



# Cruiser Log

*The Newsletter of the North American Cruiser Association*

Volume 17 Issue 3

September 2017

## Cruising the Northeast Loop, Part V

The city of Quebec is a mixture of old and older. First discovered in 1524 by Cartier, it became a permanent settlement in 1604. It is built on a plateau about 300 feet above the St. Lawrence River, just as the river narrows from over ten miles wide to about a half-mile wide. The old port, and our boat, is at the base of a cliff and a short steep walk into the walled city. The buildings date from the 1760's, when the British laid siege to the town, bombarded it for three months, then secretly climbed the cliffs to the west of the city and presented themselves for battle with the French on the Plains of Abraham. The French lost, Canada became a British colony, and the rest is history.

We had a great time sampling the cuisine, exploring the town and surrounding countryside, speaking French, and drinking great French Canadian beer. We were there for Canada Day, July 1. The place where the battle was fought is now a park. The rolling meadows that spread out for two miles west of the walled town and citadel were filled to capacity with food booths, music venues, carnival rides, military displays, and, of course, half of Canada celebrating their version of the Fourth of July.

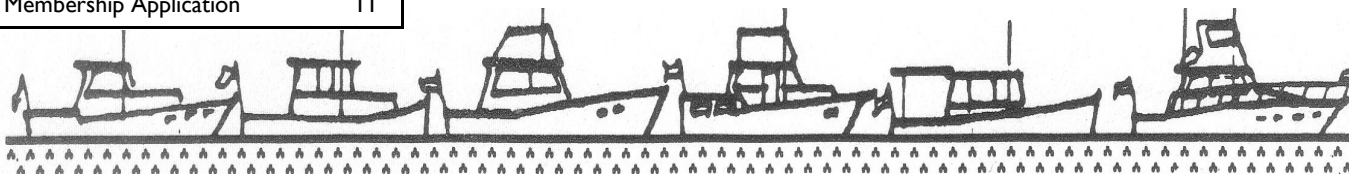
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We left on a 70-mile run down the river to the nearest harbor of refuge, Cap a l'Aigle. We made eleven to thirteen knots going with the current and a twenty-knot tail wind. Then, the tide changed, and we slogged the last five miles through three- to four-foot step waves on the nose to reach the marina. You may be wondering why we didn't just find a nice little cove and anchor. Well, there aren't any places to do that. The shore is steep and rocky or flat and shallow and rocky, with a twenty-foot tidal swing. So, like jumping off a cliff, there is nothing you can do until you hit the ground. We pulled into this tiny marina, a hole in the water surrounded by rocks. We waited for the twenty- to thirty-knot winds to blow by and then on to Tadousac at the mouth of the Saguenay Fiord, forty miles away.

The trip to Tadousac was amazing. We cruised at idle rpm on the engine and did eight to nine knots, getting ten miles per gallon. The local knowledge is to arrive at the Prince Shoal Lighthouse two hours after ebb, so the flood would push you into Tadousac the last seven miles. We hit the tide perfectly, but, by then, the wind had built to twenty to thirty knots, so it

*(Continued on page 4)*



## 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

North American Cruiser Association (NACA) has an existential problem, declining participation in our navigation contests. The Bridge met 1 August, 2017 and had an extensive discussion.

Part of the problem is the term, "log racing". Many boaters don't understand the term "log", and our navigation contests are not races. The more meaningful description is "Precision Navigation Rally". We suggest that we drop the term, "log race" in favor of "Precision Navigation Rally".

Beyond the name change, we searched for possible ways to increase event participation and membership in the regional associations. We arrived at a list of ideas that we urge the regional associations to consider:

*Include the use of all modern electronics in our rallies. Most boaters today have GPS, chart plotters, RADAR, depth sounders, and so on. Our rallies should be more than just tachometer and compass contests, they should mirror the modern boater's equipment mix.*

*Combine our contests with the club or group cruises. Many yacht clubs conduct periodic cruises to a destination; integrate our contests with these events.*

*Establish or expand our liaison with organizations such as Power Squadrons and Coast Guard Auxiliary. These groups are a resource of new active boaters.*

*Conduct promotions of our sport in activities such*

*as parties to attract and educate potential members.*

*Write informational articles for local boating newspapers, club newsletters, television, and radio.*

*Conduct classes on the operation of electronic boating devices.*

*Focus on clubs. Establish navigation rallies that encourage team and individual competition between clubs.*

*Invest in trophies or prizes that would attract participation.*

*Create precision navigation rallies that use iPad, iPhone type devices.*

*Conduct precision navigation rallies that target novice boaters. For example, rallies for dinghies and kayaks, or team up an experienced navigator with a novice in a practice rally.*

*Encourage sailboats to participate. Most have engines and spend many hours under power.*

*Offer trial memberships; make it easy to join.*

*Create new formats for your rallies. Provide a no-math rally format that gives the participant lat/long, heading, and distance.*

Most of these ideas can be adopted using only the  
(Continued on page 10)

### NACA FLAGS

NACA flags are available for purchase.  
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Call Ken Griffing  
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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 V* (Continued from page 1)

was washing machine cruising for that last leg into the harbor.

We made a thirty-mile trip up the Saguenay Fiord to the Baie d' Eternite. On the way, we encountered a pod of Beluga whales (white whales), a very rare endangered species. There were probably a hundred of them swimming around our boat while we drifted to let them pass. The channel up the Saguenay was seldom more than 500 yards wide, with steep stone cliffs falling directly into the water, which was 200 feet deep only yards from shore. A peaceful night at anchor in 200 feet of water,  
(Continued on page 6)

## NACA Annual Meeting

The 2018 NACA bridge was elected:

Commodore:	Ed Denaci	S D C A
Vice Commodore:	Maurice McGough	S P Y C
Rear Commodore:	Ted Moorman	C Y C
Secretary/Treasurer:	John Burwell	IPBA-S
Jr. Staff Commodore:	Ed Kutchma	SBCCA

Ken Griffing of SCCA was awarded the Gandelman Trophy.

The NAI proposed five-year schedule was revised. Please see page 6 of this issue of *Cruiser Log*.

NACA has determined that our contests are not, in fact, races; a more fitting name for our events is *rally*. We will endeavor to use the nomenclature Cruiser Navigation Rally in the future.

The NACA Bridge approved a program to reimburse our member associations up to \$500 for efforts to promote our rallies. The objective is to increase participation within our organizations. More details on this program are listed in *Commodore's Corner* on page 3.

## 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 [edwarddenaci@gmail.com](mailto:edwarddenaci@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	McGilllin, 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	McGilllin, 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>

*Cruising the Northeast Loop, Part V*  
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then back to Tadousac.

Our next leg will take us from the Charlavoix Region to the Gaspé. We anticipate the scenery and sea conditions will be completely different than anything we have thus far experienced, stone beaches and fog. By the way, don't complain about high gas prices; our last fill-up of diesel was \$6.38/gallon.

Well, the sixty-mile trip from Tadousac to Rimouski, across the St. Lawrence, was an experience. We left at 0700 with flat seas, no wind, and an escort of Beluga whales. About an hour into the 65-mile crossing, the wind on our beam blew at 20 to 30 knots, and the seas built to three- to six-foot step waves, with five-second periods. We modified our heading to take the waves on the front quarter and went ten miles off the rhumb line to get the swell dead on the stern. After that, the seas were more manageable, and we hand-steered for forty-five miles into Rimouski. I am the luckiest man in the world; Barbara never whined, whimpered, or said anything negative as we tossed about. She did her turn at the wheel like a real old salt (the dog got seasick). Safe in the harbor, we both looked back and said, "What the hell are we doing here? This is fun?" Little did we know that this first leg was only the beginning of a series of exciting maritime adventures.

The Gaspé coast is starkly beautiful. It is the northern most extension of the Appalachian Chain, a se-

ries of mountains and valleys that spill onto the coast. Every five to ten miles there is a tiny picture card-perfect town, with a prominent church nestled along the shore, usually at the mouth of a deep green valley. Every fifty miles or so, there is sort of a harbor. Most are on the nautical charts, but not all. The entrances to the harbors are ringed by granite reefs. One look at low tide paints a vivid picture: no anchoring on this coast. A calm day is ten to fifteen knots, gusting to twenty (very rare); a normal day is fifteen to twenty-five knots, gusting to thirty-five. On bad days, you stay securely tied at the dock, reading a good book.

We made five legs in two weeks to cover the 280 miles of the Gaspé Coast. Along the way, we saw pilot whales, dolphin, sea lions, and sea birds. We both agree it was a fantastic experience, glad we did it, but never again. We stopped at Rimouski, Matane, Ste-Anne des Monts, Rivière Madeleine, and Rivière au Renard. Only Rimouski would be considered a medium-sized town; the rest were villages  
(Continued on page 7)

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

### FUTURE NAI EVENTS (Tentative Dates)

2018—St. Petersburg, Florida (October 27)  
2019—Chicago, Illinois (August 3)  
2020—San Diego, California (October 3)  
2021—West Lake Erie Cruiser Assoc. (August 7)  
2022—Ventura, California

## Commentary on 2017 NAI Course Design

Here in the ocean waters of Southern California, we don't have many marks to use to build a predicted log race. Due to budget cuts and enabled by the success of GPS as a trustworthy navigation tool, the United States Coast Guard has eliminated most of our offshore buoys. Therefore, our contests that travel from port to port use GPS virtual buoys for marks.

Running a set of virtual buoys using GPS is fairly straightforward. Not much to it - the only real variable is the current. And with the dearth of buoys and lobster pot floats, it can be nearly impossible to detect its direction and speed. Which brings me to the second challenge we have here in designing a good course for out-of-towners. We don't have any current tables. That's because the currents aren't really predictable. Yes, there are a number of different current patterns that, over time, can be recognized. But, they are usually only recognized after the fact when reviewing the actual results..

So, the challenge becomes how to design a course that will sufficiently test the navigational skills of skippers, both local and not, without including the element of luck that is the result of errors due to undeterminable current. One simple answer – give them the current. Let the skippers have access to the speed-over-the-ground readout from the GPS, but don't allow the other navigational data from same.

Yet, we still have the problem of a lack of buoys in our open ocean. And how much navigational skill can be tested when operating within sight of a local harbor?

It seems to me the answer is to construct some other navigation challenges. You'll find them presented throughout the 2017 NAI course. Everything from taking pelorus sightings to determining distances off, to accurately executed turns – and a few other skills. Let me expand on turn times.

There were over 2000 degrees of turns on this contest. The winning skipper will have paid close attention to the turning characteristics of his vessel and, more importantly, executed them with precision. Of course, being given the current does not eliminate its affect on the score. The skipper must also determine its value on each leg and make the appropriate correction.

I sincerely hope the skippers enjoyed the challenge.

*Tom Collins*

2017 NAI Racemaster

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of less than 1,000 people. Each harbor had many of the basics a boater might need. However, internet connections were rare, my cell phone and computer wireless were out of coverage 100%, and diesel fuel was sparse (we went 180 miles between fuel stops).

Our exit from the Gaspé Region occurred early in the morning; the sunrise hitting Cap Gaspé was spectacular. The cape is an eight-mile tongue, sticking out into the Atlantic Ocean.

Next, we will be entering the Northumberland Strait. This is a coast between Prince Edward Island and New Brunswick. The coast is characterized by low-lying sandy capes, with shallow bays and widely spaced little harbors.

*Ed Kutchma*

Santa Barbara Channel Cruiser Association

.....  
*The sea drives truth into a man like salt.*  
- Hilaire Belloc



**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
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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

For updated and complete standings, please visit website: [www.predictedlog.org](http://www.predictedlog.org)

## 2017 NAI Results

Pos	Skipper	Association	Yacht Club	% Error
1	Bob Lindal	IPBA/N	Queen City Yacht Club	0.436
2	Garry Adalian	SDCA	Coronado Cays Yacht Clut	1.063
3	Jim Korzetz	IPBA/N	Poulsbo Yacht Clut	1.161

## The Yacht *Griffin*, Mediterranean Sea, February 23, 1881

On Wednesday, we sighted land, which proved to be the coast of Greece, near Cape Matapan. For a short time, we were under the Ice of Cerigo, but it blew heavier than ever, and we ran down the western coast of Candia in as strong a gale and as big a sea as we had encountered in any of our former experiences.

We changed our course and got under the shelter of Candia. What a marvelous alteration! The wind howled and shrieked, but the high land of Crete protected us, and we were in smooth water. We ran along the southern coast till we reached Makri-Zalo Bay, where we anchored for the night peacefully and quietly, although the storm-fiend roared above us. How pleasant that evening was!

The natives lit fires on the shore, apparently to attract our attention; but we heeded them not, although they shouted at us, whether in welcome or defiance, we knew not and cared not.

- E. H. Maxwell

Wednesday, July 29, 1969

The Great Lakes schooner *Alvin Clark*, sunk in Lake Michigan's Green Bay in 1864, was raised intact; unsuccessful as a land-based tourist attraction, she was bulldozed in May 1994 to make way for a parking lot

## The Cutter *Sirius*, Coruna Bay, Spain, September 15, 1920

In the morning, we went ashore and consulted with the Vice-Consul as to where to lay the boat up. It was evident that there was no suitable place in the harbor.

About eleven miles south of the harbour, the small river El Burgo falls into the sea, having only a foot or so over its bar at low water, and, as we subsequently ascertained, a fine assortment of rocks and sandbanks within.

The Vice-Consul said that about a mile up this river on its right bank, just before you came to a road bridge over the river, a boat builder he knew had a

small boathouse near which he thought we should find a good place for the yacht while we could store our gear in the boathouse, and he offered us the services of his gardener, who, he said, was fairly well acquainted with the river, as pilot.

Accordingly, at 3.10 p.m., it being high water at 4.54 p.m., we got under way with the gardener, a burly Galacian, and ran towards the river, which we entered at 3.40, with a gentle tide and a light wind aft.

- C. F. Duncan

## 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
Weimer, Dave	SDCA	1/4 Harbor	5	N	N	0.4646

"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

### *Commodore's Corner* (Continued from page 3)

creativity off the regional association members. But some require money to implement. NACA is willing to provide as much as \$500 to each region to implement. Simply tell us what you would like to do, and NACA will fund your plan.

On the whole, I felt him a good example of the old-line Yankee skipper, competent, self-reliant, not talkative, but perfectly friendly and ready to answer questions. He was obviously a first-class boat-handler—which is something quite different from being a ship-captain; apparently he was both, besides being a shipwright. A very capable man; and a lonely, unhappy man.

- Vincent Gilpin about Joshua Slocum



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

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

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

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# Cruiser Log

*The Newsletter of North American Cruiser Association*

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