



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 19 Issue 1

January 2019

Maintaining the Integrity of Our Sport

The following is a reprint of an article contributed by Tom Collins in 2004.

There have been comments made recently regarding maintaining integrity in our sport of predicted logging. It was noted that Indy 500 cars had not been permitted to use jet engines and that sail racing still used traditional methods. Concern was expressed that use of new technology would dilute the integrity and traditional goals of predicted log racing.

If technical innovation in those other sports had not been permitted, Indy cars would still use leaf spring suspension, and they wouldn't have carbon fiber brakes or durable modern engines. They would still use a blackboard instead of radio to communicate with the pit. And the pit crew wouldn't be permitted to monitor the car's performance on the track using telemetry.

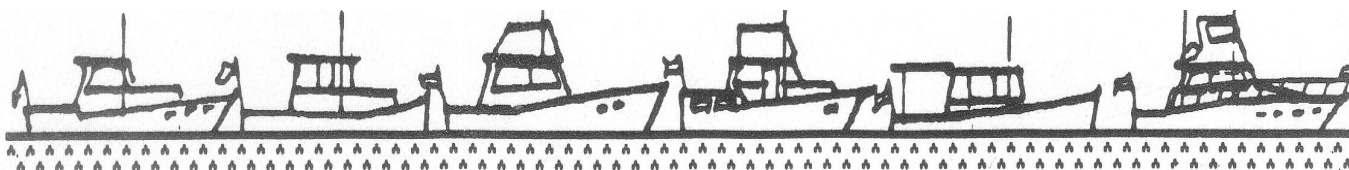
America's Cup sailboats would still have wooden hulls and masts instead of carbon fiber. Their sails would be cotton instead of Dacron and Mylar. The tactician wouldn't be using a computer linked to GPS to determine strategy. And there wouldn't be digital displays on the mast, indicating speed over the ground and velocity made good, to be viewed by the crew.

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My point is that technical innovations have been incorporated into these and other fine traditional sports. It is natural for a sport to evolve with technology. Even my father's old wooden shaft golf clubs didn't look anything like those in use today and approved by the PGA. In fact, the PGA reports that since 1995, the average drive distance has been increasing by seven and a half feet per year due to titanium clubs. The use of such innovations hasn't destroyed the integrity of those sports. It has helped to keep them interesting.

However, in traditional predicted log races, we still allow only those instruments that existed seventy-five years ago. That's equivalent to driving the Indy 500 in one of those original cars, racing the America's Cup in a wooden boat with cotton sails, or golfing with wooden clubs.

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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!

Commodore

Maurice McGough (h) 727.743.3062
 E-mail: maurice.mcgough@gmail.com

Vice Commodore

Ted Moorman (h) 847.234.7891
 (c) 847.977.7892
 E-mail: tmoorman747@aol.com

Rear Commodore

John Burwell (h) 360.377.5918
 E-mail: jn.burwell@wavecable.com

Secretary/Treasurer

Mike Elovitz (h) 760.438.4977
 (c) 949.632.1846
 E-mail: mike@elotek.com

Jr. Staff Commodore

Ed Denaci (h) 858.672.1799
 (c) 858.733.1460
 E-mail: edenaci@san.rr.com

Chairman of the Board

Tom Collins (h) 818.363.6292
 E-mail: admiral@ktb.net

2019 Directors at Large

| | |
|------------------|--------|
| James Korzetz | IPBA/N |
| Elena Mirochnick | CYC |
| Renee Wood | SCCA |
| Steve Green | SDCA |

Chief Scorer

Bob Lindal (h) 206.325.4508
 E-mail: BobL@lindal.com

Cruiser Log Editor/Publisher

Elaine Townsend (h) 858.649.6413
 E-mail: thepresence98@yahoo.com

Website Manager

Jeff Calabrese (h) 619.656.8056
 E-mail: jeffc5250@sbcglobal.net

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: |
| December 15 | January |
| March 15 | April |
| June 15 | July |
| September 15 | October |

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

An Inking of Confidence

The day started with a soaking wet (condensation) boat with fresh frosting of bird (big) droppings all over the fly bridge deck. Is this an omen for the rest of my day? My dedicated helmsman reported for duty, followed by the race observer and her trainee. After going over the race details and warming the diesels, we got under way.

Following transit through the speed restriction zone in Glorietta Bay, we accelerated to race speed and headed up bay to Channel Buoy G19, where the rally would start. During pre-rally planning there was much discussion amongst team mates about the predicted currents.

Exceptionally high currents were forecast, as rally day followed a week of heavy (for San Diego) rainfall and coincided with full moon phase and “king” tides. We had to pass three current data stations on the way to the start, and, based on boat speed, I felt an inkling of confidence that my current predictions were in the ballpark. I use Nobletec Tides and Currents.

The start was uneventful. Heading back down the bay, Route Point 1 and 2 were latitude/longitude positions identified by the western and then the middle measured mile markers ranging to port.

We turned at the route point and headed back up bay to the first mark (Channel Buoy 20). After rounding CB20 to port, we headed back down the bay to RP3, another lat/lon position, which was attained when Channel Buoy 21 and North Island Aero Tower ranged to starboard. This was fol-

lowed by a down bay run into the bright sun to Channel Buoy 22A. The glare made this little nun buoy almost impossible to see. Maintaining our predicted heading and speed, the buoy finally appeared dead-on my intended heading. (Another inkling of confidence).

At 22A, we turned and crossed the bay over to Channel Buoy 23. (Mark 2). Rounding it to starboard, we commenced the long leg to MK3, directly into the strong ebb current. Our aim point was a tall tower way down the line. Fortunately, it was visible.

At the half-way point, I contemplated making a mid-course correction in speed. This would either double or halve our error if there was one. I elected not to and left the throttles alone. Mark 3 was the lat/lon position when Navy Pier 5 ranged to port on heading 121°M. Sounds easy enough and would be if the pier’s ends were square like they are shown on the chart.

After calling Mark 3, we turned to starboard to heading 230°M on a blind run for eight minutes and 39 seconds (1.2 nm). This leg crossed the shallows and nearly crossed the entire width of the south bay. When the timer elapsed, we turned to port and headed back down and across the south bay. The exit heading of the blind run turn was supposed to line up with Channel Buoy 36 (MK4). It did. It would not have if we were too fast or slow (Another inkling of confidence).

(Continued on page 4)

NACA FLAGS

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

A quick read - “Enjoy Log Racing”
Each helpful copy is full of facts and fun.
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www.navrally.org

An Inkling of Confidence
(Continued from page 3)

At MK4, we headed back up bay in the deep channel to Channel Buoy 30, where we turned to a heading (301°M) that took us to MK5 (Bridge Pier 18). On this leg, the currents I predicted were an average of two known stations. The current induced a set to the right, but not enough to do a dog leg correction. At MK5, the wind suddenly came up, and I applied .05 kt throttle increase. Glad I did this.

Finally, the finish at CB24. The predicted strong current (greater than one knot) was evident by the plume leading the buoy. Our finish time was good. I had 56.5 seconds to play with to get a one percent error. I happily settled for .97%. Turned out this was good enough for first place. What better way to start the season! To complete the triangle, my helmsman won a fund-raising raffle, and my observer won a bottle of wine in the observer drawing. Overall, a great day on and off the water for *Living Well* and her crew in this challenging and truly social sport.

Jeff Calabrese
San Diego Cruiser Association

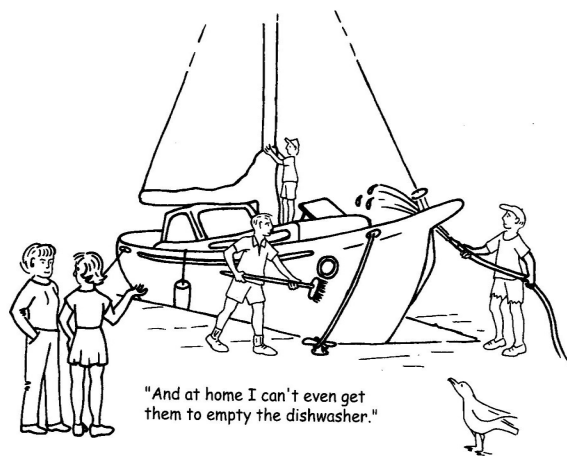
Sailors, with their built-in sense of order, service, and discipline, should really be running the world.

- Nicholas Monsarrat

The Depth of Knowledge

Cruising in small craft embraces a very large field of knowledge, and those older men who have devoted the greater part of their lives to its study have acquired a knowledge that embraces weather lore and sky and clouds, a knowledge of deep water and shallow seas, of tides and winds and currents, or astronomy and geometry in navigation, of ropes and ropework, of canvas, sails, rigging, paints and varnishes, of timber and its infinite variations of wood preservatives and decay, of theory in the designs of boats and their construction...in short, many subjects that competent seamen can discuss for hours without touching on...the actual sailing.

- According to Maurice Griffiths
From The Mariner's Book of Days



EXPERIENCED PREDICTED LOGGERS

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

FUTURE NAI EVENTS (Tentative Dates)

- 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**12/12/18**

| Pos | Skipper | Vessel | Assoc. | Points | Entered | Average |
|-----|-----------------|--------------|--------|--------|---------|---------|
| 1 | Korzetz, Jim | FREEDOM | IPBA-N | 8873 | 11 | 887 |
| 2 | Collins, Tom | MISTY SEA | SCCA | 8799 | 10 | 880 |
| 3 | Adalian, Garry | JONATHAN | SDCA | 8686 | 11 | 869 |
| 4 | McCormick, Bill | NAMORATA | SCCA | 7781 | 10 | 778 |
| 5 | Sparks, Mark | GOOD TIDINGS | IPBA-N | 7779 | 11 | 778 |
| 6 | Weimer, David | JUST DESERTS | SDCA | 7685 | 10 | 769 |
| 7 | Denaci, Edward | GRAND ISLE | SDCA | 7397 | 11 | 740 |
| 8 | Griffing, Ken | LOON'S CALL | SCCA | 7097 | 11 | 710 |
| 9 | Ehlers, Bob | JB & ME | SDCA | 7040 | 11 | 704 |
| 10 | Henry, Mike | PEACHY KEEN | IPBA-S | 6627 | 9 | 736 |

Codrington Trophy - best 5 of 1st 7 regattas entered**12/12/18**

| Pos | Skipper | Vessel | Assoc. | Points | Entered | Average |
|-----|--------------------|--------------|--------|--------|---------|---------|
| 1 | Collins, Tom | MISTY SEA | SCCA | 4835 | 10 | 967 |
| 2 | Koretz, Jim | FREEDOM | IPBA-N | 4611 | 11 | 922 |
| 3 | Lindal, Bob | SUZY Q | IPBA-N | 4565 | 5 | 913 |
| 4 | Sparks, Mark | GOOD TIDINGS | IPBA-N | 4523 | 11 | 905 |
| 5 | Adalian, Garry | JONATHAN | SDCA | 4467 | 11 | 893 |
| 6 | VanAntwerp | SARAH B | IPBA-S | 4367 | 8 | 873 |
| 7 | Klett/Elbon/Cullen | KLETTITAT | IPBA-N | 4316 | 6 | 863 |
| 8 | Denaci, Edward | GRAND ISLE | SDCA | 4301 | 11 | 860 |
| 9 | Weimer, David | JUST DESERTS | SDCA | 4225 | 10 | 845 |
| 10 | Vignocchi, John | RIPRAP | CYC | 4212 | 5 | 842 |

St. Petersburg Trophy - best 4 of 1st 5 regattas entered**12/12/18**

| Pos | Skipper | Vessel | Assoc. | Points | Entered | Average |
|-----|--------------------|--------------|--------|--------|---------|---------|
| 1 | Collins, Tom | MISTY SEA | SCCA | 3881 | 5 | 970 |
| 2 | Vignocchi, John | RIPRAP | CYC | 3746 | 5 | 937 |
| 3 | Lindal, Bob | SUZY Q | IPBA-N | 3728 | 5 | 932 |
| 4 | Sparks, Mark | GOOD TIDINGS | IPBA-N | 3532 | 5 | 883 |
| 5 | Adalian, Garry | JONATHAN | SDCA | 3453 | 5 | 863 |
| 6 | Weimer, David | JUST DESERTS | SDCA | 3440 | 5 | 860 |
| 7 | Larson, Don | TEWASI | IPBA-S | 3388 | 5 | 847 |
| 8 | Korzetz, Jim | FREEDOM | IPBA-N | 3345 | 5 | 836 |
| 9 | Klett/Elbon/Cullen | KLETTITAT | IPBA-N | 3326 | 5 | 832 |
| 10 | McCormick, Bill | INAMORATA | SCCA | 3189 | 5 | 797 |

Stone Trophy—total of only 1st, 2nd & 3rd places in 1st 7 regattas entered**12/12/18**

| Pos | Skipper | Vessel | Assoc. | Points | Entered | Average |
|-----|-----------------|--------------|--------|--------|---------|---------|
| 1 | Collins, Tom | MISTY SEA | SCCA | 6580 | 7 | 940 |
| 2 | Lindal, Bob | SUZY Q | IPBA-N | 4565 | 5 | 913 |
| 3 | Griffing, Ken | LOON'S CALL | SCCA | 4373 | 6 | 729 |
| 4 | Weimer, David | JUST DESERTS | SDCA | 4225 | 5 | 845 |
| 5 | McCormick, Bill | INAMORATA | SCCA | 4161 | 5 | 832 |
| 6 | Korzetz, Jim | FREEDOM | IPBA-N | 3868 | 4 | 967 |
| 7 | Adalian, Garry | JONATHAN | SDCA | 3829 | 4 | 957 |
| 8 | Sparks, Mark | GOOD TIDINGS | IPBA-N | 3746 | 4 | 937 |
| 9 | Vignocchi, John | RIPRAP | CYC | 3746 | 4 | 937 |
| 10 | VanAntwerp | SARAH B | IPBA-S | 3643 | 4 | 911 |

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.

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Maintaining Integrity (Continued from page 1)

Our traditional goal has been to test a skipper's navigational skill over a prescribed course. However, today the skipper has far more instruments aboard than were in existence when the sport began. And, in a sense, taking all that information into account makes his task even more challenging. Accurately using all of those instruments is requisite for safe, precise modern-day navigation, on or off of the course.

We should have at least some contests that test the skipper's navigational skill in using all available data sources. We need to keep up with the times, just as they do in other traditional sports. That is how we will attract new skippers to our sport.

Tom Collins
Southern California Cruiser Association

According to L. Francis Herreshoff, the three most important principles for long-distance cruising are:

1. Lay out your course so you will always be in fair winds and fair weather.
2. Use a vessel which is easy on her gear and crew, and drives economically under power.
3. Leave behind everything that is not necessary, for these things take up space and absorb power.

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

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NACA Trophy Winners

Congratulations to all the NACA trophy winners:
 Tom Collins Coastal Explorer Trophy
 Jim Korzetrz Queen Mary Trophy
 John Vignocchi St. Petersburg Trophy
 Bob Lindal Stone Trophy
 Mark Sparks Codrington Trophy

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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:\$ _____

** 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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