



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 16 Issue 1

June 2016

Dinghy/Kayak Predicted Navigation Contests

In my last article to the *Cruiser Log*, I asked for ideas to revive predicted navigation contests. The following is something you might consider as a fun event for your yacht club or group. Ventura Yacht Club has done this twice, and, each time, we attracted over a dozen boats to participate. Everyone had a lot of laughs, and the competition was intense. The rules are simple, and the only equipment required is a vessel and a compass. It can be done in a harbor, marina, or part of an afternoon's entertainment during a destination club cruise. As they used to tell Mikey in the commercials, "Try it, you'll like it!"

Ed Kutchma
NACA Vice Commodore

Dinghy/Kayak Predicted Navigation Rules

Participant Rules:

1. Stay safe; cause no harm to yourself, fellow participants, or innocent bystanders.
2. Don't get lost. Follow the provided course in the order presented.
3. Stay at or below the maximum average speed of three (3) knots.

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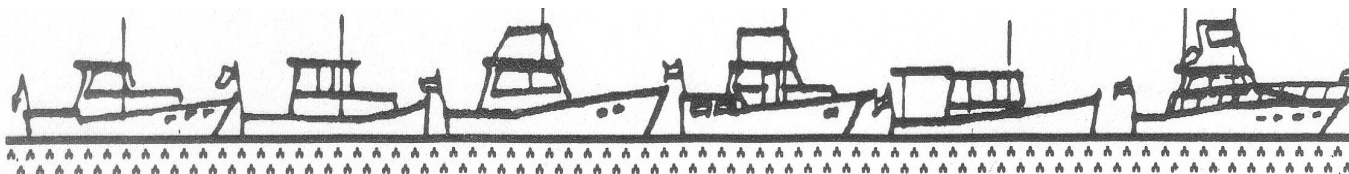
Additional instructions:

1. GPS may be used to calibrate boat speed prior to the contest but not once they are underway.
2. Use of a stop watch or any instrument indicating time of day is prohibited.
3. A compass on board is essential.

Set up instructions: (Judges)

1. Accurately lay out a course of approximately 1/2 to 3/4 of a nautical mile, establishing the physical turn points and distances between turn points.
2. Distribute the course chart/description only at the contestants' start of the race.
3. Distances and official times should remain known only to the judges.

(Continued on page 3)



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.

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New *Cruiser Log* Publication Deadlines

Submit by:

For publication in:

February 15
 May 15
 August 15
 October 15

March
 June
 September
 December

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

Dinghy/Kayak Predicted Navigation Contest (Continued from page 1)

4. Compute the official time for the course as follows:
 - a. Three (3) knots: course distance in feet divided by 5.063 = official time in seconds.
 - b. Two (2) knots: course distance in feet divided by 3.376 = official time in seconds.
5. Start the racers in alternate directions at one or two minute intervals.
6. The judges should record the start times and finish times and compute each contestant's error in seconds and the percent error as compared to the official time.
7. Two separate classes, dinghy and kayak, may be supported or one class for both. Winners are determined either on a percent error or actual seconds of error basis.
8. Hold a tear-off, with prizes awarded to the winning contestants.

Notes:

1. Three (3) knots was chosen as a maximum safe speed in constricted waters, such as a harbor or anchorage.
2. Two (2) knots was chosen as a reasonable speed for a kayak participant.
3. The distance of 1/2 to 3/4 of a nautical mile enables the contest to be completed within an hour.
4. Contestants should have only a compass and paper chart (provided by the judges).
5. Starting contestants in alternate directions and at specified time intervals reduces their ability to simply follow the contestant in front of them, rather than actually navigating and searching for turn points.
6. A nautical mile is 6076.12 feet.
7. At three (3) knots, one travels 5.063 feet in one second.
8. At two (2) knots, one travels 3.0376 feet in one second.

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

Commodore's Corner

Well, the weather has started to turn warmer, as we are now past the spring equinox. Even our brothers in the colder parts of the country are, at least, talking of getting their boats back in the water. For those of us who have enjoyed the fun and challenges of predicted log contests, it is also time for the bulk of the year's contests to take place.

In most locales, the first contest of the season is now well past, and the heavier jackets are being shed as we come to the more comfortable part of the contest season. If you have not already done so, now is the time to dust off that correction data and perhaps run the marked mile to confirm the old data. Why not join with the fleet for the next log contest and join in on the fun?

If you have doubts about some aspect of the preparations or running the contest, there are always several who would be more than be pleased to be asked and to share their views on the subject. Boaters in general and log contestants in particular tend to be a friendly and helpful group who will share knowledge and experience with their fellow boaters, especially when it involves resolving a problem or fixing a non-functioning component.

Most, if not all, of our regional associations are working to locate and involve new contestants; your NACA officers are available to help with this process in any way we can. Just ask if you think there might be some contribution we could make.

As always, the associations are trying new ways to interest potential members. Last year, Southern California Cruiser Association allowed race sponsors to use all GPS data, with the exception of any time-based function (time, ETA, TTF, etc.) A number of last year's contests allowed this data, including speed, with interesting results. Scores for the newer racers were better, but, in general, overall scores were not. I am speaking here of only those contests where GPS data was allowed. The even better part is that for several recent contests, we have had more entries than we have seen for several years, including a number of new or infrequently seen contestants.

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Beginning of Royal New Zealand Yacht Squadron

In the year 1851, when the schooner *America* won the renowned cup in an invitation race around the Isle of Wight, an unrelated event took place in Auckland, New Zealand. A small group of yachtsmen was striving valiantly to keep a yacht club afloat, as recorded in a notice of a special meeting that appeared in the Auckland Southern Cross Journal.

Over the following years, several yacht clubs were formed under the name of the Auckland Yacht Club, which seem to have faded and restarted. Sadly, early club records, minutes, etc. were destroyed in two fires, and we must rely on old newspaper reports for our history.

The first meeting places were the Thames and Waitemata Hotels on the corner of Customs and Queen Streets; the first club headquarters was not established until 1898/1900, when rooms were rented in the Palmerston Buildings.

As the colony of New Zealand developed, so did the Auckland Yacht Club. In 1887, it absorbed members of Hauraki Yacht Club and later changed its name to New Zealand Yacht Squadron in 1901 and to Royal New Zealand Yacht Squadron in 1902, when a Royal Warrant was granted; His Royal Highness, Prince Philip, Duke of Edinburgh, is the patron.

Royal New Zealand Yacht Squadron is New Zealand's most prestigious yacht club. Its enormous reputation on the international yachting scene ensures that the Squadron occupies a position of high prestige, nationally and internationally.

On the walls of the ballroom are half models of some of the most distinguished yachts in New Zealand history. Rainbow KZ 7, NZL 20, Fisher & Paykel, New Zealand Endeavor, Ceramco, Infidel, Shockwave, and NZL 32, all of which have flown the squadron's burgee at the highest level of international competition. The squadron's trophy cabinets carry evidence of members' skill and prowess in major regattas both in New Zealand and overseas, as evidenced by the list of successes quoted.

The Whitbread Trophy, the Admiral's Cup, the Kenwood Cup, the Half, One, and Two Ton Cups, the Sydney to Hobart Race, the Champagne Mumm World Cup—have all been won by squadron representatives.

We have been very proud to add the Louis Vuitton Trophy, the Thomas Lipton Cup, the Pell Cup (from Ida Lewis Yacht Club, New York), and the America's Cup to our collection, thanks to Team New Zealand's success in San Diego in 1995 and Auckland in March 2000.

Emirates Team New Zealand was successful in winning the 2007 Louis Vuitton Trophy, the 2009 inaugural Louis Vuitton Pacific Series, and the 2010 Louis Vuitton Series finals.

From the Royal New Zealand Yacht Squadron Members' Handbook 2012-2013.

Editor's Note—I had the good fortune to visit their beautiful yacht club several times during my travels.

Do you have an interesting story about the formation of your yacht club? Articles can be submitted to me at: thepresence98@yahoo.com

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How little do the landsmen know
Of what we sailors feel,
When waves do mount and winds do blow!
But we have hearts of steel.
– The Sailor's Resolution

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NACA FLAGS

NACA flags are available for purchase.
Show off your membership in NACA.
Only \$25.00 each.
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626.333.0513

Spring Series 1/4

Predicted Log Contest, Spring Series 1 of 4, was held on January 16, 2016. It was the season opener for San Diego Cruiser Association (SDCA).

This race was conjured up by NACA Secretary/Treasurer Ed Denaci. Ed retired recently, but he obviously has a lot of time on his hands. (Note: The above reference to Ed is one of the kinder comments made by contestants about the person who devised this race.)

Over the past couple of years, SDCA has been phasing in the use of GPS coordinates (latitude/longitude only) in lieu of hard marks. A typical race is usually a mix of both. This regatta took it to the extreme with the start, finish, and the eight (8) intermediate points all being lat/lon.

A timed run was also thrown in, and, to provide further confusion, the time of day after mark and route point was available to the contestant. This was much more information than I could assimilate, so I decided to keep it simple and go with my gut on the predictions.

Strategy: For each mark, I differentiated between whether I would use latitude or longitude for the call. Using both would drive me bananas.

I considered the plotted course to be critical to obtaining correct distance when running from lat/lon to lat/lon diagonally. With this in mind, I sharpened up the auto pilot by increasing rudder gain and response and insisted that my helmsman use the autopilot on all but the shortest legs.

I decided not to ask for the time of day, because making up for fast or slow would tend to confuse

me and could easily compound my error. I would use "bearing to object" where possible to confirm positions. Let's go do this!

In actuality, it turned out to be a pretty straightforward race. Wind and traffic were not factors and the currents were close to my predictions.

I left the throttles alone, although I did use a dog-leg correction on the last leg, due to being set heavily to starboard while northbound in the deep ship channel near the San Diego Coronado Bay Bridge.

When I attained the finish lat/lon, I pulled the tape off of my GPS time display and was surprised to see the exact time that I predicted. I use standing starts, so I knew my start time was near perfect. My net error was zero. I wondered what happened in between.

Good news. The in between turned out that all but one leg had single digit errors, and my cumulative score was 0.8% on a 5441 second race.

Our after race "to do" was to be held later at Fiddler's Green Restaurant on Shelter Island. Fiddler's is user-friendly for log racers. It has a great nautical theme and a super menu. Will my score stand up?

Yes, it will. First place earned me a little respect and a nice bottle of Merlot.

You gotta love this sport!

Jeff Calabrese
San Diego Cruiser Association

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.

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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Over the Bar

Joseph Vincent Castagna, Jr., “Joe”, passed away on January 15, 2016, in Hollywood Hills, surrounded with love that included his beloved wife, Chalya, and lab, Andiamo, meaning, “let’s go” in Italian. Joe was definitely a “let’s go” person.

Born on December 4, 1931, in Baltimore, Maryland, to Dr. Joseph Vincent Castagna and Margaret Bosson Castagna, he grew up enjoying the waters of Chesapeake Bay and the delicious crabs. He attended Loyola High School/Blakefield, won a scholarship in debating, and was an avid football and hockey player.

Joe always attributed his success to his Jesuit education, where he was taught to think logically, creatively, and to question. Joe established a number of scholarships for many young men at his alma mater and also at Loyola High School in Los Angeles. It was important for Joe to give opportunities to students from differing backgrounds and academic ability.

He attended Johns Hopkins University as a pre-med student. His father had hopes that Joe would follow in his footsteps as a renowned surgeon, but Joe felt his gifts were in other areas. After he moved with his family to California in 1951, he earned his BA from University of Southern California and attended Graduate School of Management at the University of California/Los Angeles. Business was calling.

Joe began his career in corporate insurance and then went into real estate. He was founder, owner, and CEO of Castagna Realty and Investments, which included an escrow company and real estate school.

His business rapidly expanded into eight offices, from Hollywood Hills to Beverly Hills and Big Bear Lake. Joe loved his associates and took great pleasure in nourishing and developing their potential. He was a former director of Lincoln Title and the consummate entrepreneur with diverse investments.

Precision in business and all matters of his life included precision in boating. Joe entered the power boating world and quickly became a champion predicted log racer, winning a multitude of trophies. Among his many accolades, Joe was honored with the prestigious North American Cruiser Association Lou Gandelman Hall of Champions Perpetual Trophy in 1997. This trophy is awarded to a member who has made a significant contribution to the sport of cruiser navigation contests.

He was staff commodore of several boating organizations including: Santa Monica Bay Power Fleet, Southern California Cruiser Association, and Pacific Coast Yachting Association (PCYA). He was director of North American Cruiser Association and director and co-chairman of the Legislative Committee of Recreational Boaters of California. Joe founded the PCYA-sponsored Barusch/Castagna Pacific Coast Log Racing Championship.

Joe owned sister ships, both named December Mom. He kept one boat on the east coast to cruise the inter-coastal in Florida and the Bahamas and the west coast ship for predicted log racing and cruising often to his beloved Catalina Island. Joe was a long

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EXPERIENCED PREDICTED LOGGERS

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

FUTURE NAI EVENTS (Tentative Dates)

2016—Port Orchard Yacht Club
(09/21 through 09/24)
2017—Long Beach
2018—St. Petersburg
2019—Chicago

Over the Bar
(Continued from page 6)

-standing member of California Yacht Club and Catalina Island Yacht Club. He was also a member of Fourth of July Yacht Club.

Joe had a positive outlook on life and each day; even in pain, he would look to the sky and say, "It's going to be a wonderful day." His love of the sea filled his heart and eased his chronic pain. He had a wonderful sense of humor and cherished all of his friends, as well as making new friends. He loved to encourage young people to grow and develop and find their place in the world.

Joe is survived by his loving wife Chalya Regas Castagna and his sisters Mary Castagna Carrillo and Marguerite Castagna Zimmermann and other family members. Joe and Chalya would have been married for sixty years, filled with love and laughter, on June 2, 2016. Andiamo, their lab, sadly passed the day after Joe.

A funeral Mass for Joe was held on Tuesday, January 26, 2016, at Loyola High School Chapel in Los Angeles. In lieu of flowers, memorials in his name to Wounded Warriors Project or the charity near and dear to your heart would be appreciated. For messages or to post a memory to the family, access www.legacy.com.

New *Cruiser Log* Dates

Due to a paucity of articles and information of interest sent to me for publication, *Cruiser Log* will now be published quarterly, instead of bi-monthly. The new deadlines are listed on page two of this issue of *Cruiser Log*, as they are in every issue.

If you have any questions, you can reach me at 858.649.6413 or thepresence98@yahoo.com.

Elaine Townsend
Cruiser Log Editor/Publisher

Commodore's Corner
(Continued from page 3)

To allow use of GPS data, including speed, new contestants and those without digital tachometers would make them more comfortable and more competitive along-side the more experienced contestants. Most newer boaters are at least familiar with their GPS and find it more useful to use as they learn what the other items on their control panel can do for them.

One of the benefits in participating in log contests is the opportunity to learn both what your boat can do and how to make it happen.

Looking forward to seeing you on the water!

Ken Griffing
Commodore North American Cruiser Association

Please Note!

If you have not already submitted your NACA dues for 2016 and wish to continue receiving *Cruiser Log* and being eligible to receive one of the numerous annual trophies that NACA awards, please complete and return the application/renewal form on page 11 at the back of this issue of *Cruiser Log*. You can also go to the NACA website (www.predictedlog.org) to help us confirm the correctness of your contact information and to insure your membership continuation. Online dues and any donations are via Pay Pal.

If you have already sent in your dues for 2016, our thanks to you, and to the many who have also included a donation for the support of our organization NACA, our special appreciation.

Confidence is half the victory.
– Yiddish proverb

Coastal Explorer Trophy - best 8 of 1st 9 Regattas Entered**04/11/2016**

| Pos | Skipper | Vessel | Assoc. | Points | Entered | Average |
|-----|-------------------|------------------------|--------|--------|---------|---------|
| 1 | Denaci, Edward | GRAND ISLE | SDCA | 4139 | 5 | 828 |
| 2 | Burwell, John | GAV | IPBA-S | 3764 | 5 | 753 |
| 3 | Lindal, Bob | SUZY Q | IPBA-N | 3744 | 4 | 936 |
| 4 | Korzetz, Jim | FREEDOM | IPBA-N | 3720 | 5 | 744 |
| 5 | Calabrese, Jeff | LIVING WELL | SDCA | 3704 | 5 | 741 |
| 6 | Weimer, David | JUST DESERTS | SDCA | 3599 | 5 | 720 |
| 7 | Ehlers, Bob | JB & ME | SDCA | 3510 | 5 | 702 |
| 8 | Adalian, Garry | JONATHAN | SDCA | 3370 | 4 | 843 |
| 9 | Klett/Elbon Team | KLETTITAT | IPBA-N | 3333 | 4 | 833 |
| 10 | VanAntwerp, Jim | SARA B | IPBA-S | 3301 | 4 | 825 |
| 11 | Brett, Steve | OCEAN JEWEL | IPBA-S | 2849 | 4 | 712 |
| 12 | Salerno, Ralph | ANCORA | SDCA | 2701 | 5 | 540 |
| 13 | Henry, Mike | PEACHY KEEN | IPBA-S | 2597 | 4 | 649 |
| 14 | Subert, Tim | BEACH MUSIC | IPBA-N | 2546 | 4 | 637 |
| 15 | Murphey, John | STURDY GAL | IPBA-N | 2450 | 3 | 817 |
| 16 | Herman, Bill | SUMMER HOURS | IPBA-N | 2347 | 3 | 782 |
| 17 | Fontaine, Michael | TUFFY | SDCA | 2336 | 5 | 467 |
| 18 | Lorenz, Alex | TIRELESS | IPBA-N | 2308 | 3 | 769 |
| 19 | Greene, Steve | FULL MOON | SDCA | 2190 | 3 | 730 |
| 20 | Chapin, Clint | SOJOURN | IPBA-N | 2163 | 4 | 541 |
| 21 | Downer, Jerry | NOR' WESTER | IPBA-S | 2125 | 3 | 708 |
| 22 | Karlsson, Magnus | LOLITA | SDCA | 1866 | 4 | 467 |
| 23 | Collins, Tom | MISTY SEA | SCCA | 1841 | 2 | 921 |
| 24 | Anderson, Jim | FIDALGO | IPBA-S | 1743 | 3 | 581 |
| 25 | Holte, Kirby | UFF DA | SCCA | 1698 | 2 | 849 |
| 26 | McCormick, Bill | INAMORATA | SCCA | 1648 | 2 | 824 |
| 27 | Decock, Don | NIFTY FIFTY | IPBA-N | 1615 | 2 | 808 |
| 28 | Frank, Dan | MOON SHINE | IPBA-N | 1566 | 3 | 522 |
| 29 | Irwin, Chuck | LAUGHIN' PLACE | IPBA-S | 1559 | 4 | 390 |
| 30 | Muir, Marty | SEACLUSION | SDCA | 1554 | 3 | 518 |
| 31 | Williamson, Chris | KNOT BEHAVIN | IPBA-S | 1527 | 4 | 382 |
| 32 | Walker, John | PRIME TIME | SCCA | 1411 | 2 | 706 |
| 33 | Larson, Don | TEWASI | IPBA-S | 1350 | 3 | 450 |
| 34 | O'Keefe, Larry | MISS MIRANDA II | IPBA-N | 1347 | 2 | 674 |
| 35 | Ryan, Glenn | AMNESIA | IPBA-N | 1276 | 2 | 638 |
| 36 | Elovitz, Michael | LOVIT | SDCA | 1276 | 3 | 425 |
| 37 | Woodward, Bill | FISH N FUN | SCCA | 1267 | 2 | 634 |
| 38 | Padgett, David | SLIP AWAY | IPBA-N | 1217 | 2 | 609 |
| 39 | Meyers, Mike | VAMOOSE | SCCA | 1174 | 2 | 587 |
| 40 | Tarantino, Rick | SANDPIPER | SCCA | 1044 | 2 | 522 |
| 41 | Silvernail, Chuck | SOLMAR | IPBA-S | 993 | 1 | 993 |
| 42 | Chmela, Larrie | Four C's | IPBA-N | 991 | 1 | 991 |
| 43 | Griffing, Ken | LOON'S CALL | SCCA | 862 | 1 | 862 |
| 44 | Derror, Lee Anne | SAPPHIRE | IPBA-S | 850 | 2 | 425 |
| 45 | Randall, Rick | COMPADRE | IPBA-S | 710 | 1 | 710 |
| 46 | Babbitt, George | GENERAL QUARTERS | IPBA-S | 701 | 1 | 701 |
| 47 | Harris, Bill | SEASUN TICKET | IPBA-S | 678 | 1 | 678 |
| 48 | Orr, Steve | STELLA MARIS | IPBA-S | 668 | 1 | 668 |
| 49 | Voight, Ken | HERITAGE | SCCA | 662 | 2 | 331 |
| 50 | Godfrey, Bob | UNREEL | SMBPF | 643 | 1 | 643 |
| 51 | Bruins, Rob | OCEAN PEARL | IPBA-S | 615 | 1 | 615 |
| 52 | Radigan, Matthew | MAGIC MOMENTS | SCCA | 612 | 1 | 612 |
| 53 | Miller, David | SEA NYMPH II | IPBA-S | 584 | 1 | 584 |
| 54 | Wolleback, Tom | LYSGAARD | IPBA-N | 578 | 1 | 578 |
| 55 | Chandler, Tom | RM II HYDE | SCCA | 574 | 1 | 574 |
| 56 | Lonergan, James | CASA DEL PERRO DOS III | SDCA | 556 | 1 | 556 |
| 57 | Oliver, Dean | LUNA SEA | SCCA | 550 | 1 | 550 |
| 58 | Holte, Steve | UFF DA | SCCA | 506 | 1 | 506 |

(Continued on page 9)

Coastal Explorer Trophy - best 8 of 1st 9 Regattas Entered**04/11/2016**

| Pos | Skipper | Vessel | Assoc. | Points | Entered | Average |
|-----|------------------|-----------------|--------|--------|---------|---------|
| 59 | Case, Ken | RAZZLE | IPBA-N | 494 | 1 | 494 |
| 60 | Garland, David | LUCKY DOG | IPBA-N | 467 | 1 | 467 |
| 61 | Smith, Terynia | PATTY WAGON | IPBA-N | 439 | 1 | 439 |
| 62 | Adair, John | PACIFIC STAR | IPBA-S | 426 | 1 | 426 |
| 63 | Tarleton, Daniel | SAPPHIRE | IPBA-N | 411 | 1 | 411 |
| 64 | Tank, Steve | ISLAND SONG | IPBA-S | 357 | 1 | 357 |
| 65 | Veres, Jim | VAGABOND JIM | IPBA-N | 356 | 1 | 356 |
| 66 | Hieber, John | ROCK A BYE | IPBA-N | 300 | 1 | 300 |
| 67 | Naselow, Ron | TRIVIAL PURSUIT | IPBA-N | 300 | 1 | 300 |
| 68 | Norman, John | WHITE SHARK | SCCA | 300 | 1 | 300 |

Stone Trophy - total of only 1st, 2nd, & 3rd places in 1st 7 Regattas Entered**04/11/2016**

| Pos | Skipper | Vessel | Assoc. | Points | Entered | Average |
|-----|-----------------|--------------|--------|--------|---------|---------|
| 1 | Lindal, Bob | SUZY Q | IPBA-N | 2926 | 3 | 975 |
| 2 | Adalian, Garry | JONATHAN | SDCA | 2814 | 3 | 938 |
| 3 | Denaci, Edward | GRAND ISLE | SDCA | 2702 | 3 | 901 |
| 4 | Calabrese, Jeff | LIVING WELL | SDCA | 2626 | 3 | 875 |
| 5 | Korzet, Jim | FREEDOM | IPBA-N | 1952 | 2 | 976 |
| 6 | Weimer, David | JUST DESERTS | SDCA | 1883 | 2 | 942 |
| 7 | Collins, Tom | MISTY SEA | SCCA | 1841 | 2 | 921 |
| 8 | VanAntwerp, Jim | SARA B | IPBA-S | 1836 | 2 | 918 |
| 9 | Greene, Steve | FULL MOON | SDCA | 1814 | 2 | 907 |
| 10 | Ehlers, Bob | JB & ME | SDCA | 1709 | 2 | 855 |

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

North American Cruiser Association - 500 Club**2016**

| NACA# | Contestant | Assoc. | Contest | CKPT | TAM | ELEC | SOG | % Error |
|-------|-----------------|--------|---------------|------|-----|------|-----|---------|
| 919 | Lindal, Bob | IPBA-N | Boomerang | 6 | N | N | N | 0.1960 |
| 919 | Lindal, Bob | IPBA-N | Jack Hyde | 4 | N | N | N | 0.4850 |
| 834 | Walker, John | SCCA | Schultz | 6 | Y | Y | N | 0.2480 |
| 20 | Collins, Tom | SCCA | Schultz | 6 | Y | Y | N | 0.3670 |
| - | McCormick, Bill | SCCA | Schultz | 6 | Y | Y | N | 0.4280 |
| 800 | Adalian, Garry | SDCA | Spring 4 of 4 | 5 | N | Y | N | 0.2600 |

"CKPT" indicates number of scored legs.

"TAM" indicates that the contestant could receive the Time After passing the Mark.

"ELEC" indicates that GPS/radar/Chartplotter was used

"SOG" indicates Speed over ground available

"% Error" is Gross error prior to Handicap being applied

Eight Bells



Irving Rubinstein, a 50-year resident of Tucson, Arizona, passed away on February 29th, 2016 at the age of 93.

Born in the Bronx, Irving came to Tucson with his family in the early 1940s. After serving in the army during World War II, he started a 40-year career in building, working for famous Tucson architect William Wilde. In the mid 1950s, he started his own general contracting firm, which he ran until his retirement in 1989.

Irving was a long time member of the Tucson Soaring Club and was instrumental in the building of the El Tiro Glider Port. He was also an avid sailor and a 45-year member of Coronado Yacht Club, where he was a resident for twenty-five years, living on his boat until he was 91 years old.

Irving is survived by his wife Harriet and children David, Rick (Mimi Lentz), and Lori (John McGraw).

Donations in Irving's memory may be made to Behind the Scenes, 630 Ninth Avenue, Suite 609, New York, NY 10036 or at www.behindthescenescharity.org/donate.

Notice of Contest

The 2016 Barusch/Castagna Predicted Log Championship will take place from June 16 through June 18, 2016. Sponsored by Pacific Coast Yachting Association, Hollywood Yacht Club and Santa Monica Bay Power Fleet. Sanctioned by Southern California Cruiser Association and hosted by Del Rey Yacht Club, the venue will be in the waters off Marina del Rey, California.

Schedule of Events:

Thursday, June 16—boat draw

Friday, June 17—boat trials

Saturday, June 18—contest will be held, followed by the awards dinner

For more information, contact Ken Griffing at 626.483.8460 or kgriffing@earthlink.net.

The Ship *Alert*

Mr. H., our third mate was ashore...and said that the *California* was on the other side of the point. Instantly, all hands were turned up, the bow guns run out and loaded, the ensign and broad pennant set, the yards squared by lifts and braces, and everything got ready to make a good appearance.

The instant she showed her nose round the point, we began our salute. She came in under top-gallant sails, clewed up and furled her sails in good order, and came-to, within good swinging distance of us.

It being Sunday, and nothing to do, all hands were on the forecastle, critising the new-comer. She was a good, substantial ship, not quite so long as the *Alert*, and wall-sided and kettle-bottomed, after the latest fashion of south-shore cotton and sugar wagons; strong, too, and tight, and a good average sailer, but with no pretensions to beauty, and nothing in the style of a "crack ship".

— Richard Henry Dana, Jr.

San Diego, California April 24, 1836



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Spouse Name: _____ Boat Name: _____

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Other Boating Organizations: _____

ANNUAL DUES: \$ 15.00

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