



# Cruiser Log

*The Newsletter of the North American Cruiser Association*

Volume 17 Issue 4

December 2017

## Cruising the Northeast Loop, Part VI

New Brunswick and the Northumberland Coast are completely different from the Gaspé. The Gaspé was miles and miles of cliffs with rocky shallow bays. New Brunswick and the Northumberland straight is miles and miles of low sandy coast with shallow bays. Entering a harbor in Gaspé was easy—find the buoys and follow them into the harbor. In New Brunswick, this involves navigating a shallow bay or river for a mile or three, and, if you haven't run aground, you're in.

Our first leg was across the 25 miles of Chaleur Bay. It was a smooth passage until we got to the gullet leading to the town of Shipagan, a narrow, winding passage about nine feet deep, with one foot of water outside the channel. The current and the wind conspired to give us a tense twelve miles. We were told there was diesel available—not true. So, I loaded up two five-gallon jerry cans and hitchhiked the two miles from the gas station to the boat three times, thirty gallons, enough to get safely to the next harbor.

From there, a seventy-mile passage to Richibucto, where we tried to get fuel in a fifteen-knot wind on the beam. The approach was too shallow for my liking, and, as I backed out, I wrapped a chain around the prop.

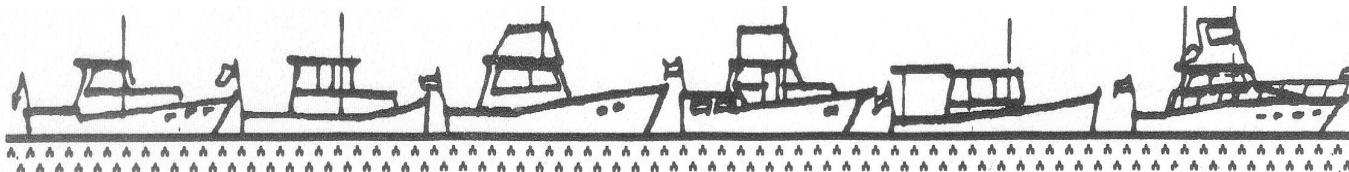
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Next day, we went forty miles in a thick fog to the next harbor, Shediac. Traveling in the fog was a new experience for us. Your entire visible world is in a little hemisphere about a quarter mile in diameter, with the GPS chart plotter and radar as the only contact with the outside world. We fueled and replaced the prop with a spare I had on board, and, as luck would have it, a prop repair shop a mile from the harbor made our dinged-up prop as good as new. We waited three days for the fifteen- to twenty-knot winds to subside; I think Hurricane Cristobel contributed as it went past Nova Scotia. We didn't suffer too much. There was a little restaurant with \$4.00/lb mussels, yum yum.

The locals we meet are really friendly. We have been invited for cocktails and snacks onboard other boats and in local homes. We still get many French speakers, but now most of the conversations you hear in the super market or at the docks are English. Too bad, my French was beginning to improve.

*(Continued on page 4)*



## North American Cruiser Association

For help or information, visit our web site at  
<http://www.navrally.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

My tenure is about over, so perhaps it is time to reflect on these months past. It has been an honor and a pleasure to serve as your commodore. The Bridge and the Board of Directors have supported me and guided me through this challenging year; I am grateful for their help and cannot praise them enough.

The North American Cruiser Association (NACA) is making a transition. Participation in our rallies is declining, and membership is ageing. The Bridge and BoD have taken several actions: rebranding our organization from log racing to cruiser navigation rally, encouraging the integration of the latest navigation technologies into our rallies, and seeking out key people in the thirteen associations that comprise NACA to educate and attract cruiser participation.

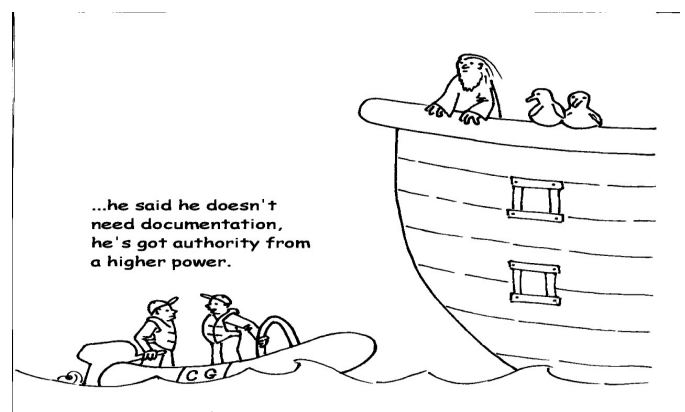
In the Santa Barbara Cruiser Association, our effort to attract new participants is focused on some different formats for our rallies: single event, destination event, and Wet Wednesday formats. Our single event rallies are scheduled in our master calendar. They are at least twelve (12) miles long, permit the use of any navigation instruments (analog or electronic), and with no speed limitations. A plot of the rally course and any specific sea or land marks are provided at least two weeks prior the rally. Destination event rallies are scheduled in conjunction with club cruises. The Wet Wednesday format is conducted in conjunction but not interfering with the normal club sail racing activity. These events are abbreviated, scored informally, and designed to be fun and facilitate learning the fundamentals of precision navigation. Perhaps

these ideas will spark some interest in your associations.

Finally, I would like to introduce the new commodore, Ed Denaci. He is a member of Southwestern Yacht Club in San Diego, an active participant in the local and national rallies, and dedicated to the growth of our sport. We are in good hands.

**Ed Kutchma**

NACA Commodore



- Editor's Note:

The above original cartoon was drawn by Barbara Kutchma, a very talented artist, with a great sense of humor. Several more will appear in future issues of *Cruiser Log*. According to her husband Ed, he is the inspiration for them.

### NACA FLAGS

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

### 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.navrally.org](http://www.navrally.org)

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

On Prince Edward Island (PEI), we shared a rent-a-wreck with another couple from California and toured the island. Barbara said PEI is the most beautiful country she has ever seen. Rolling green hills, little bays and inlets, small fishing villages - all picture perfect. The major farm crop here is potatoes; they are everywhere, and, along with aqua culture and tourism, are the three major industries on PEI. We bought mussels and oysters from an aqua farmer for \$1.25/lb

We are waiting for the fifteen- to twenty-knot winds to calm so we can make our next leg, seventy miles, to Nova Scotia.

A rare window of three beautiful days, mild wind, calm seas, and sunny warm days enabled us to make 175 miles from PEI to the Bras d'Or Lake on the Atlantic Coast of Cape Breton Island. For the next six days we have had fog, mist, and fifteen- to thirty-knot winds and ten-foot seas.

Rather than sit on the boat waiting for good weather, we rented a car and toured Cape Breton Island. The highlight of our tour was the reconstructed fort and city of Louisburg, which was destroyed by the British in 1758. It is an important historical and cultural site for Canadians. The city was the center of the cod industry in the 18th century; in fact, the city brought more revenue to France than all the North American fur trade.

The Canadian Park Service hires people in period costume to conduct tours and demonstrations. We had a 1750's-type meal served on period tables, plates, and flat wear. It was a great day, and we really learned a great deal about the French cod-based economy of the time.

We circumnavigated Bras d'Or Lake. About a hundred miles long and forty miles wide, the lake is a favorite summer playground for boaters in New England and eastern Canada. I am struck by the

contrast between PEI and Cape Breton Island. PEI was little fishing villages, aqua culture in the bays, and rich farmland everywhere you look. Cape Breton is scruffy second-growth pine trees and hardly any people, except for the few tourist towns along the lake shore.

We visited Alexander Graham Bell's museum in Baddeck. He was an amazing man with many accomplishments. His summer home (castle) is here, and this is the location of his experiments with powered flight and high speed hydrofoil boats.

Several of our stops were so primitive that the marina did not sell diesel fuel. Here is the not too attractive alternative called jerry-canning. I had to bike six miles round trip to carry ten gallons (seventy pounds) of fuel to the boat three times.

We left Cape Breton, even though there were high wind warnings, to make forty miles to a secluded anchorage on the Atlantic coast of Nova Scotia. Then, a fifty-mile leg to a place called Liscomb Mills. Now, we are enjoying the jacuzzi and swimming pool while we wait for a weather window that will get us the ninety miles to Halifax.

*Ed Kutchma*

Santa Barbara Channel Cruiser Association

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

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

.....

Scott: "We find people fond of being sailors."

Johnson: "I cannot account for that, any more  
than I can account for other strange perversions  
of imagination."

- from *Boswell's Life of Johnson*

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

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Weimer, David	JUST DESERTS	SDCA	8265	11	827
2	Ehlers, Bob	JB & ME	SDCA	8098	11	810
3	Adalian, Garry	JONATHAN	SDCA	7672	10	767
4	Lindal, Bob	SUZY Q	IPBA-N	7241	9	805
5	VanAntwerp, Jim	SARAH B	IPBA-S	7189	9	799
6	Denaci, Edward	GRAND ISLE	SDCA	7179	11	718
7	Korzetz, Jim	FREEDOM	IPBA-N	6590	10	659
8	Orr, Steve	STELLA MARIS	IPBA-S	6560	10	656
9	Collins, Tom	MISTY SEA	SCCA	6404	7	915
10	Henry, Mike	PEACHY KEEN	IPBA-S	6387	9	710

**Codrington Trophy - best 5 of 1st 7 regattas entered****10/17/17**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Collins, Tom	MISTY SEA	SCCA	4768	7	954
2	Ehlers, Bob	JB & ME	SDCA	4675	11	935
3	Weimer, David	JUST DESERTS	SDCA	4595	11	919
4	Lindal, Bob	SUZY Q	IPBA-N	4433	9	887
5	Korzetz, Jim	FREEDOM	IPBA-N	4320	10	864
6	McGill, Bill	POACH	IPBA-N	4300	8	860
7	Padgett, David	SLIP AWAY	IPBA-N	4275	7	855
8	Klett/Elbon Team	KLETTITAT	IPBA-N	4185	7	837
9	VanAntwerp, Jim	SARAH B	IPBA-S	4149	9	830
10	McCormick, Bill	INAMORATA	SCCA	4092	6	818

**St. Petersburg Trophy - best 4 of 1st 5 regattas entered****10/17/17**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Collins, Tom	MISTY SEA	SCCA	3750	5	938
2	Ehlers, Bob	JB & ME	SDCA	3695	5	924
3	Murphey, John	STURDY GAL	IPBA-N	3636	5	909
4	Weimer, David	JUST DESERTS	SDCA	3619	5	905
5	Padgett, David	SLIP AWAY	IPBA-N	3516	5	879
6	Lindal, Bob	SUZY Q	IPBA-N	3453	5	863
7	VanAntwerp, Jim	SARAH B	IPBA-S	3388	5	847
8	Adalian, Garry	JONATHAN	SDCA	3344	5	836
9	Korzetz, Jim	FREEDOM	IPBA-N	3332	5	833
10	Berberian, Nick	ARARAT	CYC	3293	4	823

**Stone Trophy - total of only 1st, 2nd, & 3rd places in 1st 7 regattas entered****10/17/17**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Collins, Tom	MISTY SEA	SCCA	6404	7	915
2	Ehlers, Bob	JB & ME	SDCA	4675	5	935
3	Weimer, David J	UST DESERTS	SDCA	4595	5	919
4	Blockhus, Burnell	LOLITA	SMBPF	4446	6	741
5	Vignocchi, John	RIPRAP	CYC	3581	5	716
6	McCormick, Bill	INAMORATA	SCCA	3523	4	881
7	Griffing, Ken	LOON'S CALL	SCCA	3471	5	694
8	Berberian, Nick	ARARAT	CYC	3293	4	823
9	Korzetz, Jim	FREEDOM	IPBA-N	2971	3	990
10	Murphey, John	STURDY GAL	IPBA-N	2913	3	971

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

## Eight Bells

I am saddened to inform you that Walter Del Mar passed over the bar on Thursday, October 5, 2017, at the age of 97.

Walter was the founding commodore of NACA, and, perhaps more importantly, he was the primary driving force in creating the North American Cruiser Association.

In the mid 1970's, there was a growing level of dissatisfaction with the administration of predicted logging, as it was then under the wing of the American Power Boat Association; specifically, the cruiser division. IPBA had already pulled out of any involvement with the APBA, and there were similar mumblings among other member logging organizations.

Walter had demonstrated his organizational management competence, having previously served as commodore of California Yacht Club and the Southern California Cruiser Association.

With the encouragement of others in SCCA, Walter ran for and won election to the office of vice president, APBA cruiser division, a position previously held by only those from the East Coast. He worked with APBA for a couple of years but was unable to generate the recognition from APBA management he felt we deserved; their interest was focused on go-fast boats. We paid the same dues as everyone else but were not given the same level of support in

the form of publicity and trophies.

In 1979, at the NAI held in Detroit, Michigan, Walter spearheaded a meeting of representatives from all the logging organizations represented, including IPBA, and we voted to break away from APBA and to create a new organization called the North American Cruiser Association.

Walter continued as commodore of the new association and worked very hard to transfer all the trophies over from APBA and to establish the operational workings of NACA. He even did the overall scoring of all the loggers for the NACA awards, quite a time-consuming job, given that personal computers had not yet been invented.

Walter continued to be active in logging for many years and also was an avid fisherman, taking numerous trophies in that sport, too. More recently, Walter had sold his boat and retired to his home on a golf course in Indian Wells, California, near Palm Springs, where he honed his golfing skills.

Walter will surely be missed, but his contribution to our sport lives on in the NACA.

A memorial service took place on November 4, 2017, at Desert Horizons Country Club in Indian Wells, California.

*Tom Collins*

Southern California Cruiser Association

### EXPERIENCED PREDICTED LOGGERS

Check out "Predicted Log Essentials"  
Get the competitive edge!  
Download for free on the NACA website:  
[www.navrally.org](http://www.navrally.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

## 2017 Barusch Regatta

The 2017 Barusch Regatta was held in San Diego, California, September 26-30, 2017. The event, also known as the West Coast Championship, was sponsored by the San Diego Cruiser Association under the auspices of Pacific Coast Yachting Association. Silver Gate and Southwestern Yacht Clubs shared venues for the various regatta events.

There were four contestants, including Garry Adalian and Bob Ehlers from San Diego Cruiser Association, Ed Kutchma from Santa Barbara Channel Cruising Association, and the 2016 defending champion, Bob Lindal from IPBA/North. To level the playing field, four Grand Banks vessels with equal performance characteristics were provided as donor boats.

The 34-mile regatta course included legs both in the ocean and in San Diego Bay. It contained several switchbacks, ranges, and blind points. The use of electronics (GPS) was limited and was not permitted at all after the second of eight check points. It could not be said that local knowledge had the advantage. Despite heavy fog the day before, the morning dawned crystal clear, and a CAVU day fell upon us. The ocean was kind, and bay traffic was minimal.

The awards dinner, an excellent meal, was held at Silver Gate Yacht Club. The innovative peel off, consisting of four lovely ladies with flip cards, provided some great entertainment. Scores were close, but, at the end of the night, Garry Adalian was the last man standing, with an impressive score of 0.69% error on vessel *Grand Isle*, with owner Ed Denaci at the helm. Although a three-time National Champion, this was Garry's first time to win the Barusch, and his happiness was obvious in his smiling acceptance speech.

*Jeff Calabrese*

San Diego Cruiser Association

## More Sad News

Don Haines of San Diego Cruiser Association (SDCA) passed away on August 14, 2017. Don and his wife Phyllis were long-time members of SDCA and Southwestern Yacht Club. They campaigned *One More Chime*, a 34' CHB, for quite a few years. Before that, they owned and competed in a semi-planning power boat that Phyllis always said was a "much better boat to compete".

On November 20, 2017, Jerry Wellnitz of San Diego Cruiser Association passed away while in hospice. Jerry and his wife Fran were members of SDCA and Coronado Yacht Club. They competed in their 41' boat, *Ventana*.

*Cruiser Log* will publish more information when it is made available.

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Really good looking!

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Take me back, take me back  
to the Tracks of the Trade!  
for 'tis weary I am of the city's parade,  
of the dust of the traffic, the grey cheerless skies,  
and the long lines of people with spiritless eyes.

Take me back to my green sunny islands again,  
away from this treadmill of sorrow and pain,  
away from this tinsel and gilt masquerade.  
Let me live, let me die in the Tracks of the Trade!

- Lewis R. Freeman



**Coastal Explorer Trophy - best 8 of 1st 9 regattas entered****07/17/2017**

<b>Pos</b>	<b>Skipper</b>	<b>Vessel</b>	<b>Assoc.</b>	<b>Points</b>	<b>Entered</b>	<b>Average</b>
1	Weimer, David	JUST DESERTS	SDCA	6927	9	866
2	Ehlers, Bob	JB & ME	SDCA	6775	9	847
3	Lindal, Bob	SUZY Q	IPBA-N	6769	9	846
4	VanAntwerp, Jim	SARAH B	IPBA-S	6602	9	825
5	Adalian, Garry	JONATHAN	SDCA	6467	9	808
6	Collins, Tom	MISTY SEA	SCCA	6404	7	915
7	McGillin, Bill	POACH	IPBA-N	5966	8	746
8	Henry, Mike	PEACHY KEEN	IPBA-S	5828	9	729
9	Korzetz, Jim	FREEDOM	IPBA-N	5799	9	725
10	Denaci, Edward	GRAND ISLE	SDCA	5756	9	720
11	Holte, Kirby	LIFE IS GRAND	SCCA	5715	9	714
12	Burwell, John	GAVIA	IPBA-S	5660	9	708
13	Randall, Rick	COMPADRE	IPBA-S	5651	8	706
14	Karlsson, Magnus	LOLITA	SDCA	5612	8	702
15	Orr, Steve	STELLA MARIS	IPBA-S	5580	9	698
16	Padgett, David	SLIP AWAY	IPBA-N	5433	7	776
17	Klett/Elbon Team	KLETTITAT	IPBA-N	5391	7	770
18	Greene, Steve	FULL MOON	SDCA	4750	9	594
19	Salerno, Ralph	ANCORA	SDCA	4692	9	587
20	Calabrese, Jeff	LIVING WELL	SDCA	4636	9	580
21	Elovitz, Michael	LOVIT	SDCA	4625	9	578
22	Muir, Marty	SEA ESTA	SDCA	4533	8	567
23	McCormick, Bill	INAMORATA	SCCA	4526	6	754
24	Blockhus, Burnell	LOLITA	SMBPF	4446	6	741
25	Griffing, Ken	LOON'S CALL	SCCA	4409	7	630
26	Chapin, Clint	SOJOURN	IPBA-N	4387	6	731
27	Anderson, Jim	FIDALGO	IPBA-S	4132	9	517
28	Larson, Don	TEWASI	IPBA-S	4056	7	579
29	Murphey, John	STURDY GAL	IPBA-N	3936	5	787
30	Fontaine, Michael	TUFFY	SDCA	3896	9	487
31	Vignocchi, John	RIPRAP	CYC	3581	5	716
32	Berberian, Nick	ARARAT	CYC	3293	4	823
33	Case, Ken	RAZZLE	IPBA-N	3273	7	468
34	Lisowski, Sonny	MIRAGE	CYC	2660	4	665
35	Lentgis, Dean	KALOS FILOS	IPBA-N	2579	3	860
36	Cole, Fred	MOUSE TRAP	IPBA-S	2558	3	853
37	Jackman, George	SPECIAL EFFECT	SCCA	2370	3	790
38	McMillan, Jane	INDEPENDENCE	BYC	2303	5	461
39	Downer, Jerry	NOR' WESTER	IPBA-S	2277	4	569
40	O'Keefe, Larry	MISS MIRANDA II	IPBA-N	2258	5	452
41	Wood, Randee	AUNTIE GRAVITY	SCCA	2213	6	369
42	Walker, John	PRIME TIME	SCCA	2205	4	551
43	Chandler, Tom	RM II HYDE	SCCA	2064	3	688
44	Hunt, Rich	MOON SHADOW	IPBA-N	2054	3	685
45	Layman, Sarah	ZORRO	IPBA-N	1599	2	800
46	Day, Michael	MONARCH	IPBA-N	1592	3	531
47	Irwin, Chuck	LAUGHIN' PLACE	IPBA-S	1508	2	754
48	Ryan, Glenn	AMNESIA	IPBA-N	1475	2	738
49	Williamson, Chris	KNOT BEHAVIN	IPBA-S	1428	2	714
50	Slobodski, Vitaly	SEAGULL III	CYC	1387	3	462
51	Tarantino, Rick	SANDPIPER	SCCA	1372	3	457
52	Falkenhayn, Ed	LAKE HOUSE	CYC	1272	2	636
53	Rogers, John	NIRVANA	IPBA-N	1255	3	418
54	Herman, Bill	SUMMER HOURS	IPBA-N	1238	2	619
55	Welch, Tom	SANDPIPER	SCCA	1207	3	402
56	Brett, Steve	OCEAN JEWEL	IPBA-S	1157	2	579



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

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
57	Lorenz, Alex	TIRELESS	IPBA-N	1061	2	531
58	Frank, Dan	MOON SHINE	IPBA-N	1017	2	509
59	Sherer, Myron	STARLING	GPPS	972	1	972
60	Kneisel, Scott	SHARON'S RELIEF	I-LYA	933	1	933
61	Babbitt, George	GENERAL QUARTERS	IPBA-S	927	2	464
62	Oliver, Dean	LUNA SEA	SCCA	891	2	446
63	Charvat, Dave	DOLPHIN	GPPS	837	1	837
64	Haack, Paul	BIG SKY	IPBA-N	783	1	783
65	Babiarz, Michael	MADELIN ROSE	GPPS	703	1	703
66	Derror, Lee Anne	SAPPHIRE	IPBA-S	646	1	646
67	Chin, Tim	TLC	IPBA-N	632	1	632
68	Blank, Tom	LUCKY BETTS	I-LYA	617	1	617
69	Watson, Val	PHANTOM	IPBA-S	604	1	604
70	Decock, Don	QUERENCIA	IPBA-N	571	1	571
71	Ellis, Dale	RINGER	GPPS	569	1	569
72	Hunt, Earl	SHILOH	IPBA-S	528	1	528
73	Meyers, Mike	VAMOOSE	SCCA	525	1	525
74	Davidson, Tom	SARMA	IPBA-N	481	1	481
75	Subert, Tim	BEACH MUSIC	IPBA-N	454	1	454
76	Swan, Jeff	CLAIRE MARIE	IPBA-S	452	1	452
77	Garland, David	LUCKY DOG	IPBA-N	451	1	451
78	Boutin, Bruce	SCHATZI	GPPS	434	1	434
79	Finnelly, Dan	SUNDANCE	IPBA-N	430	1	430
80	Reys, Brent	LA MER	IPBA-N	422	1	422
81	Naselow, Ron	TRIVIAL PURSUIT	IPBA-N	421	1	421
82	Stamper, Rick	KOOILUST MARE	SCCA	397	1	397
83	Burton, Mike	ROYAL CHINOOK	IPBA-S	369	1	369
84	Goodfellow, Dick	LIQUIDITY	IPBA-N	360	1	360
85	Bales, Ryan	ZORRO	IPBA-N	343	1	343
86	Bruins, Rob	OCEAN PEARL	IPBA-S	338	1	338
87	Sokoloski, Dave	SUNBEAR II	IPBA-N	330	1	330
88	Smith, Bud	PATTY WAGON	IPBA-N	300	1	300
89	Miller, David	SEA NYMPH II	IPBA-S	300	1	300
90	Grant, Russell	WILD THING	SCCA	300	1	300
91	Kneisel, Josh	SHARON'S DELIGHT	I-LYA	300	1	300
92	Kuester, Bill	MISSELAINEOUS	GPPS	300	1	300

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

## 2017 Barusch According to Garry Adalian

Everyone was praying for no fog. Thursday morning, there was just patchy fog for the boat trials, but Friday morning was a real pea-souper. You couldn't see across the channel behind Southwestern Yacht Club. The first half of the four-hour race on Saturday was outside the bay, in the ocean, so, if the fog was that thick *inside* the bay, it would be thick enough *outside* the bay to make San Francisco fog balls.

Friday night, when I hit the bunk, the sky was clear, with lots of stars. Damn. Then, at 2 a.m., when I got up to check the galley for rats, I stuck my head out to check the sky. Not a star in sight. Solid overcast. Great. Now, if that overcast would just stay up there and not drop down, we would have our race.

(Continued on page 10)

*2017 Barusch According to Garry Adalian*  
(Continued from page 9)

Saturday morning was quiet, no wind, and still overcast. Perfect. At the boat drawing on Wednesday night, I had drawn Ed and Mary Denaci's boat, a Grand Banks 36' Classic, which is just about one of the best boats to run one of these log races. Faster boats were to start first, with the slowest boat last, around three minutes apart. That way, no one was going to run up someone's rear. Our start was 0818, so we were second to start at CB17, just outside the Shelter Island entrance.

The first four check points (cp) were out in the ocean, from CB17, south past Ballast Point to CB07, and then to a bunch of spots on the water. GPS was allowed for this part of the race, due to the fact that there is nothing out there, except for a Navy mooring buoy, to make a check point out of. However, GPS was allowed in lat/long only. No course lines, little boats, or spots on the water. So, from CB07 east for 2.6 nm over to a spot (lat/long) just south of Hotel del Coronado, then south for 2.7 nm along the Silver Strand to another spot, and a u-turn back up to the Navy mooring buoy.

On the way down to the u-turn, I had seen a lobster pot float off to our right, around 200 yards. What I would give to have a look at that float. But, after the u-turn, heading up to the Navy buoy, I saw the lobster float just a small way off to our right. I told Ed, who was on the helm, to aim for that float. Ed, who is an engineer, reminded me that a dog leg was not a straight line. I reminded Ed that a look was worth a million words, and I would take the hit. At the buoy, the line was going straight down. No current. Just what I was hoping for, three nm heading west towards SD1, the San Diego main entrance buoy. After the timed run, it was a big right turn back up the line of main entrance buoys, starting with CB6, past Ballast Point to CB14, which was check point four and the end of the ocean part. Geez, only two more hours to go.

From CB14, the course went down under the Coronado Bridge into the South Bay. From there, down

the bay all the way to the Coronado Cays entrance buoys, then a u-turn back up the South Bay, past all fifteen Navy piers with its plethora of Navy battle-ships and cruisers, past the huge white ship with red crosses named *Mercy*, then back up to the Coronado Bridge. From the bridge, straight up the bay for 3.3 nm to the finish, just off the downtown San Diego cruise ship terminal. Finally over.

At the award dinner and trophy presentation that night at Silver Gate Yacht Club, David Weimer, the peel-off presenter, had a different twist for it. Instead of the usual strip of paper that covers each of the leg scores and is then peeled off to reveal each contestant's error for that leg, David had what he dubbed, "The Peel-Off Girls". Each girl was given a big square card, and, when the contestant's name was called, the "Peel-Off Girl" for that contestant turned the card around to reveal his score for that leg. After the first four legs were revealed, the peel-off was paused for dinner to be served, then continued during dessert. I had figured my score after the race, a 0.69%, which I felt pretty good about, and the first four legs showed a substantial lead. However, on leg 5, my score was a wanker (47 seconds), and, with Bob Lindal, who was in this race, coming up with a 0.4% in the NAI a month earlier, I wasn't about to start gloating just yet.

The last four legs revealed by the "Peel-Off Girls" showed I had maintained my lead, and I finally won my first Barusch. I can't remember how many years ago it was, maybe 15, maybe more, but my first Barusch was up in Seattle. Bob Ehlers was my crew, and we had drawn a boat for the race named *Bayou Cadillac*. At the awards dinner that night, they had called my name in second place. Then, the racemaster had gotten up after they had called first place and announced, "...after over 15,000 seconds, the difference between 1st and 2nd place was one second". I have been agonizing over that one second for all these years. It is sooooo nice to finally put that one second to bed.

*Garry Adalian*  
San Diego Cruiser Association



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