



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 18 Issue 2

September 2018

2018 North American Invitational Cruiser Navigation Rally

The North American Cruiser Association (NACA) has a new expression for a sanctioned event: Cruiser Navigation Rally. What is a rally? A road rally typically involves a group of automobile enthusiasts engaged in a fun and friendly competition to most accurately predict when they will arrive at a particular point on a given course that is driven on roads. A cruiser navigation rally involves a group of boating enthusiasts who predict the times they will arrive at a particular point on a given course in navigable waters. While all participants are likely to gain much from the rally experience, the winner is the contestant who has the lowest percentage of error when the predicted times are compared with the actual times.

A NACA-sanctioned cruiser navigation rally is not a race. It is a fun and friendly contest that one enjoys with fellow boaters, sharing and learning about real-life navigational challenges, using a range of available navigational tools: charts, compasses, tachometers, RADAR, chart plotters, GPS, navigation programs, AIS, range finders and optics (or none of the above). There is camaraderie, celebration, and awards (there are some rules, which may vary according to the event). The challenge, of course, is to make the predicted time without reference to a time piece.

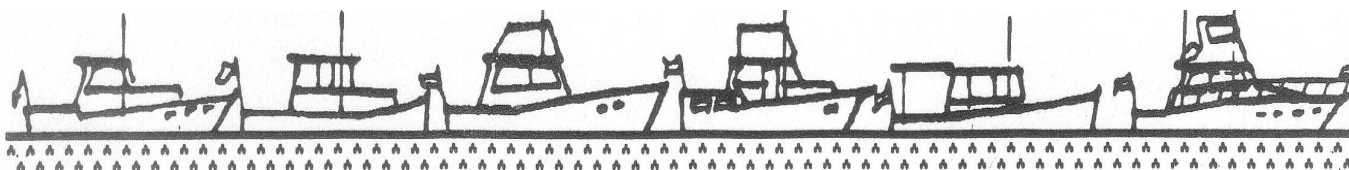
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Cruisers want to use their navigational instruments. In many cases, they want to learn how to use their instruments. A cruiser navigation rally is a wonderful opportunity to improve navigational skills in the supportive environment of like-minded boaters.

Rally has other meanings. After a decline, rally means a comeback, a recovery, an improvement. NACA has seen a decline in its membership and difficulties in recruiting boaters interested in competing in a predicted log race with only a compass and a tachometer. NACA's bridge and board of directors rallied. Over the period of a few years in a long history, NACA has rallied to accept the new realities of today's cruiser navigation environment and will continue to sanction events that are proving to be equally challenging, fun, and informative for cruisers and navigators.

The 2018 North American Invitational (NAI), NACA's premier cruiser navigation rally, will be hosted by St. Petersburg Yacht Club, St. Petersburg, Florida, from October 23, 2018, through October 27, 2018. In
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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

Those darned turns.... Or, I thought I had it licked with a good keel!

In 2015, I bought the boat of my dreams, a Grand Banks 36. It was going to solve two big problems I had competing with my 34' Californian. It has deep enough props that it would not pick up eel grass and has a real keel. The eel grass caused as much as a 1% speed reduction, with no vibration anyone could notice. The lack of a keel meant that the boat skidded through turns (and actually backward). Turn compensation was very interesting.

Well, I don't pick up eel grass. But until recently, my scores have been disappointing. Those darned turns! Finally, last summer, I taped one tracker to the helm area and one tracker to the stern rail and ran a whole lot of tests. At first, I thought the data must be wrong. But, it all agreed. I modified my turn radius and took more data last fall.

When I turn the wheel one-half turn for a 180 degree turn (mechanical steering, GB 36 CL 1988), the stern begins to swing and the boat slides forward for five seconds. After that time, the boat begins a 100 foot radius semicircle that takes 22 to 23 seconds. It takes the boat another eight seconds to return to a location abeam to the initiation of the turn. Other-sized turns are variants on that data.

I've scratched my head trying to understand exactly what is happening and why. I do know that the props are not cavitating. All is normal. The actions are repeatable and bi-directional. Know and accept.

My scores are better!! I do LOVE data.

Ed Denaci

NACA Commodore

Deep-sea Leadline, AKA Dipsy

Weight of lead, 28 to 30 pounds, marked the same as a hand leadline up to 20 fathoms, then:

1 knot at 25 fathoms

3 knots at 30 fathoms

1 knot at 35 fathoms

4 knots at 40 fathoms

...and so on until 95 fathoms, then:

1 piece of bunting at 100 fathoms

1 knot at 105 fathoms

1 piece of leather at 110 fathoms

1 knot at 115 fathoms

2 knots at 120 fathoms

...and so on in the same pattern as first 100 fathoms

*- from 2009 Mariner's Book of Days
by Peter H. Spectre*

The finest weather possible for deepwater sailing, most commonly encountered in the trade-wind belts—sunshine; low, rolling sea; strong, steady breeze; flying fish skittering across the surface off the waves.

NACA FLAGS

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NEW COMPETITORS

A quick read - "Enjoy Log Racing"
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www.navrally.org

2018 NAI Cruiser Navigation Rally (Continued from page 1)

attendance will be the winner of last year's NAI, Bob Lindal of International Power Boat Association/North (IPBA/N) from Queen City Yacht Club and the winner of NACA's Coastal Explorer Trophy, David Weimer of San Diego Cruiser Association (SDCA) from Coronado Yacht Club and his navigator, Jeff Calabrese.

Representing San Diego Cruiser Association (SDCA) will be Ed and Mary Denaci, from Southwestern Yacht Club. Southern California Cruiser Association (SCCA) will be represented by Tom Collins, from Huntington Harbor Yacht Club, and his navigators, Ken Griffing and Bill McCormick. John Burwell and Jim VanAntwerp, from Bremer-ton Yacht Club, are expected to represent International Power Boat Association/South (IPBA/S). IPBA/N will be represented by Jim Korzetz and Dick Timmerman.

Once again, the West Coast, from the north of Puget Sound to the Mexican border, will be well-represented in the NAI. Meanwhile, on the other side of the Rockies, John and Mary Vignocchi from Chicago Yacht Club are again planning to attend the NAI in St. Petersburg, with Ted Moorman rounding out the team from Chicago.

SPYC is greatly looking forward to hosting the 2018 NAI, which has such an impressive assemblage of yachtsmen.

The Steam Yacht *North Star*

North Atlantic Ocean
May 22-23, 1853

Our party was all in usual health, with the exception of three of the ladies, who suffered from the new acquaintance formed with the ocean, although the sea was as smooth as the North river.

At eleven o'clock, divine service was performed in the saloon and attended by many of the officers and crew of the ship. In view of the long period of intimate association we were likely to spend on board the yacht, the text selected for the occasion was one of a practical character, Proverbs 16:32. "He that is slow to anger is better than the mighty, and he that ruleth his spirit than he that taketh a city". The singing was fine, and the accompaniment of the piano very acceptable.

The log of the ship this day recorded two hundred and seventy-two miles. The 23rd was a bright, fine day, and the run of the yacht was two hundred and seventy-eight miles, with the wind abaft and a little more sea on, causing her to roll.

We passed the ship *Sharon*, of Bath; we gave her three hearty cheers, and she returned the compliment by lowering her flag.

- John Overton Choules

- from 2009 *Mariner's Book of Days*
by Peter H. Spectre

EXPERIENCED PREDICTED LOGGERS

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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

Queen Mary Trophy - best 10 of 1st 11 regattas entered**06/28/18**

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**06/28/18**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Korzetz, Jim	FREEDOM	IPBA-N	4486	7	897
2	Sparks, Mark	GOOD TIDINGS	IPBA-N	4417	7	883
3	Weimer, David	JUST DESERTS	SDCA	4225	6	845
4	Denaci, Edward	GRAND ISLE	SDCA	4154	6	831
5	Henry, Mike	PEACHY KEEN	IPBA-S	3997	7	799
6	Adalian, Garry	JONATHAN	SDCA	3905	5	781
7	Griffing, Ken	LOON'S CALL	SCCA	3793	5	759
8	Larson, Don	TEWASI	IPBA-S	3741	5	748
9	Ehlers, Bob	JB & ME	SDCA	3559	6	712
10	Calabrese, Jeff	LIVING WELL	SDCA	3540	6	708

St. Petersburg Trophy - best 4 of 1st 5 regattas entered**06/28/18**

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**06/28/18**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Griffing, Ken	LOON'S CALL	SCCA	4373	6	725
2	Weimer, David	JUST DESERTS	SDCA	4225	5	845
3	Korzetz, Jim	FREEDOM	IPBA-N	3868	4	967
4	Adalian, Garry	JONATHAN	SDCA	3825	4	957
5	Sparks, Mark	GOOD TIDINGS	IPBA-N	3746	4	937
6	Denaci, Edward	GRAND ISLE	SDCA	3545	4	886
7	Collins, Tom	MISTY SEA	SCCA	2845	3	948
8	Lindal, Bob	SUZY Q	IPBA-N	2830	3	943
9	Calabrese, Jeff	LIVING WELL	SDCA	2716	3	905
10	Karlsson, Magnus	LOLITA	SDCA	2593	3	864

For Coastal Explorer Trophy and complete standings, visit the NACA website: <http://www.navrally.org>

500 Club Members

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.

The others worked down with the ebb, as best they might, splitting tacks in all directions, making as pretty a picture as can be imagined. The flood was making when the mark was passed, and the reach out by the hook was slow.

Outside of the bar, the yachts made a board to the southward and then reached off with the light-ship a point on the weather-bow.

Idler and *Dauntless* went in ahead of *America*, but the old boat was a good fourth at the mark, and *Cambria* was nowhere, as may be seen by the time taken at the turn. *Magic* was still at the head of the procession.

The scene around the lightship when the yachts turned was one never to be forgotten. It would be difficult to estimate the number of people who witnessed the turning, but I know I shall be within bounds if I put it at 20,000.

- Captain Roland F. Coffin

Nothing is square and everything is beveled.
- old boat builder's saying

The first five-star admirals (Fleet Admiral) in the United States Navy:

William Daniel Leahy
Ernest Joseph King
Chester William Nimitz
William Frederick Halsey, Jr.

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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.

For your annual dues of \$15, a print copy of each issue of *Cruiser Log* and the annual roster will be mailed to you.

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:\$ _____

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Cruiser Log

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