



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 16 Issue 3

December 2016

Cruising the Northeast Loop, Part II

Having cheated death yet one more time, we explored the Fells Point district of Baltimore and had a great seafood dinner at Bertha's Mussels restaurant. This part of the Baltimore waterfront was built in the 19th century and was a shipping, boatbuilding, and warehouse district. It is now reclaimed by YUPPIES, who have transformed it into a neighborhood of funky bars, restaurants, and condos, retaining the cobblestone streets and flavor of the previous century.

The trip from Baltimore to Chesapeake City was easy, just a cruise with a current pushing us along and a moderate breeze on our beam. We anchored in a pretty little cove on the C&D canal, safe from the wakes of passing ocean-going ships transiting the canal. It is Mothers Day, Sunday. The morning was foggy but soon cleared, which was fortuitous, since we had a sixty-five mile leg that we had to do to get to Cape May before a spat of forecasted bad weather.

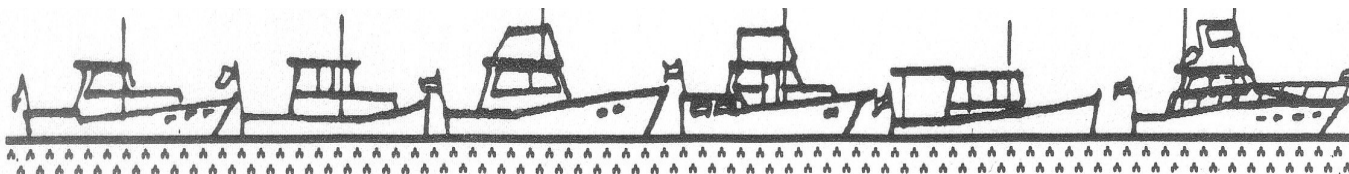
Delaware Bay is a twenty mile wide expanse of shallow water, never more than twenty feet deep, except in the shipping channel, which is crowded with GBB's (great big boats). We set a course for Cape May Canal. As we progressed, the wind and seas built, and for the last three and a half hours, we had fifteen knots of wind on the nose with a 0.6 knot current also on the nose. It was so rough, our dog got sea sick and threw up (first time ever on the boat). It was imperative that we reach the cape, since there was a storm coming, and there was no place else to seek shelter.

We arrived safely, grateful to be tied snug in a marina, sheltered from the building storm. It hit in earnest about two hours after our arrival, thirty-five knots of wind gusting to sixty, and the barometer dropping rapidly to 29.26 in/mg. It howled all night and through the next day. The rain came down in horizontal sheets that stung our cheeks as we checked the lines. We are looking forward to Wednesday, when it is supposed to be clear, calm, and sunny.

(Continued on page 4)

Inside This Issue:

Who's Who in NACA	2
NACA Objectives	2
Cruiser Log Deadlines	2
Commodore's Corner	3
2017 Bridge	3
2016 NAI According to Jim K	5
Future NAI Dates	6
New Cruiser Log Dates	7
Scores	8-10
Membership 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.

New *Cruiser Log* Publication Deadlines

Submit by:	For publication in:
February 15	March
May 15	June
August 15	September
November 15	December

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

Commodore's Corner

End of the Watch

Well, here it is past Thanksgiving, the season closer, and the 2016 North American Invitational (NAI) are behind us, as well as all of the season contests that preceded those events. Those who participated or attended the NAI certainly enjoyed both the outstanding hospitality at Port Orchard and the excellent weather that the host organizers had arranged. A good time was certainly had by all (although some had a better time than others on the contest waters).

Among the activities while at Port Orchard was the NACA annual meeting and election of officers for the coming year. I want to express my thanks to all of the officers this past year, as well as those I have served alongside for the past several years, and thank them for their support, help, and friendship. Without their assistance, we could not have gotten done all of the things that were accomplished, and we certainly could not have had as much fun as we did. Thanks to you all! It is my hope that the same spirit and cooperation will continue into 2017 in support of the group who was elected to lead our organization this coming year.

As we head into 2017, why not mark your calendar now to take part in the NAI this next fall as it comes to Southern California? The contest date is set for August 5, 2017, and the host yacht club is Huntington Harbour Yacht Club in Huntington Beach, California. Festivities will get underway on Wednesday, August 2, so whether you are a contestant from your area association, crew, or an interested spectator, now is the time to start planning to be a part of the fun and festivities. All are wel-

come and encouraged to attend.

We also need to congratulate each of the winners of the 2016 NACA awards for their performance during the past year! If you have not visited our website recently, now is a good time to do so and see each of the very impressive awards and their 2016 recipients, as well as to be reminded of the history of most of these impressive awards.

Thanks to all for making 2016 a memorable time and wishing each of you an even more outstanding 2017.

Ken Griffing
NACA Commodore 2016

2017 Bridge Members

The 2017 NACA bridge and directors-at-large were nominated at the recent NACA General Directors meeting:

NACA Bridge:

Commodore: Ed Kutchma
Vice Commodore: Ed Denaci
Rear Commodore: Maurice McGough
Secretary / Treasurer: Ted Moorman
Jr. Staff Commodore: Ken Griffing

At-Large Directors:

Steve Greene - SDCA
Paul Swanson – SBCCA
Tim Subert – IPBA-N
Barbara Weller – SPYC

Propulsion Slang

Wooden topsail; also ash breeze—oar power
Iron jib; also iron wind, gasoline breeze,
mechanical topsail, mechanical oar;
diesel sail—auxiliary engine.
– The Mariner's Book of Days, 2009

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

Cruising the Northeast Loop, Part II
(Continued from page 1)

It's Tuesday, the sun is out, but we still have some residual wind. Yesterday was beyond any weather experience I have ever had. The storm was so fierce, we couldn't leave the cabin for fear of being hit by flying debris; the boat next to us lost all the canvas/plastic windows from his flybridge. There were two "maydays": a woman fell off a cruise ship off Atlantic City (not found), and a research vessel was in trouble in eighteen-foot waves at the inlet entrance. I never want to see a storm like that again!

Wednesday, we are out of Cape May, and two miles later, I sort of ran aground. I put the throttle on high and plowed a furrow into deeper water, so it doesn't count as a grounding. Five miles up the road, my boat *Pacific Pixie* ran hard aground, even when she was on the center line of the ICW channel (this one counts). The buoys are in disarray from the storm we just had, but, even so, the channel is only fifty feet wide and six feet deep, if you're lucky. We had several places where we were showing three-foot depth in the six-foot channel, so we had to feel our way carefully to find deeper water.

Our first stop was Atlantic City. We looked at the black jack tables; minimum bet was \$5.00, too rich for my blood, so I tried the nickel slots. After numerous attempts, the machines would not take my five dollar bill, so I'm ahead.

Thursday, we are in Tom's River, about fifteen miles from the end of the ICW. We will be there tomorrow and will have to wait for a weather window to get to New York City. Wind is forecast at 15-20 and waves at 3-5 feet. Not too bad, but I'm really getting to be a wave and wind wuss.

Friday, we arrived at Manasquan, New Jersey, the end of the ICW. Our next leg is out into the Atlantic for thirty miles to enter New York Harbor. I drove down to Norfolk, picked up our Prius and drove back to Manasquan all in one day, fourteen

hours of driving.

Our dock is adjacent to the inlet that drains Barnegat Bay. The tide comes in and out at three to four knots right under our boat. Of course, we are tied to pilings with spring lines fore and aft and bow and stern lines on each side of the boat, eight lines in all. They keep us from crashing into the dock as the tide comes in and out and the boats throw up wakes as they go out to sea. It rained so much the time we were here, some of the fixed docks were under a foot of water at high tide.

Tuesday, we have a weather window, so off we go into the Atlantic at 0530. The trip to New York is thirty-five miles, an easy leg with 2-4 foot swell but no wind waves. This is our last chance to pump the holding tank overboard, but, as I start, the impeller shreds, and we are left with a full holding tank. We pass Sandy Hook and turn into the harbor, but it is still fifteen miles to the tip of Manhattan, through some nasty step waves and boat wakes. At 10:00 a.m., we dock on the Jersey side behind the Statue of Liberty, finally in quiet water and, of course, it begins to rain. All day. It rains well into the evening. The nearest chandlery
(Continued on page 5)

NACA BLAZER BULLIONS

NACA has gold embroidered blazer bullions with our flag on a gilt-edged 2 1/2" medallion.

Really good looking!

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NACA FLAGS

NACA flags are available for purchase. Show off your membership in NACA.

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Call Ken Griffing
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Cruising the Northeast Loop, Part II (Continued from page 4)

is in Manhattan, and, fortunately, I have a spare macerator impeller in our parts locker.

New York City is a **big** milestone for us. We will be in inland waters: the Hudson River, Erie Canal, and Saint Lawrence River for the next 1500 miles. Wednesday, we are up the Hudson on a beautiful, sunny, calm day. It's about time and glorious!

The Hudson River is, beyond doubt, the most beautiful river in the USA, if not the world. In its first eighty miles, it is rolling mountains, cascading into a deep river bed, interspersed with an occasional broad bay, some three miles across, and the water depth is deep and wide enough for ocean-going ships. Sailboats are common, and marinas can be found about every ten miles.

The river drops only twelve feet from Albany to New York City, so the tide is still over three feet at its head waters. In the last forty miles before Albany, the river shallows to a depth of forty-fifty feet, with many little islands and snug coves sheltered from the wakes of the passing ships.

Just beyond Albany is Troy, New York, and our first lock into the Erie Canal. It is Memorial Day, and we are tied up at the Waterford Visitors Center, with free dockage, electricity, and showers. Tomorrow we begin our trek through the Erie Canal, even though the forecast is strong winds, thunderstorms, and, of course, rain.

Vice Commodore Ed Kutchma
North American 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.

2016 NAI According to Jim K

The Boat Draw:

On Wednesday, September 21, 2016, all NAI contestants were in attendance at Port Orchard Yacht Club for dinner and the all-important "Boat Draw". The cards were dealt, and I drew the Jack of Spades. We were one of the last to pick from the remaining boats. I picked good ole #4, bottom center. I was fortunate enough to pick *Laughin' Place*, a 49' Meridian owned by Chuck (recent past commodore of International Power Boat Association) and Beth Irwin from Tacoma Yacht Club.

Thursday morning arrived, and we boarded *Laughin' Place* for the "dial-it-in" segment of the event. Dick Timmerman and I, both observers, and Chuck were ready for our first outing to gain a feel for the boat. It was a touch windy with a 1- to 2-foot chop at the west end of Sinclair Inlet. Chuck was great; he had filled up the boat with water and fuel so our ride would be steady. He indicated that his boat was substantially affected by wind if it was not fully loaded.

Taking the wheel after we exited the marina, I found that this boat was extremely different from what I am used to. Initially, it was difficult to hold a consistent heading. I also found I had to pay constant attention to the throttles (no synchronizer). It took a little time, but we became more comfortable with the boat and gained confidence. We then put her through the timing process, slow, fast, and turn radius maneuvers, etc. We did notice the boat compass was ten degrees off, so Chuck
(Continued on page 6)

"What cruise, then, are you about to take?"
I said.

"I am off", he answered in a low and happy voice,
"to find what is beyond the sea"
- Hilaire Belloc

2016 NAI According to Jim K
(Continued from page 5)

worked on making the necessary correction. And all was good, and we headed back to the marina.

The Race:

The Race-Master for the 2016 NAI was Don Larson. The course distance was 32.5 nautical miles in length. Starting in Port Orchard, the course circumnavigated Bainbridge Island (clockwise), through Agate Pass, north to the Jefferson Head Pier extension, south down the east side of Bainbridge Island, through Rich Pass, and finishing at the Herron Point Light in Bremerton.

Race Day:

We headed out of the marina at 8:50 to warm up *Laughin' Place* for our 9:36 start. We approached the start line, lined up on our heading according to the compass and then came to a complete stop. We called our start, powered up and soon realized that we were off course. The culprit was the compass that had been reset two days earlier. It had reverted back to the old setting and was once again ten degrees off. It added some distance to the CP-1, but we corrected our speed to regain some of the lost seconds. We made it to CP-1, the Pt. White Pier, 37 seconds slow, not a race killer, but I was hoping for a better first leg.

CP-1 to the Battle Pt Light and onto CP-2, the R-6 Light Abeam. I expected little current in this leg and that any adjustments would be for wind. Light wind from the south was intermittent, and we made minor adjustments. We ended up seven seconds

slow; my predictions were good.

CP-2 through Agate Pass to CP-3, the Suquamish Dock Abeam. You just never know what you will face in Agate Pass. The tide and current predictions for Agate Pass south end were flood current at 3.6 knots. I had somewhat less than that in my race. We were able to get a read at the Agate Pass Bridge and determined the current was about half of the current I predicted. We pulled back on the throttles our full 10% and held that speed all the way to CP-4. From R-6 to R-4 we were 109 fast seconds due to my current prediction expectations. We made the proper correction and were able to slow our boat 100 seconds from the Agate Pass Bridge to CP-4. Making this correction, we were able to salvage a nine-second fast leg.

CP-3 to CP-4, Eagle Harbor Buoy "2", (The 11-Mile Adventure, AKA, "The Lunch Leg"). We faced abeam winds and seas proceeding to the Jefferson Head Pier extension. We then turned south and took everything on the bow, a comfortable adjustment in ride for the boat and crew. It was pretty much a straight shot from the pier extension all the way to CP-4 (Eagle Harbor Buoy "2"). We faced two- to four-foot seas and winds to 28 knots. We made throttle adjustments for the wind only. No reads were available for current, so we stayed with our predictions. We were 123 seconds slow, somewhat disappointing, but we felt everyone would be facing the same challenges in this leg. Chuck served us an excellent lunch, and, I must say, he was an extremely gracious host.

(Continued on page 7)

EXPERIENCED PREDICTED LOGGERS

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FUTURE NAI EVENTS (Tentative Dates)

2017—Long Beach, California (August 5)
2018—St. Petersburg, Florida (November 3)
2019—Chicago, Illinois (August 3)
2020—San Diego, California (October 3)
2021—West Lake Erie Cruiser Assoc. (August 7)
2022—IPBA (September 24)

2016 NAI According to Jim K
(Continued from page 6)

CP-4 to CP-5, the Decatur Reef Buoy, R-2. Nothing special here except a sailboat race. We made the adjustments for wind and avoided all of the sail boats heading to their finish at Blakely Rock. After weaving thru the sailboat racers, who had the right of way, we made our call at Blakely Rock and headed to CP-5. We were glad to have the sail boats behind us to the north. 15 seconds slow, not too bad considering we had entered the waters of another race.

CP-5 into Rich Passage and on to CP-6, the Rich Passage Buoy R "8". The winds abated as we closed our distance to R-4, the easterly entrance into Rich Passage. The departure of the aircraft carrier *Stennis* did not materialize, and Rich Passage was calm with light boat traffic, no ferries, carriers or tugs. We made adjustments for wind prior to R-4 and none heading to Buoy R-8. We were 31 seconds slow, but it is always tough from Decatur Reef into Rich Passage.

CP-6 to CP-7, the Point White Light Abeam. We started with a short timed run into what I call the hole, a small bay located just northwest of the R-8 Buoy. We hit our time ticks and turned to the Pt. White Light. We made no adjustments traveling to CP-7. Bingo, one second slow; finally got one right.

CP-7 to the finish CP-8, the Herron Pt. Light. Another timed run to start, then we turned towards the finish, made slight adjustments for wind only, and live or die by my current predictions. Smiling again, three seconds slow, we were so fortunate to finish this way.

The Awards Banquet:

Following dinner, the evening started off with introductions from the host, Don Larson, followed by a few words from the Port Orchard Yacht Club (POYC) and NACA commodores. The 2016

NACA Bridge was then installed. The coveted Gandlemann Trophy was presented to Jerry Downer of Gig Harbor Yacht Club for his 30 plus years of racing involvement. Congratulations!

The scoring presentation was pretty interesting and kept everyone's attention. The contestant boats were listed in the left hand column of an Excel spreadsheet and projected to a screen with the eight control points to the right of each boat. The seconds of error for each control point, starting with the most error, appeared from the bottom of the screen. This number moved up the screen and stopped to fill in the box next to the contestant boat with that amount of error. We all watched the screen intently, each racer figuring how their error would compare to the other competitors.

The final event of the evening was the announcement of the final scores. This year's winner of the prestigious Noon Cannon Trophy was presented to Jim Korzetz and Dick Timmerman of IPBA/North, representing the Poulsbo Yacht Club, 1.1978% on *Laughin' Place*. Second Place went to Bob Lindal of IPBA/North, representing Queen City Yacht Club, 1.6115% on *Fidalgo*. Third Place went to Mike Henry of IPBA/South, representing Bremer-ton Yacht Club, 1.7689% on *Touch of Grey*.

Thanks to Don Larson, Fred Cole, and all the members of the Port Orchard Yacht Club who made this event happen. The amount of work that went into this event was enormous. Thank you, Port Orchard Yacht Club, on behalf of IPBA/North and South, NACA, and, especially from all of the participants from around the country, for making this a totally enjoyable time for all.

Jim Korzetz

International Power Boat Association/North

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Better lose the anchor than the whole ship.
- Danish proverb

Coastal Explorer Trophy - best 8 of 1st 9 regattas entered**11/07/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Collins, Tom	MISTY SEA	SCCA	7390	9	924
2	Adalian, Garry	JONATHAN	SDCA	7236	9	905
3	Lindal, Bob	SUZY Q	IPBA-N	7180	9	898
4	McCormick, Bill	INAMORATA	SCCA	6869	9	859
5	Klett/Elbon Team	KLETTITAT	IPBA-N	6514	9	814
6	Korzetz, Jim	FREEDOM	IPBA-N	6246	9	781
7	Burwell, John	GAVIA	IPBA-S	6233	9	779
8	Ehlers, Bob	JB & ME	SDCA	6187	9	773
9	VanAntwerp, Jim	SARA B	IPBA-S	6035	8	754
10	Denaci, Edward	GRAND ISLE	SDCA	6005	9	751
11	Brett, Steve	OCEAN JEWEL	IPBA-S	5756	9	720
12	Calabrese, Jeff	LIVING WELL	SDCA	5618	9	702
13	Greene, Steve	FULL MOON	SDCA	5565	9	696
14	Walker, John	PRIME TIME	SCCA	5520	9	690
15	Weimer, David	JUST DESERTS	SDCA	5401	9	675
16	Griffing, Ken	LOON'S CALL	SCCA	5196	9	650
17	Henry, Mike	PEACHY KEEN	IPBA-S	4917	8	615
18	Anderson, Jim	FIDALGO	IPBA-S	4798	9	600
19	Larson, Don	TEWASI	IPBA-S	4798	9	600
20	Padgett, David	SLIP AWAY	IPBA-N	4576	6	763
21	O'Keefe, Larry	MISS MIRANDA II	IPBA-N	4480	7	640
22	Salerno, Ralph	ANCORA	SDCA	4475	8	559
23	Downer, Jerry	NOR' WESTER	IPBA-S	4344	8	543
24	Chapin, Clint	SOJOURN	IPBA-N	4217	8	527
25	Irwin, Chuck	LAUGHIN' PLACE	IPBA-S	4194	8	524
26	Fontaine, Michael	TUFFY	SDCA	4028	8	504
27	Voight, Ken	LIVING THE DREAM	SCCA	3839	9	480
28	Subert, Tim	BEACH MUSIC	IPBA-N	3708	6	618
29	Orr, Steve	STELLA MARIS	IPBA-S	3141	7	449
30	Holte, Kirby	LIFE IS GRAND	SCCA	3048	4	762
31	Tarantino, Rick	SANDPIPER	SCCA	2997	6	500
32	Williamson, Chris	KNOT BEHAVIN	IPBA-S	2938	6	490
33	Chandler, Tom	RM II HYDE	SCCA	2863	5	573
34	Berberian, Nick	ARARAT	CYC	2862	3	954
35	Blockhus, Burnell	LOLITA	SMBPF	2817	4	704
36	Karlsson, Magnus	LOLITA	SDCA	2808	6	468
37	Lorenz, Alex	TIRELESS	IPBA-N	2780	4	695
38	Muir, Marty	SEACLUSSION	SDCA	2536	5	507
39	Murphey, John	STURDY GAL	IPBA-N	2450	3	817
40	Frank, Dan	MOON SHINE	IPBA-N	2439	4	610
41	Elovitz, Michael	LOVIT	SDCA	2388	5	478
42	Herman, Bill	SUMMER HOURS	IPBA-N	2347	3	782
43	Vignocchi, John	RIPRAP	CYC	2208	3	736
44	Jackman, George	SPECIAL EFFECT	SCCA	1964	3	655
45	Godfrey, Bob	UNREEL	SMBPF	1871	3	624
46	Cole, Fred	MOUSE TRAP	IPBA-S	1703	2	852
47	Decock, Don	NIFTY FIFTY	IPBA-N	1615	2	808
48	Norman, John	WHITE SHARK	SCCA	1588	4	397
49	Lisowski, Sonny	MIRAGE	CYC	1554	3	518
50	Wood, Randee	AUNTIE GRAVITY	SCCA	1416	3	472
51	Holte, Steve	UFF DA	SCCA	1403	2	702
52	Scheinbaum, Mickey	THREE FLAGS	SMBPF	1372	3	457
53	Babbitt, George	GENERAL QUARTERS	IPBA-S	1346	2	673
54	Ryan, Glenn	AMNESIA	IPBA-N	1276	2	638
55	Woodward, Bill	FISH N FUN	SCCA	1267	2	634
56	Radigan, Matthew	MAGIC MOMENTS	SCCA	1256	2	628
57	Meyers, Mike	VAMOOSE	SCCA	1174	2	587

Coastal Explorer Trophy - best 8 of 1st 9 regattas entered**11/07/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
58	Case, Ken	RAZZLE	IPBA-N	1040	2	520
59	Randall, Rick	COMPADRE	IPBA-S	1010	2	505
60	Silvernail, Chuck	SOLMAR	IPBA-S	993	1	993
61	Chmela, Larrie	Four C's	IPBA-N	991	1	991
62	Grady, Bill	ZORRO	IPBA-N	990	1	990
63	Charvat, Dave	DOLPHIN	GPPS	965	1	965
64	Cullen, John	ORCA SPIRIT	IPBA-N	945	2	473
65	Lentgis, Dean	KALOS FILOS	IPBA-N	940	1	940
66	Oliver, Dean	LUNA SEA	SCCA	907	2	454
67	Slobodski, Vitaly	SEAGULL III	CYC	900	3	300
68	Loneragan, James	CASA DEL PERRO DOS III	SDCA	856	2	428
69	Derror, Lee Anne	SAPPHIRE	IPBA-S	850	2	425
70	Prodzinski, Todd	ZORRO	IPBA-N	816	1	816
71	Watson, Val	PHANTOM	IPBA-S	806	1	806
72	Sherer, Myron	STARLING	GPPS	799	1	799
73	Bales, Ryan	ZORRO	IPBA-N	694	1	694
74	Harris, Bill	SEASUN TICKET	IPBA-S	678	1	678
75	Kuester, Bill	MISSELAINEOUS	GPPS	633	1	633
76	Swan, Jeff	CLAIRE MARIE	IPBA-S	622	1	622
77	Bruins, Rob	OCEAN PEARL	IPBA-S	615	1	615
78	Miller, David	SEA NYMPH II	IPBA-S	584	1	584
79	Wolleback, Tom	LYSGAARD	IPBA-N	578	1	578
80	Sorocco, Steve	BANZAI	SCCA	529	1	529
81	Wally, James	YACHTSEA	SCCA	472	1	472
82	Garland, David	LUCKY DOG	IPBA-N	467	1	467
83	Boutin, Bruce	SCHATZI	GPPS	466	1	466
84	Smith, Terynia	PATTY WAGON	IPBA-N	439	1	439
85	Adair, John	PACIFIC STAR	IPBA-S	426	1	426
86	Tarleton, Daniel	SAPPHIRE	IPBA-N	411	1	411
87	Rogers, Marshall	ENDEAVOUR	SCCA	385	1	385
88	Tank, Steve	ISLAND SONG	IPBA-S	357	1	357
89	Veres, Jim	VAGABOND JIM	IPBA-N	356	1	356
90	Babiarz, Michael	MADELIN ROSE	GPPS	300	1	300
91	Burton, Mike	ROYAL CHINOOK	IPBA-S	300	1	300
92	Hieber, John	ROCK A BYE	IPBA-N	300	1	300
93	Naselow, Ron	TRIVIAL PURSUIT	IPBA-N	300	1	300

North American Cruiser Association 500 Club 11/07/2016

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
800	Adalian, Garry	SDCA	Harbor 1 of 4	5	N	N	N	0.4778
834	Walker, John	SCCA	Sharkie	6	N	Y	Y	0.3420
933	Weimer, David	SDCA	Harbor 2 of 4	5	N	N	N	0.4893

"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

Queen Mary Trophy - best 10 of 1st 11 regattas entered**11/07/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Collins, Tom	MISTY SEA	SCCA	9360	11	936
2	Adalian, Garry	JONATHAN	SDCA	8945	11	895
3	Lindal, Bob	SUZY Q	IPBA-N	8836	11	884
4	McCormick, Bill	INAMORATA	SCCA	8468	11	847
5	Korzet, Jim	FREEDOM	IPBA-N	8167	11	817
6	Ehlers, Bob	JB & ME	SDCA	7725	11	773
7	Denaci, Edward	GRAND ISLE	SDCA	7457	11	746
8	Burwell, John	GAVIA	IPBA-S	7165	10	717
9	Klett/Elbon Team	KLETTITAT	IPBA-N	7158	9	795
10	Walker, John	PRIME TIME	SCCA	7156	11	716

Codrington Trophy - best 5 of 1st 7 regattas entered**11/07/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Adalian, Garry	JONATHAN	SDCA	4778	11	956
2	Collins, Tom	MISTY SEA	SCCA	4750	11	950
3	Lindal, Bob	SUZY Q	IPBA-N	4635	11	927
4	McCormick, Bill	INAMORATA	SCCA	4349	11	870
5	Klett/Elbon Team	KLETTITAT	IPBA-N	4328	9	866
6	Calabrese, Jeff	LIVING WELL	SDCA	4243	11	849
7	Walker, John	PRIME TIME	SCCA	4227	11	845
8	Brett, Steve	OCEAN JEWEL	IPBA-S	4182	10	836
9	Ehlers, Bob	JB & ME	SDCA	4166	11	833
10	Burwell, John	GAVIA	IPBA-S	4159	10	832

St. Petersburg Trophy - best 4 of 1st 5 regattas entered**11/07/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Lindal, Bob	SUZY Q	IPBA-N	3817	5	954
2	Adalian, Garry	JONATHAN	SDCA	3790	5	948
3	Collins, Tom	MISTY SEA	SCCA	3696	5	924
4	Padgett, David	SLIP AWAY	IPBA-N	3516	5	879
5	McCormick, Bill	INAMORATA	SCCA	3466	5	867
6	Brett, Steve	OCEAN JEWEL	IPBA-S	3456	5	864
7	Klett/Elbon Team	KLETTITAT	IPBA-N	3437	5	859
8	Denaci, Edward	GRAND ISLE	SDCA	3428	5	857
9	VanAntwerp, Jim	SARA B	IPBA-S	3334	5	834
10	Calabrese, Jeff	LIVING WELL	SDCA	3267	5	817

Stone Trophy - total of only 1st, 2nd, & 3rd places in 1st 7 regattas entered**11/07/2016**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Collins, Tom	MISTY SEA	SCCA	6418	7	917
2	Adalian, Garry	JONATHAN	SDCA	5626	6	938
3	Lindal, Bob	SUZY Q	IPBA-N	4629	5	926
4	McCormick, Bill	INAMORATA	SCCA	4252	5	850
5	Calabrese, Jeff	LIVING WELL	SDCA	3602	4	901
6	Walker, John	PRIME TIME	SCCA	3539	4	885
7	Ehlers, Bob	JB & ME	SDCA	3410	4	853
8	Griffing, Ken	LOON'S CALL	SCCA	3002	4	751
9	Berberian, Nick	ARARAT	CYC	2862	3	954
10	Denaci, Edward	GRAND ISLE	SDCA	2702	3	901

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



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