



# Cruiser Log

*The Newsletter of the North American Cruiser Association*

Volume 17 Issue 2

June 2017

## Cruising the Northeast Loop, Part IV

Next is the Ottawa River to Montreal, 100 miles downstream.

We left Ottawa after one night in the big city, tied to the wall in downtown. Next morning, we did the eight locks that take you down from the canal to the Ottawa River. That took about two hours, and, rather than make a forty-five mile trip downstream, we went across the river to the Lac Leamy Casino. They offer free dockage to entice boaters to come and gamble, so we did. I had a lobster dinner and won \$100, great stop! We were the only boat in the marina, which was in an old stone quarry, with a casino and Hilton hotel on the shore.

Next day, on to Montebello, a Fairmont hotel, the largest log structure in the world, strictly five-star, indoor pool, Jacuzzi, etc. This is where they held the meeting of the G-8 in 2007.

The river is giving us a one- to two-knot push, so we are getting three+ miles per gallon going ten knots. Our next stop was St. Anne de Bellevue, a tidy little tourist town on the outskirts of Montreal. We got in

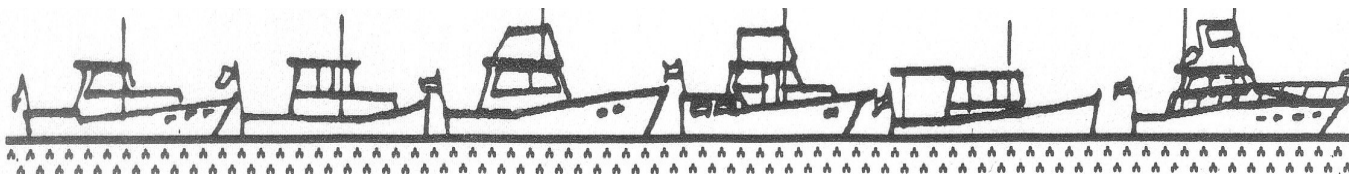
late after a 65-mile trip through some severe rain showers, so it was an early night. Next morning, we followed a maze of buoys that took us from the Ottawa River to the St. Lawrence. Along the way, the buoys switch from green on the right to red on the right, then, after about two miles, back to green on the right. Confused? So was I! However, we managed to avoid grounding and made it safely to the St. Lawrence Seaway Canal. Two locks and \$50.00 dollars later, we entered Montreal for some shopping and R&R. The weekend was a big holiday, St. Jean de Baptiste Day. Fireworks, parties, music, and, for the first time on this trip, lots of people on their boats.

We are timing our travel now to make it to Quebec City. It is 128 miles from Montreal to Quebec City. The first leg was Sorel, at the end of the Chambly Canal that leads to Lake Champlain. We stayed one night, then on to Trois Rivieres, with a two- to three-knot current pushing us along a total of 65 miles. Next is Quebec City.

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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:
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

### The Age of Electronics

When I started to run precision navigation contests (log races), my equipment was a paper chart, ruler, calculator, speed and time tables, and a good eraser.

Enter the age of electronics. I can't imagine leaving the dock without GPS, RADAR, AIS, electronic charts, and Coastal Explorer. Cruising with this equipment has increased safety and confidence. GPS provides me with position, speed, and heading information. RADAR provides a major increase in safety in any weather or time of day. Crossing the shipping lanes with AIS to identify oncoming traffic is a blessing. Coastal Explorer and my chart plotter with free current NOAA charts is fantastic.

I really enjoy a log race with only tachometer and compass. However, the design of log races today should include things like:

GPS position, no electronic charts

GPS position and electronic charts

GPS speed

RADAR

Range finders

Electronic logging

Do you think this is good for log racing? I do, for a number of reasons. It recognizes that today's boaters rely on this technology but often don't know how to use it or don't practice its use. Contests that permit these combinations of electronics give boaters a competitive opportunity to learn and practice.

The 2017 North American Invitational (NAI) is

allowing the use of GPS for speed only. For participants in unfamiliar waters, GPS levels the playing field with the other competitors who are knowledgeable about the quirks and currents on the course. GPS electronic charting decreases errors in executing a course, since the probability of getting lost on the way to a mark is reduced, and, as a consequence, the scores are closer, increasing competition. By the way, in this kind of a contest, the ability to accurately estimate turn times becomes a major determining factor in the race.

I am not advocating that we abandon compass and tachometer races. But, the reality of the electronic age we live in certainly encourages us to expand our race design to include a mix of these electronic tools.

I urge the race designers to consider electronic tools in their races. It will provide variety, attract new racers to the sport, and, by the way, it's fun.

*Commodore Ed Kutchma*

North American Cruiser Association

### 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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NACA flags are available for purchase.

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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](http://www.predictedlog.org)

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

It was a long, long day for two over-the-hill old geezers. We had a two- to five-knot current all the way down the St. Lawrence. In the narrowest part of the river, 300 meters wide, we encountered two GBB's (great big boats) and the channel full of boils and whirlpools as we passed the two ships. Starting at noon, we made the 68 miles in 6.5 hours, using only fifteen gallons of fuel. We arrived in Quebec City at 1830, locked up to the marina, found our slip, tied up in a wind storm, then it poured on us. So what? We were safe and secure.

*Ed Kutchma*  
*Santa Barbara Channel Cruiser Association*

## Cooperage

In cooperage, the art of making vessels of pieces of wood bound together by hoops, the upright pieces forming the sides of a barrel or cask, or other cooper's work, are called staves.

As casks are usually larger in the middle than at the top and bottom, this swelling, called the belly or bulge, is formed by skillfully shaping each stave so that it shall form part of the required double conoid, and that, when all are built and hooped together, their edges shall coincide perfectly; for this purpose each stave is made broadest in the middle, and narrowed down in a curved line towards each end.

A skillful cooper can work this curve so accurately, that no further fitting or alteration shall be needed when the staves are put together.

The staves are made to meet at their inner edges, and by driving the hoops very hard, the inner part is compressed until the slight gaping outside is

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## 2017 Barusch/Castagna

The Barusch/Castagna Cruiser Navigation Contest, second only to the North American Invitational, sponsored by Pacific Coast Yachting Association and San Diego Cruiser Association, will be hosted by Silver Gate Yacht Club (SGYC) in San Diego from September 27, 2017, through September 30, 2017. The contest itself will be Saturday morning and early afternoon. Two members of each West Coast association that held contests in 2016 are invited to compete individually for the Barusch trophy, and each team of two or more will compete for the Castagna trophy. Bob Lindal, as the 2016 winner, is also invited to compete and join the IPBA/N team.

A block of rooms has been reserved at The Bay Club & Marina, literally next door to SGYC, with rates of \$139 Sunday – Thursday and \$149 Friday – Saturday. There is a \$10 per night parking charge and, of course, taxes. The rooms will be released back to the hotel on August 29th, so get your reservations in early. It is a beautiful hotel in a gorgeous location. The key word for these rates is "Barusch Room Block" when you call the Reservations Department at 800.672.0800. Please visit this hotel at [www.bayclubhotel.com](http://www.bayclubhotel.com).

A Greetings, Notice of Contest, and Schedule are available at [www.sandiegopl.org](http://www.sandiegopl.org). More information will be posted as soon as possible, including costs. Please e-mail Ed Denaci with contestant names at [edwardddenaci@gmail.com](mailto:edwardddenaci@gmail.com).

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

Go to [www.predictedlog.org](http://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.

**Queen Mary Trophy - best 10 of 1st 11 regattas entered****04/20/17**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	VanAntwerp, Jim	SARA B	IPBA-S	4860	6	810
2	Ehlers, Bob	JB & ME	SDCA	4406	5	881
3	Weimer, David	JUST DESERTS	SDCA	4399	5	880
4	Henry, Mike	PEACHY KEEN	IPBA-S	4117	6	686
5	Korzetz, Jim	FREEDOM	IPBA-N	3747	5	749
6	Calabrese, Jeff	LIVING WELL	SDCA	3623	5	725
7	Karlsson, Magnus	LOLITA	SDCA	3577	5	715
8	Orr, Steve	STELLA MARIS	IPBA-S	3542	5	708
9	McGillin, Bill	POACH	IPBA-N	3452	5	690
10	Denaci, Edward	GRAND ISLE	SDCA	3203	5	641

**Codrington Trophy - best 5 of 1st 7 regattas entered****04/20/17**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Ehlers, Bob	JB & ME	SDCA	4406	5	881
2	Weimer, David	JUST DESERTS	SDCA	4399	5	880
3	VanAntwerp, Jim	SARA B	IPBA-S	4149	6	830
4	Korzetz, Jim	FREEDOM	IPBA-N	3747	5	749
5	Calabrese, Jeff	LIVING WELL	SDCA	3623	5	725
6	Karlsson, Magnus	LOLITA	SDCA	3577	5	715
7	Henry, Mike	PEACHY KEEN	IPBA-S	3558	6	712
8	Orr, Steve	STELLA MARIS	IPBA-S	3542	5	708
9	McGillin, Bill	POACH	IPBA-N	3452	5	690
10	Denaci, Edward	GRAND ISLE	SDCA	3203	5	641

**St. Petersburg Trophy - best 4 of 1st 5 regattas entered****04/20/17**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Ehlers, Bob	JB & ME	SDCA	3695	5	924
2	Weimer, David	JUST DESERTS	SDCA	3619	5	905
3	VanAntwerp, Jim	SARA B	IPBA-S	3388	5	847
4	Korzetz, Jim	FREEDOM	IPBA-N	3332	5	833
5	Calabrese, Jeff	LIVING WELL	SDCA	3254	5	814
6	Orr, Steve	STELLA MARIS	IPBA-S	3242	5	811
7	Karlsson, Magnus	LOLITA	SDCA	3201	5	800
8	Padgett, David	SLIP AWAY	IPBA-N	3192	4	798
9	Burwell, John	GAVIA	IPBA-S	3173	4	793
10	Lindal, Bob	SUZY Q	IPBA-N	3150	4	788

**Stone Trophy - total of only 1st, 2nd, & 3rd places in 1st 7 regattas entered****04/20/17**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Ehlers, Bob	JB & ME	SDCA	3695	4	924
2	Weimer, David	JUST DESERTS	SDCA	3619	4	905
3	Korzetz, Jim	FREEDOM	IPBA-N	1983	2	992
4	Padgett, David	SLIP AWAY	IPBA-N	1925	2	963
5	Chapin, Clint	SOJOURN	IPBA-N	1879	2	940
6	Karlsson, Magnus	LOLITA	SDCA	1834	2	917
7	Adalian, Garry	JONATHAN	SDCA	1818	2	909
8	Calabrese, Jeff	LIVING WELL	SDCA	1794	2	897
9	Holte, Kirby	LIFE IS GRAND	SCCA	1497	2	749
10	Murphey, John	STURDY GAL	IPBA-N	994	1	994

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

## W.A. (Al) Smith (1922-2017)

Our much loved Staff Commodore Al Smith crossed the finish line and called his last mark on January 28th of this year. A renowned predicted log racer, Al was considered the “father” of log racing, both at Queen City Yacht Club (QCYC) and within International Power Boat Association (IPBA), which sanctions the sport throughout Puget Sound and the Gulf of Georgia. He was a dignified and ethical man of great character.

Al was one month away from his 95th birthday, and, just last month, he and his beloved Hazel had celebrated their 75th wedding anniversary with their family.

Staff Commodore Smith was born on February 28, 1922, and grew up in Seattle and Battle Ground, Washington.

Al really got his boating start when he married his Viking Hazel back in 1942. At that time, he was an Army Air Force pilot and flight instructor and, after the war, received his aeronautical engineering degree from the University of Washington.

Their two children, Jim and Suzanne, were brought up with a ski boat, and Al was, for many years, skipper and advisor for Sea Explorer Ship 451. His son Jim graduated from the U. S. Coast Guard Academy, served on several Coast Guard cutters, including the Coast Guard Tall Ship *Eagle*, and today is a retired captain of the U.S. Coast Guard. His daughter Suzanne cruised the Northwest waters

in her own boat and is now a retired attorney in California. The family had many boating cruises and adventures over the years.

Al and Hazel have two granddaughters, Gretchen and Meghan, and three great grandchildren, Aidan, Cate, and Taran.

Al was a brilliant engineer and mathematician. He had a distinguished career for thirty-four years at Boeing and became Director of Military Marketing for Boeing Marine Systems following his twenty years of associated assignments with high speed jet and hydrofoil craft.

Al was a long-time member of Bellevue First Congregational Church. He joined the Masons in 1955 and was the Worshipful Master of Masonic Lodge Eureka #20 in 1974. Since the 1950's, he also was a member of the Scottish Rite and a Shriner. One of his lifelong hobbies, in addition to boating and predicted log racing, was genealogy; he traced his and Hazel's families back as far as the 1500's. He and Hazel also traveled extensively around North America in their RV for many years.

Al joined Queen City in 1972 and had an astonishing list of contributions, serving on many committees, as well as elected offices. In addition to going through the chairs at Queen City, culminating in his commodore year of 1982, Al served as the first North American Cruiser Association (NACA) rear  
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### 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)

*W.A. (Al) Smith (1922-2017)*  
*(Continued from page 6)*

commodore and fourth commodore, as Pacific Coast Yachting Association (PCYA) commodore in 1999, and served as fleet captain through commodore (1981) of the International Power Boat Association (IPBA).

In addition to Al's log racing activities, in the early 70's, he was operations officer of U.S. Coast Guard Auxiliary, Flotilla 23 (an active Queen City entity then), and was active on patrol duty. He served QCYC on the Regatta Committee, often as chairman, and/or as IPBA representative for eight years, the Board of Trustees, Outstation Committee, Family Visitation Chair, and editor of the *Bilge Pump*.

In addition, Al was QCYC's first "high tech CIO" officer. In 1988 and 1989, Al was chairman of the Interclub Computer Development Committee and then was a member, or chairman, of the QCYC computer development committee through 1999. He and Staff Commodore Wally McPherson, another long-time computer committee member, wrote the first billing software, used until 2001.

Al's log racing-related activities and contributions are almost too numerous to document. As a competitor, Al was without peers; in 1979, he was the QCYC Triple Crown winner, garnering first place trophies in all regional and national races: Bryant Trophy (IPBA-N), his first of two Barusch Trophies (Pacific Coast), and NAI (national champion). He won the NAI championship again the next year, QCYC Skipper of the Year multiple times, and served as the race master or participant for the Seattle Yacht Club (SYC)/QCYC Challenge Race from 1977-2014.

QCYC and IPBA predicted log racers will be forever grateful to Al Smith for Al's development of these log racing tools still in use today by almost every contestant and yacht club in Puget Sound:

The "Race" spreadsheet – started development, using one of the original HP handheld scientific cal-

culators, then Lotus 123, finally converting to Excel

Wind effects spreadsheet

Currents spreadsheet

Scoring program (started development when Commodore Vince Hall requested a better way to determine QCYC Skipper of the Year)

Handicap Values – sorted through and analyzed data accumulated from about 100 contests over many years of competing

In 2014, Al was awarded the IPBA Lifetime Achievement Award.

While a member of QCYC, Al and Hazel owned two boats, the *Questa*, a 34-foot Monk-designed bridge deck cruiser and the *Questar*, Queen City's flagship when Al was commodore. The *Questar*, a 36-foot Gulfstar, was named using Medieval Latin meaning "in search of adventure"; that is what Al and Hazel enjoyed on the water.

Al will be sorely missed at Queen City but will be remembered by the multiple plaques affixed to the upper deck fireplace wall.

Al is survived by loving wife Hazel, his sister Vanita, his son Jim (Ingrid), daughter Suzanne (Dennis), granddaughters Meghan and Gretchen (Chris), and great-grandchildren Aidan, Cate and Taran.

*Cooperage*  
*(Continued from page 4)*

closed, and thus slight inaccuracies of fitting are remedied...The hoops are hammered down from the narrow to the wide part of the cask, by means of a mallet striking a piece of wood held against the hoop. Iron hoops are sometimes put on hot, in order that their contraction of cooling may bind the work together.

- *Chambers's Encyclopaedia, 1896*



## Coastal Explorer Trophy - best 8 of 1st 9 regattas entered

04/20/2017

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Ehlers, Bob	JB & ME	SDCA	4406	5	881
2	Weimer, David	JUST DESERTS	SDCA	4399	5	880
3	VanAntwerp, Jim	SARA B	IPBA-S	4149	6	830
4	Korzetz, Jim	FREEDOM	IPBA-N	3747	5	749
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10	Denaci, Edward	GRAND ISLE	SDCA	3203	5	641
11	Padgett, David	SLIP AWAY	IPBA-N	3192	4	798
12	Randall, Rick	COMPADRE	IPBA-S	3185	5	637
13	Burwell, John	GAVIA	IPBA-S	3173	4	793
14	Lindal, Bob	SUZY Q	IPBA-N	3150	4	788
15	Klett/Elbon Team	KLETTITAT	IPBA-N	2872	4	718
16	Elovitz, Michael	LOVIT	SDCA	2609	5	522
17	Chapin, Clint	SOJOURN	IPBA-N	2524	3	841
18	Adalian, Garry	JONATHAN	SDCA	2461	3	820
19	Greene, Steve	FULL MOON	SDCA	2285	5	457
20	Anderson, Jim	FIDALGO	IPBA-S	2060	4	515
21	Hunt, Rich	MOON SHADOW	IPBA-N	2054	3	685
22	Murphey, John	STURDY GAL	IPBA-N	2017	3	672
23	Muir, Marty	SEACLUSION	SDCA	1950	3	650
24	Salerno, Ralph	ANCORA	SDCA	1918	4	480
25	Lentgis, Dean	KALOS FILOS	IPBA-N	1791	2	896
26	Fontaine, Michael	TUFFY	SDCA	1671	5	334
27	Case, Ken	RAZZLE	IPBA-N	1600	3	533
28	Layman, Sarah	ZORRO	IPBA-N	1599	2	800
29	Downer, Jerry	NOR' WESTER	IPBA-S	1580	2	790
30	Holte, Kirby	LIFE IS GRAND	SCCA	1497	2	749
31	Larson, Don	TEWASI	IPBA-S	1477	3	492
32	Ryan, Glenn	AMNESIA	IPBA-N	1475	2	738
33	Day, Michael	MONARCH	IPBA-N	1292	2	646
34	Rogers, John	NIRVANA	IPBA-N	1255	3	418
35	Herman, Bill	SUMMER HOURS	IPBA-N	1238	2	619
36	Walker, John	PRIME TIME	SCCA	1217	2	609
37	Brett, Steve	OCEAN JEWEL	IPBA-S	1157	2	579
38	Lorenz, Alex	TIRELESS	IPBA-N	1061	2	531
39	Frank, Dan	MOON SHINE	IPBA-N	1017	2	509
40	McCormick, Bill	INAMORATA	SCCA	976	1	976
41	Chandler, Tom	RM II HYDE	SCCA	965	1	965
42	Irwin, Chuck	LAUGHIN' PLACE	IPBA-S	917	1	917
43	Jackman, George	SPECIAL EFFECT	SCCA	799	1	799
44	Haack, Paul	BIG SKY	IPBA-N	783	1	783
45	O'Keefe, Larry	MISS MIRANDA II	IPBA-N	754	2	377
46	Derror, Lee Anne	SAPPHIRE	IPBA-S	646	1	646
47	Williamson, Chris	KNOT BEHAVIN	IPBA-S	643	1	643
48	Tarantino, Rick	SANDPIPER	SCCA	638	1	638
49	Chin, Tim	TLC	IPBA-N	632	1	632
50	Decock, Don	QUERENCIA	IPBA-N	571	1	571
51	Meyers, Mike	VAMOOSE	SCCA	525	1	525
52	Davidson, Tom	SARMA	IPBA-N	481	1	481
53	Subert, Tim	BEACH MUSIC	IPBA-N	454	1	454
54	Garland, David	LUCKY DOG	IPBA-N	451	1	451
55	Finnelly, Dan	SUNDANCE	IPBA-N	430	1	430
56	Naselow, Ron	TRIVIAL PURSUIT	IPBA-N	421	1	421
57	Wood, Randee	AUNTIE GRAVITY	SCCA	413	1	413



**Coastal Explorer Trophy - best 8 of 1st 9 regattas entered****04/20/2017**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
58	Babbit, George	GENERAL QUARTERS	IPBA-S	377	1	377
59	Burton, Mike	ROYAL CHINOOK	IPBA-S	369	1	369
60	Goodfellow, Dick	LIQUIDITY	IPBA-N	360	1	360
61	Bales, Ryan	ZORRO	IPBA-N	343	1	343
62	Bruins, Rob	OCEAN PEARL	IPBA-S	336	1	336
63	Sokoloski, Dave	SUNBEAR II	IPBA-N	330	1	330
64	Smith, Bud	PATTY WAGON	IPBA-N	300	1	300
65	Miller, David	SEA NYMPH II	IPBA-S	300	1	300
66	Griffing, Ken	LOON'S CALL	SCCA	300	1	300

## Robert (Bob) Holger Johnson (1927-2017)



Robert Holger Johnson, passed away suddenly on Thursday, February 9, 2017, on Bainbridge Island, Washington. He was born on August 24, 1927, in Hyder, Alaska and was 89 years of age. He and his wife, Pat, have lived on Bainbridge Island for fifty-four years. He worked as a civil engineer with King County and retired in 1992.

Bob was always proud of his Alaska heritage. He moved from Hyder to Ketchikan, Alaska, with his family to go to high school and, in 1942, at the age of fifteen, joined the Alaska Territorial Guard (ATG), equipped with WWI rifles, made up of locals too young or too old for the draft. As soon as he was old enough, he enlisted in the Navy and served eleven months in Kodiak, Alaska, to be discharged at war's end.

He achieved a BA in Geography at UW, just in time to be drafted by the Army during the Korean war. At that time, service in the ATG had not been recognized by the War Department, and his time in the Navy wasn't enough to count. Luckily, the Army discovered he had been through basic training, and they needed a corporal to head up a team to map San Francisco; he was able to spend his two years at the Presidio army base in the bay area.

Bob loved to dance. He met his wife at a Scandia folk dance class in Seattle. They were active in a couple of folk dancing clubs, including teaching at the Sons of Norway in Poulsbo. They continued to attend social dances well in their 80's.

Living close to salt water produced a love of boating he never outgrew. Starting with a rowing dinghy, he finally achieved his dream - his last boat was his third Monk-designed cruiser. There was no one better at boat-handling, using all his skills on four trips to Alaska.

Bob also gave service to the boating organizations he joined. He was commodore of Poulsbo Yacht Club and also of the International Power Boat Association and commander of Agate Pass Power Squadron, with over fifty years of service. He was an active predicted log racer, winning several races

*(Continued on page 10)*

*Robert (Bob) Holger Johnson*  
(Continued from page 9)

and was commodore of the North American Cruiser Association (NACA). Because of his contributions to the sport, NACA awarded him the Lou Gandelman Hall of Champions Award for 1996.

After retiring, Bob and Pat took several trips to Europe, visiting Bob's Swedish cousins and finding new Scottish cousins for Pat. They also chartered bare-boat canal boats in France and on the Thames, transiting many locks daily, and sail boats in Greece and the Caribbean with Seattle boating friends.

He is survived by his wife of sixty-two years, Pat Johnson of Bainbridge Island, children: Robin Yuen (Wes) of Beaverton, Oregon, Kris Johnson of Bellingham, Washington, Eric Johnson (Amy) of Federal Way, Washington, and Craig Johnson (Paige Styler) of Milwaukee, Wisconsin. He also

leaves behind his grandsons: Ethan Johnson of Seattle, Washington, Noah Johnson of Federal Way, Ian Johnson of Santa Rosa, California, Jack Styler of Milwaukee, Wisconsin and granddaughter, Zoe Styler of Milwaukee. Bob also leaves behind his sister Beverly Zaugg and brother in-law Wallace Perry, both of Ketchikan. He was preceded in death by his parents, Holger and Esther Johnson and sister Barbara Perry.

He will be missed greatly by his family and all who knew him. A memorial service was held on Saturday, March 4, 2017, at Eagle Harbor Congregational Church on Bainbridge Island. A celebration of life reception followed at Poulsbo Yacht Club in Poulsbo, Washington.

Memorial contributions can be made to Eagle Harbor Congregational Church, The Boy Scouts of America or your favorite veterans association. Please sign the online guest book for the family.

## North American Cruiser Association 500 Club

Contestant	Assoc.	Contest	CKPT	TAM	ELEC	% Error
Murphey, John	IPBA-N	3/4Boomerang	4	N	N	0.3158
Chapin, Clint	IPBA-N	3/4Boomerang	4	N	N	0.4552
Padgett, Dave	IPBA-N	3/4Boomerang	4	N	N	0.4619
Chandler, Tom	SCCA	4/1 Easter Catalina		Y	Y	0.4882

"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

*I cannot describe the change which half a pound of cold salt beef  
and a biscuit or two produced in me. I was a new being.*

- Richard Henry Dana, Jr.



## Encourage a friend to join the North American Cruiser Association...*Today!*

Membership in NACA keeps everyone who is interested in predicted logging well-informed about the sport throughout North America. Skippers from member associations compete for North American trophies simply by entering their local contests. The champion from each organization is invited to compete in the North American Invitational, hosted by a different NACA organization each year.

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

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Spouse Name: \_\_\_\_\_ Boat Name: \_\_\_\_\_

E-mail: \_\_\_\_\_

Home Telephone: \_\_\_\_\_

Office Telephone: \_\_\_\_\_

Boat/Cell Phone: \_\_\_\_\_

Other Boating Organizations: \_\_\_\_\_

ANNUAL DUES:     \$     15.00

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:

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# Cruiser Log

*The Newsletter of North American Cruiser Association*

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