob both had their boats in the boat pool, they needed to pick their boats first, lest they might end up drawing last and maybe drawing their own boats, which isn't allowed. Got all that?

All toy boats were exactly the same, with a small strip of Velcro on the transom. Under the Velcro was each boat's name. I had drawn the ace so was first after Dave and Bob to pick a boat. Under that strip of Velcro was the name *Just Deserts*. Finally.

Thursday morning is get-to-know-your-boat day. The day broke clear and calm, perfect for the measured mile. We were the first ones out there and actually finished our runs before anyone else got on the course.

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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

It has been my pleasure to serve as the thirty-sixth commodore of North American Cruiser Association (NACA). The 2014 officers and directors who served with me did an outstanding job. A special thank you also goes to NACA scorer Bob Lindal. He kept track of all contest scores and sent them in to *Cruiser Log* editor in a very timely manner. A big thank you also goes to Jeff Calabrese and Bob Ehlers for an outstanding 2014 North American Invitational. We have had a very good year because of the time and expertise donated by our members. Thank you!

As we approach the year 2015, we can be confident of another good year for NACA. Once again, we have very competent officers and directors who will stimulate interest in predicted log contests, as well as perform the duties of leadership. Thanks to all who donate their time, talent, and resources to make the North American Cruiser Association a great organization.

Fay Baynard

NACA Commodore

FUTURE NAI EVENTS (Tentative Dates)

2015—Ventura (09/09-09/12)

2016—Seattle

2017—Long Beach

2018—St. Petersburg

NACA clothing (other than ball caps) is 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.

Sad News

It is with great sadness that we announce the passing of William O. (Bill) Findley Jr. on October 28, 2014, born to William O. Findley Sr. and Carrie Hoffman on March 6, 1929 in Cape Girardeau, MO, where he grew up.

After graduating from high school and one year of college, Bill joined the United States Marine Corps in 1946 and trained as a navigator. He was always very proud to be a Marine. Bill was discharged in California and never went back to live in Missouri. He also received his fifty-year pin as a Mason, affiliated with Anaheim Lodge 207.

Bill had many talents: a real estate broker for many years, a navigator for Universal Airlines, owner of several restaurants, and an avid boater. Bill was staff commodore of Hollywood Yacht Club, Southern California Cruiser Association, and North American Cruiser Association.

We will forever treasure the good times, love, and friendships he shared. A Celebration of Life will be held at Bahia Corinthian Yacht Club in Corona Del Mar, California, on Sunday, November 16, 2014, at 1:00 pm. In lieu of flowers, donations can be made to the American Cancer Society in memory of Bill.

Craig Ryan

Hollywood Yacht Club

Secretary/Treasurer

As to that sailor with the oar (which we will suppose has long stood as a symbol in an inland garden), if another sailor drifted into that village, then the two of them would gossip of nothing but the ships they used to know and the ports of other days.

- H.M. Tomlinson

From the Desk of Captain Ed

The 2014 North American Invitational (NAI) is history, and special thanks go to Chairman Jeff Calabrese for a great job. As chairman of the 2015 NAI, I am beginning to appreciate all the things that Jeff had to do to organize and implement that event.

The 2015 NAI will be hosted by Santa Barbara Channel Cruiser Association (SBCCA). The contest is scheduled for September 9 through September 12, 2015, the week after Labor Day weekend.

The winds and seas can get boisterous, so we picked this period to take advantage of the mild summer weather that is likely. Precision navigation in the Santa Barbara Channel will pose some new challenges to the contestants. A good day in the channel can be 15- to 20-knot winds and 3- to 5-foot seas. We have lots of space; however, sometimes you have to share it with a container ship doing 25 knots in the shipping lanes, a pod of humpback whales, or a school of dolphins that want to

play in your wake. Don't forget the big girls of the channel: Gina, Gail, Grace, and Gilda, our drilling rigs, which, fortunately, don't move.

The SBCCA is a small group compared to our sister associations to the north (Puget Sound) and the south (San Diego and Los Angeles). Currently, our members are from Ventura Yacht Club; however, in the past, we had participation from Pacific Corinthian, Channel Islands, Pierpont, and Santa Barbara Yacht Clubs. Our plan is to use the NAI to encourage a resurgence of interest and participation from these other clubs.

I was impressed at how smoothly the 2014 NAI unfolded in San Diego. I am relying on Jeff's example to help me plan the 2015 event. High on the priority list is corralling donor boats. It is 60 miles from Long Beach and 150 miles from San Diego to Ventura. Offering free moorage and fuel will ease the burden of getting boats up from the south. We

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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

NACA BLAZER BULLIONS

NACA has gold embroidered blazer bullions
with our flag on a gilt-edged 2 1/2" medallion.
Really good looking!
Only \$25 (includes shipping and handling)
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Only \$25.00 each.
Call Bob Ehlers
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From the Desk of Captain Ed
(Continued from page 4)

also plan to rely on the experience of our northern and southern neighbors to provide scoring, judging, and protest adjudication support for the contest.

On the local level, we need to establish locations for the welcome/registration, boat draw, BBQ, and awards ceremony and dinner. We have lovely facilities and willing hands locally to support these events.

The 2015 NAI precision navigation contest should be supported by nationally known sponsors to provide it with the gravitas it deserves. The participants, designated by their respective associations, represent the best, most experienced, and most successful racers. The NAI sponsors should reflect the superior qualities of those participants.

Let us not forget that the NAI is a social event, where old friendships are renewed and new ones formed, and it is not restricted to participants only. I would urge the leadership of all the NACA associations to encourage and promote attendance and meetings during NAI 2015, where ideas, techniques, tips, and log racing “lessons learned” can be shared.

Ed Kutchma
Chairman, NAI 2015

From the Editor

I will be out of the country from January through May, 2015. Please submit any articles for publication to Ed Kutchma, who will be editing *Cruiser Log* while I am away, at: kutchma@aol.com.

Elaine Townsend
Cruiser Log Editor/Publisher

Tidbit of Naval History

The U.S.S. Constitution (“Old Ironsides”), as a combat vessel, carried sufficient fresh water for her officers and men to last six months of sustained operations at sea. She carried no evaporators (i.e., fresh water distillers).

According to her ship’s log:

On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder, and 49,400 gallons of rum.

Her mission:

...to destroy and harass English shipping.

Making Jamaica on October 6, 1798, she took on 826 pounds of flour and 38,300 gallons of rum. Then she headed for the Azores, arriving there November 12. She provisioned 550 pounds of beef and 14,300 gallons of Portuguese wine.

On November 18, she set sail for England. In the ensuing days, she defeated five British man-of-war ships and captured and scuttled twelve English merchant ships, salvaging only the rum aboard each.

By January 26, 1799, her powder and shot were exhausted. Nevertheless, although unarmed, she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 20,000 gallons of single malt Scotch aboard by dawn.

Then, she headed home. The U.S.S. Constitution arrived in Boston Harbor on February 20, 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 28,600 gallons of water. GO NAVY!

The Four Days of the NAI 2014
(Continued from page 1)

David Wiemer is a very meticulous boat operator. He has all sorts of graphs and charts to cover all operation aspects of *Just Deserts*. He dips the fuel tanks to know just how much fuel is on board. Then he goes into the charts to find out what rpm will give him what speed at that boat weight. Dave races at 8.20 knots. He wins a lot, so why should I argue with that? 8.2 knots would be fine with me.

The charts say that 1933 rpm will give him 8.20 knots at that weight. However, after my measured mile runs, 1933 rpm gave me only 8.17 knots. No big deal, right? Normally, any speed close to what the owner said he ran the boat at would suffice. But with all those charts and graphs and Dave's record, doubt started to sneak in. Which one to use? 0.03 knots doesn't seem like much, but do the math for 33 nm, and the difference is 54 seconds. *That's* a big deal. I had already started to feel the pressure of drawing Dave's boat that I hadn't thought about earlier. Ed Denaci had drawn the boat in 2008 and won the NAI, and he was onboard as the boat's captain, so the squeeze was on. Now, which speed?

Back at the SDYC bar after the time trials, the boat crews started filing in for a beer. Boat speeds had to be given to the race committee by 1400. Fred Cole and Linda had sat at my table, so I was lamenting my indecision to anyone who would listen. Finally, Linda said, "*You're* the racer. 8.17 is *your* speed. Go with what *you* got." Woman's wisdom.

Friday is a "free" day. That's what it says on the NAI schedule of events. That may be true for those who use Excel for their spread sheet, but, unfortunately, I never started using it. Besides, I'm told that doing math the long way defers Alz-

heimer's and Mad Cow. Doing the spread sheet long hand does not take long on a local race of around twelve nautical miles, but on a race three times that length, then rechecking the math because it's a championship race, the race was done twelve hours later. So much for "free" Friday.

Saturday morning, race day, also starts clear and calm but with promise of getting hot and windy. Breakfast is at the club, pouring down lots of coffee in hopes of drowning the butterflies. Then, down to the boat to prepare for departure and thinking silly things like what if the engine doesn't start.

Our start time is 09:37:04, one of the first to start. The ocean part of the race is first, and the seas were flat, which was good. It wasn't until the last ocean leg heading back into the harbor that the winds started piping up. By the time we got to Point Loma, it really started to blow.

Just Deserts has an anemometer and was showing 25 knots relative, 30 degrees off the bow. Now, *Just Deserts'* charts say that for 8 knots on the nose (16.2 relative) use a plus 35 rpm correction. However, if the same wind is 30 degrees off the bow, then use 100 rpm correction. At 25 knots relative, the correction was considerably larger.

I'm not used to shoving up the power that much, so it was really hard to do. It was pretty much that way for the rest of the race. Pulling back the power for the legs going down the bay and shoving it up in varying degrees for the different legs going up the bay. I remember saying somewhere towards the end of the race that I didn't think our score was going to be very pretty because of all the throttle jockeying.

I had given a work sheet to the observer Mike Simonson, so he could record all the times that I have on my work sheet. That way I can figure my score after the race and see what I did on all sections of
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The Four Days of NAI 2014 (Continued from page 7)

the race. Mike is good at math, so he roughly figured out my score on the way back to the slip, making the comment that he had seen me do better, but a 0.640% wasn't too bad.

I was stunned and thought he must have made a mistake. Back at the club at the "Beer and B.S." session, I checked the math, and, sure enough, he was correct. Later that evening at the awards dinner, I have to say there is nothing, but nothing, quite like being the last one standing at the NAI.

Garry Adalian
San Diego Cruiser Association

The 22-foot Cutter Carn Dhu

When under the lee of the island, we reduced sail to second jib and main and beat into the little havnelod of Ballen. We strolled ashore. Instead of finding a rather deserted island devoted to breeding bacon, the place turned out to be a complete summer holiday resort. Bacon for the English market is the other industry, but we were unable to obtain any for ourselves.

In the evening, an ancient Danish one-time mariner, sometime painter, who had managed to survive forty-seven years in Chicago, descended on us and derived enormous pleasure from exercising what he was pleased to call his English.

We traded a few ounces of tobacco for two pots of jam. He had returned to Denmark for his health to find all his old friends dead, and that he had forgotten how to speak Danish. We gave him a piece of hard tack for a souvenir. He fingered it lovingly and, explaining that he had no hope of eating it, placed it carefully in an inside pocket.

- N. Warrington Smyth
Samso Island, Denmark, July 24, 1933

From the Rear

Well, we here in Southern California have finished up another predicted log season and, soon, the year 2014, as well. Although the season has gone okay, my wife and I have certainly not done as well as we would have liked, but, all in all, the total results have not been too bad. The main reason for our good overall results is that we have been able to participate in all of the competitions that our association ran. This has enabled us to compete against some with better performance but fewer contests.

In any case, we have consistently had a good time and enjoyed visits to some terrific yacht clubs, meeting many interesting and enjoyable individuals. I was disappointed that I was not able to attend the 2014 NAI due to a schedule conflict, as we had a really good time last year. Hopefully, next year will be different; plans are to be in Ventura, California, for the September 10 – 13, 2015 NAI.

As a relatively new predicted log contestant, I continue to try and learn how I can do better and how to better determine what my boat is doing. The chance to better know what is taking place and how to accurately and dependably adjust conditions is of great interest but difficult to find an answer. Despite the illusive target, the quest continues!

I appreciate the willingness of those present to again elect me to the board, this time to the vice commodore position. I will do my best to help continue the support for predicted log activities, which have been a tradition of our organization. Please help us by sharing your ideas to bring new participants to join us in this enjoyable sport.

Thanks for your help and support. Be safe on the water (as well as on land)!

Ken Griffing
NACA Rear Commodore

Queen Mary Trophy - Best 10 of 1st 11 Regattas Entered**10/26/2014**

Pos	SKIPPER	VESSEL	Assoc.	Points	Entered	Average
1	Lindal, Bob	SUZY Q	IPBA-N	8489	10	849
2	Murphey, John	STURDY GAL	IPBA-N	8474	10	847
3	Ehlers, Bob	JB & ME	SDCA	8167	11	817
4	Weimer, David	JUST DESERTS	SDCA	7957	11	796
5	Adalian, Garry	JONATHAN	SDCA	7816	10	782
6	Korzet, Jim	FREEDOM	IPBA-N	7604	11	760
7	Klett/Elbon Team	KLETTITAT	IPBA-N	7449	10	745
8	Denaci, Edward	MICROSHIP II	SDCA	7257	11	726
9	Cole, Fred	MOUSE TRAP	IPBA-S	7251	8	906
10	Lonergan, James	CASA DEL PERRO DOS	SDCA	7251	10	725

Codrington Trophy - Best 5 of 1st 7 Regattas Entered**10/26/2014**

1	Murphey, John	STURDY GAL	IPBA-N	4839	7	968
2	Lindal, Bob	SUZY Q	IPBA-N	4728	7	946
3	Ehlers, Bob	JB & ME	SDCA	4684	7	937
4	Cole, Fred	MOUSE TRAP	IPBA-S	4617	7	923
5	Blockhus, Burnell	LOLITA	SMBPF	4513	7	903
6	Adalian, Garry	JONATHAN	SDCA	4502	7	900
7	Padgett, David	SLIP AWAY	IPBA-N	4460	7	892
8	McCormick, Bill	INAMORATA	SCCA	4375	7	875
9	Walker, John	PRIME TIME	SCCA	4298	7	860
10	Larson, Don	TEWASI	IPBA-S	4293	6	859

Stone Trophy - Total of only 1st, 2nd & 3rd places in 1st 7 Regattas Entered**10/26/2014**

1	Murphey, John	STURDY GAL	IPBA-N	4839	5	968
2	Ehlers, Bob	JB & ME	SDCA	4684	5	937
3	Blockhus, Burnell	LOLITA	SMBPF	4492	5	898
4	McCormick, Bill	INAMORATA	SCCA	4375	5	875
5	Walker, John	PRIME TIME	SCCA	4298	5	860
6	Lindal, Bob	SUZY Q	IPBA-N	3862	4	966
7	Adalian, Garry	JONATHAN	SDCA	3814	4	954
8	Cole, Fred	MOUSE TRAP	IPBA-S	3710	4	928
9	Collins, Tom	MISTY SEA	SCCA	3491	4	873
10	Scheinbaum, Mickey	THREE FLAGS	SMBPF	3416	4	854

St Petersburg Trophy - Best 4 of 1st 5 Regattas Entered**10/26/2014**

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	Strandjord, Scott	REDEMPTION	IPBA-N	3625	4	906
7	Larson, Don	TEWASI	IPBA-S	3592	5	898
8	Blockhus, Burnell	LOLITA	SMBPF	3548	5	887
9	Walker, John	PRIME TIME	SCCA	3547	5	887
10	Murphey, John	STURDY GAL	IPBA-N	3537	5	884

Coastal Explorer Trophy - Best 8 of 1st 9 Regattas Entered**10/26/2014**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Lindal, Bob	SUZY Q	IPBA-N	7254	9	907
2	Cole, Fred	MOUSE TRAP	IPBA-S	7251	8	906
3	Murphey, John	STURDY GAL	IPBA-N	7174	9	897
4	Ehlers, Bob	JB & ME	SDCA	6888	9	861
5	Padgett, David	SLIP AWAY	IPBA-N	6740	8	843
6	Adalian, Garry	JONATHAN	SDCA	6676	9	835
7	Blockhus, Burnell	LOLITA	SMBPF	6582	8	823
8	Weimer, David	JUST DESERTS	SDCA	6386	9	798
9	Klett/Elbon Team	KLETTITAT	IPBA-N	6242	9	780
10	Loneragan, James	CASA DEL PERRO DOS	SDCA	6201	9	775
11	Walker, John	PRIME TIME	SCCA	6148	9	769
12	Korzetz, Jim	FREEDOM	IPBA-N	6095	9	762
13	Scheinbaum, Mickey	THREE FLAGS	SMBPF	5801	8	725
14	McCormick, Bill	INAMORATA	SCCA	5793	7	828
15	Denaci, Edward	MICROSHIP II	SDCA	5394	9	674
16	Chapin, Clint	SOJOURN	IPBA-N	5253	8	657
17	Calabrese, Jeff	LIVING WELL	SDCA	5193	9	649
18	Griffing, Ken	LOON'S CALL	SCCA	5170	9	646
19	Henry, Mike	PEACHY KEEN	IPBA-S	5161	8	645
20	Burwell, John	GAVIA	IPBA-S	5113	8	639
21	Jackman, George	SPECIAL EFFECT	SCCA	5050	9	631
22	Cullen, Bruce	CAROLINE II	IPBA-N	4976	8	622
23	Salerno, Ralph	ANCORA	SDCA	4941	9	618
24	Larson, Don	TEWASI	IPBA-S	4823	6	804
25	Brooke, Tom	OVEREXPOSURE	IPBA-N	4631	7	662
26	Anderson, Jim	FIDALGO	IPBA-S	4188	9	524
27	Collins, Tom	MISTY SEA	SCCA	4129	5	826
28	Prodzinski, Todd	ZORRO	IPBA-N	3994	5	799
29	Downer, Jerry	NOR' WESTER	IPBA-S	3834	6	639
30	Strandjord, Scott	REDEMPTION	IPBA-N	3625	4	906
31	Randall, Rick	COMPADRE	IPBA-S	3587	6	598
32	Babbitt, George	GENERAL QUARTERS	IPBA-S	3427	5	685
33	Irwin, Chuck	LAUGHIN' PLACE	IPBA-S	3325	6	554
34	Brett, Steve	OCEAN JEWEL	IPBA-S	3270	7	467
35	Fontaine, Michael	TUFFY	SDCA	3151	7	450
36	VanAntwerp, Jim	SARA B	IPBA-S	3126	5	625
37	Anderson, Bill	THE TILLIE	IPBA-N	3060	4	765
38	Terris, Gerry	MUTUAL FUN	SCCA	3057	7	437
39	Dean, Richard	CHESTNUT NECK	SCCA	2991	4	748
40	Elovitz, Michael	LOVIT	SDCA	2945	6	491
41	Godfrey, Bob	UNREEL	SMBPF	2863	6	477
42	Wieder, Fred	WOS IST LOS	SDCA	2847	7	407
43	Frank, Dan	MOON SHINE	IPBA-N	2840	6	473
44	Voight, Ken	HERITAGE	SCCA	2759	5	552
45	Subert, Tim	BEACH MUSIC	IPBA-N	2444	5	489
46	Williamson, Chris	KNOT BEHAVIN	IPBA-S	2221	6	370
47	Swanson, Paul	PROUD MARY	SBCCA	2156	3	719
48	Johnson, Bart	LIL' TROOPER	IPBA-N	2086	4	522
49	Holte, Kirby	UFF DA	SCCA	1982	4	496
50	Bennison, Dick	WELL DONE	IPBA-S	1930	3	643
51	Kutchma, Ed	PACIFIC PIXIE	SBCCA	1919	2	960
52	Lawson, Jan & Debbie Braun	KISS	SBCCA	1854	4	464

For complete standings, go to: www.predictedlog.org



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 *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



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COASTAL EXPLORER

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NACA competitors have been using Coastal Explorer to plan and win events for nearly 10 years. Our exclusive curved waypoint transition is just one of the many tools that can be used to accurately plan for a race. Routes can be easily copied to MS Excel for further refinement. These features combined with Coastal Explorer's ease of use and stability make it the ideal choice for your next race and all your cruising needs.



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