



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 19 Issue 3

July 2019

NACA Celebrates 40th Anniversary (As Recalled By Tom Collins)

The year was 1979, and predicted logging groups throughout North America were actively running contests. We were coming together annually, thanks to the North American Invitational contest, which was begun in 1973. Our common organizational link was the American Power Boat Association (APBA). We were their Cruiser Division, and Walter Del Mar had been the chairman (officially, Vice President) of that division for two years.

There was, however, a problem in that not all of our regional groups chose to belong to the APBA. They thought that we were not being appropriately recognized by the APBA, and they were right. The primary focus of the APBA was speed on the water, and our kind of contest just didn't fit with that concept. We paid our dues, both individually and as member associations, but it didn't seem that we were receiving a fair recognition of our membership in the APBA, either in publicity or annual trophies.

During the time Walter had been the APBA Cruiser Division chairman, he had tried to remedy these issues, with little success. So, the idea of spinning off into our own organization took hold. It had been discussed among our groups, and all seemed to be in favor. Walter, working with others from the various associations, drafted a set of by-laws and presented them to the attendees at the 1979 NAI in Detroit, Michigan.

The plan was met with overwhelming approval, and the North American Cruiser Association became a reality.

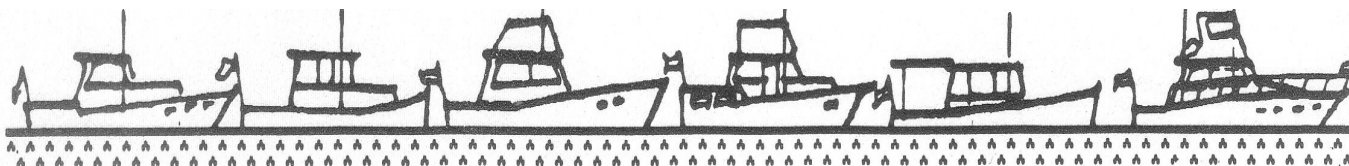
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The new association consisted of thirteen (13) member organizations* from throughout the United States and Canada. The rest is history. For forty (40) years, NACA has been well-representing predicted logging interests. Happy Anniversary, NACA!

*They were: Chicago Yacht Club (CYC), Eastern Cruiser Association (ECA), International Power Boat Association-Gulf of Georgia (IPBA-GoG), International Power Boat Association-North (IPBA-N), International Power Boat Association-South (IPBA-S), Narragansett Cruiser Association (NCA), New England Cruiser Association (NECA), Predicted Log Racing Association of Northern California (PLRANC), Southern California Cruiser Association (SCCA), San

Diego Cruiser Association (SDCA), Santa Monica Bay Power Fleet (SMBPF), St. Petersburg Yacht Club (SPYC), and Western Lake Erie Cruiser Association (WLECA).



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:
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.

Tips to Beat the Old Timers

In the old days of compass and tachometer log racing, skippers thought they were doing well when their errors were on the order of two or three percent. Now, with modern-day tools available, such as computerized charting and precision navigation using satellite signals, errors need to be less than one percent to score in the money.

Previously, while our helm stations were becoming populated with some wonderful new navigational tools like chart plotters and GPS receivers, predicted log racing was stuck to the old techniques of using just the basics, mostly compass and tachometer. Meanwhile, we wondered why newer boaters weren't joining in our sport. Looking back, the answer was obvious – the newer boaters weren't interested in learning to navigate with just a limited set of instruments; they wanted to learn to use all of their onboard navigational tools to the fullest.

So, the sport of Predicted Log Racing evolved into Cruiser Navigation Rallying (Nav Rallying). We now use all of our instruments, and, as skipper-navigators, we're becoming more skilled in the proficient use of these tools. The scores reflect the newfound accuracy gained as a result. However, now the challenge becomes how to excel when all skippers are using the same advanced tools. Here are a few tips that might make the winning difference in an already good score.

Of course, you'll want to be sure your predictions are spot on. Remember, the error is computed by comparing the prediction with the actual perform-

(Continued on page 5)

2019 NAI in Chicago

The 2019 North American Invitational (NAI) will have taken place by the time you receive this issue of *Cruiser Log*. Contestants were most likely impressed by the variety of nice rides available in a double-blind lottery fashion.

Reservations were made at the Union League Club of Chicago (ULCC). This private club is very nice, is an associate of Chicago Yacht Club (CYC), and is within a mile of CYC. Transportation was provided back and forth between the ULCC and CYC.

Rooms were tight and expensive in Chicago, as LaLa Palooza was going on at the same time, just across the street from CYC (free outdoor music easily listened to from our patio). Editors note: Contestants didn't hear Lawrence Welk or the Chicago Symphony Orchestra from this vantage point (think Heavy Metal). The rooms were very nice, recently updated, and in a very private club-like setting.

Most importantly, perfect weather and a gentle sea state had already been ordered. We requested sunshine, 78-81 degrees Fahrenheit, with light breezes out of the west, just like Honolulu. We also demanded that the sea state be close to pond-like conditions, with rippling waves of six inches to no more than one foot on game day. We will see what kind of pull I had on August 3rd. Just in case I had none, contestants had been advised to keep the Dramamine in their doppel kits, and the Coast Guard Ice Breaker vessel USCG *Mackinac* was standing by to break the ice and make a path!

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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

Barusch/Castagna Regatta by John Burwell

The 2019 running of the Pacific Coast Yachting Association Barusch/Castagna Regatta was held from 13 to 16 May, 2019, at Poulsbo Yacht Club on Liberty Bay, Washington. The event was sponsored by International Power Boat Association (IPBA), with four contestants from IPBA and two from San Diego Cruiser Association (SDCA) participating.

With all the spring activities taking place locally, we proposed to run the Barusch/Castagna this year mid-week, sandwiched between Mother's Day and the Viking Fest Festival, celebrating the Norwegian heritage of the town of Poulsbo. This was well accepted by all participants, so we held the boat draw on Monday evening, followed by boat trials Tuesday morning. The contestants then prepared for an eight-leg, thirty-one (31) nautical-mile course through the inland waters of Puget Sound, known for their challenging currents. Not only do these currents vary wildly with very small course offsets, but also we had a tide change in the middle of the contest, which just never happens as predicted.

The contest day was Thursday. Winds were light, and rain was very scattered, so all we had to account for were the performance of our donor boats, running the course, which included a 150-yard radius 180° turn mid-way through, and reading the near, but not quite zero, currents throughout.

The final results for the Harry Barusch Perpetual Trophy were as follows:

Contestant	Navigator	Team	Error	Place
J. Korzetz	D.Timmerman	IPBA/N	0.8946	1
D.Padgett	Ryan Padgett	IPBA/N	1.2100	2
J. Burwell	Jim Vaupell	IPBA/S	1.6052	3
M. Elovitz	Steve Green	SDCA	1.6396	4
J. VanAntwerp	OJ Potter	IPBA/S	1.8841	5
Ed Denaci	Mary Denaci	SDCA	1.8941	6

What is not shown in the above results is that the top two finishers, Jim Korzetz and Dave Padgett, finished with eight of the ten single-digit legs between them. Well done!

The team competition for the Joseph V. Castagna Perpetual Trophy was based on two-contestant teams, with the results as follows:

Team	Contestants	Team Error
IPBA/N	Jim Korzetz Dave Padgett	1.0523
IPBA/S	John Burwell Jim VanAntwerp	1.7446
SDCA	Mike Elovitz Ed Denaci	1.7668

Thank you all who participated. Poulsbo Yacht Club provided a great venue for the contest, and the sponsorship of IPBA allowed us to provide a well-contested, thoroughly challenging, and fair competition amongst those of us who continue to challenge ourselves to master safe navigation over our oft-times challenging waters.

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

2019 North American Invitational
(Continued from page 3)

Hope to have the results for you in the next issue of *Cruiser Log*. Be well!

Best regards,

John, Peg, and Ted

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Tips to Beat the Old Timers
(Continued from page 3)

ance. An error in the predictions will give just as much error as the same error in the execution.

In the old days, courses were laid out on a paper chart using measuring scales and a magnifying glass. With today's charting programs, most of the errors inherent in that process have been eliminated. Rose Point Navigation has developed a charting program, Coastal Explorer (CE), that has been specifically customized with features for use in Nav Rallying. (See next issue of *Cruiser Log* for some additional information.)

CE can resolve distances down to 1/1000 of a mile; you need that kind of precision in order to get a prediction accurate within a second. But, it is also important to use a very precise chart to get that accuracy. The NOAA Raster-style charts just aren't that precise. Instead, use the NOAA Vector charts. They show the exact location of objects far more accurately, and, by zooming in, the precision can be improved even more. Coastal Explorer allows switching between raster and vector charts with the push of a button.

There are two more features in Coastal Explorer that apply to Nav Rallying. There is a setting that can be enabled that will show the turn, not just as an intersection of two straight lines, but rather as a

turn with the radius you specify for the turning circle of your boat. Of course, it is critically important that you empirically determine that radius accurately and enter it into the vessel settings in CE. (Remember the old expression – garbage in, garbage out!)

The second feature of CE (there are many more) is that it will do a complete set of time predictions for the course and speed entered. These can be set for a specified departure time, and layover times can be added, such as an allowance for standing start time. The time of day waypoint calculation feature has certainly averted many errors due to the challenges of clock arithmetic.

Now, with a set of accurate predictions, all that remains is to execute exactly what was predicted while on the water. This involves carefully calling each control point when it is precisely abeam the vessel while on the correct heading or, in the case of a range not abeam, assuring that the vessel is on the planned courseline with no cross-track error. Of course, it is important that the observer accurately records the correct time when mark is called. Make that easy for them by providing an accurate digital timepiece with large easy-to-read digits and without any buttons that could be easily bumped or misused.

Running the course exactly as predicted means just that. The heading needs to be maintained, so that the actual course made good is as straight as that predicted. If the vessel starts to drift away from the trackline, then a crab angle needs to be steered to maintain track and some speed increase added to compensate for the crab. If GPS speed is allowed, then setting speed according to the VMG, Velocity Made Good, speed readout will automatically compensate for that. In fact, VMG should probably be used as the standard speed indication rather than just SOG (Speed Over Ground). This has two advantages. It compensates for any crab angle, and it is better smoothed, allowing for easier setting of the throt-

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Article from Steve Olssen, CEO Rose Point Navigation Systems

One of my early memories with my father was predicted log racing. He pulled the charts out on the dinette table and drew lines on them, measured with his dividers, and transferred angles with his parallel rules. I watched him work the slide rule, carefully plan the course, and seal it in the entry envelope. There were always books and papers laying around when he worked. I did not know why back then, but I can assume today that they were tide and current tables, weather predictions, and his own performance recordings that we updated each time we ran the measured mile at Shelter Island in San Diego.

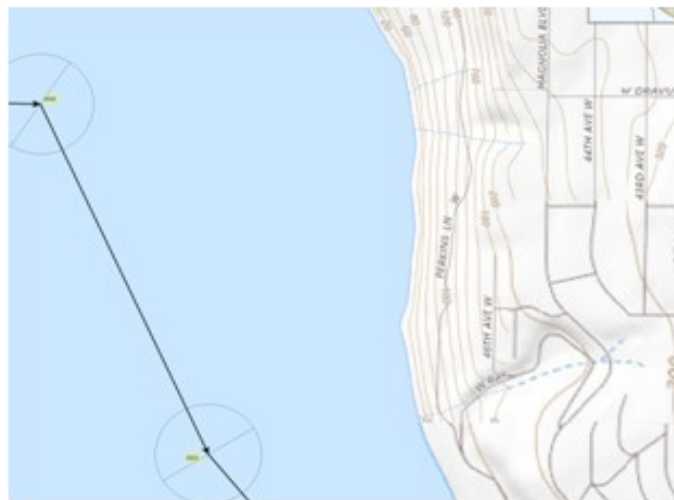
I have run several predicted log races myself, and I enjoy it, but the process is much different for me today. I use Rose Point Navigation Systems Coastal Explorer. In our club we distribute a .nob file and have a skull session to jointly discuss the heading and distances from waypoint to waypoint. We open Google Earth and look for geographic points to assist holding our headings.

I want to talk about a few features in Coastal Explorer that may be helpful for predicted log racers who operate in the days of computers instead of slide rules.

First, Coastal Explorer can display Aerial Photo Web maps as shown in the following screenshot. These charts can help determine possible landmarks to be used as a guide for steering. In the following screenshot, the captain can align himself with West Dravus Street, and one can see the houses and land features that can help guide you down the right course.



One should also be aware of topo maps that can be used as in the second picture. This allows the captain to see the elevations and street names.

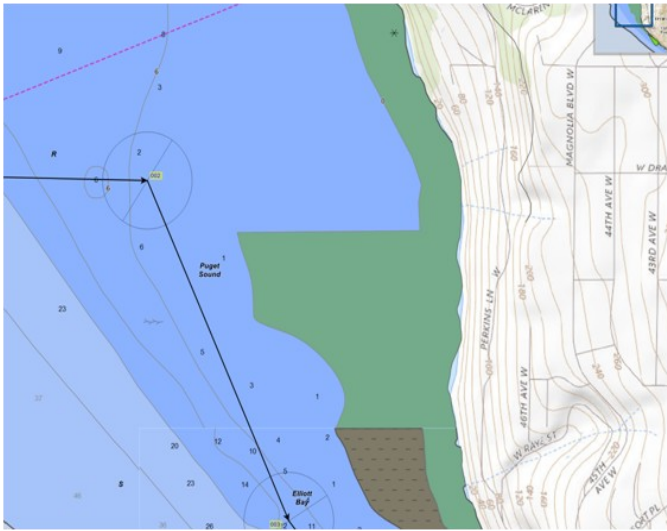


Finally, Coastal Explorer supports a Hybrid Mode that shows the chart features in the water portion of the display and either Topo, Web photo maps or Raster Charts in the land portions of the display. This is very useful to compare aids to navigation, caution areas in the water and still see the landmarks that should be used for the heading.

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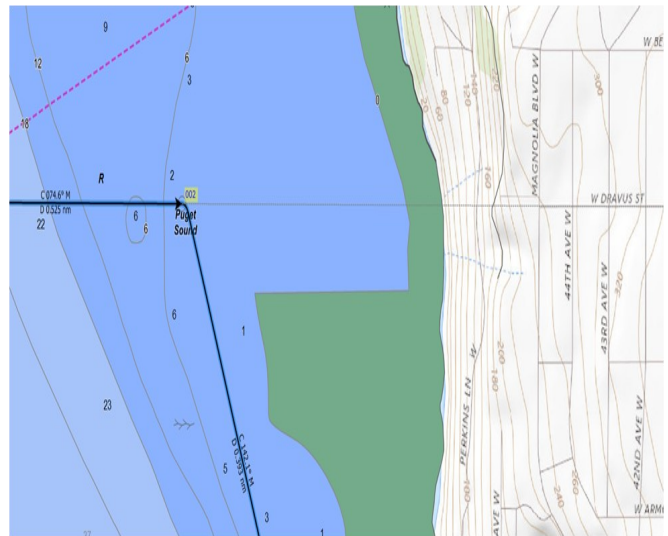
To me, the sea is a continual miracle.
- Walt Whitman

*Steve Olssen, CEO Rosepoint Navigation Systems
(Continued from page 6)*

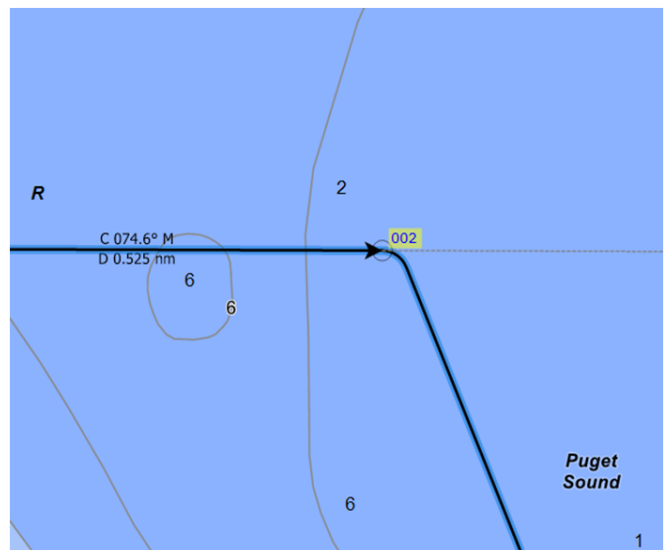


Two other features of Coastal Explorer that are useful for log racing are leg extensions and Waypoint Style. Leg extensions are found under the properties of the route, and the Waypoint Style option can be found under the Voyage Plan -> Route Details -> Properties. There is a drop-down that allows one to select Log Racing Style.

The leg extensions make it very easy for one to visualize the heading of the boat against a land mark or an aid to navigation. Notice that Coastal Explorer draws a small line extending your course. In this case you can see that the course aligns with West Dravus street on the Topo section of the chart. This is a very visible landmark and allows the racer to see if he is aligned with the street and is more effective than a single point because one can see you are headed in the right direction and aligned with the street. Some racers want to see two landmarks that can be aligned to ensure that they are on the proper course.



The waypoint style (below) gives the helmsman a turning radius to turn the boat. Since a boat does not turn on a dime at running speeds, this removes the small error in calculation since the turn in a normal waypoint is always drawn at a perfect zero radius, but the boat actually takes time to make a turn. The turn radius that is used for this calculation is entered under Vessel Properties in the Options menu meaning that the display can be tailored to your vessel's turning performance.



No tempest, good July.
- old saying

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Codrington Trophy– Best 5 of 1st 7 Regattas Entered**07/14/2019**

Pos	Skipper	Vessel	Assoc	Points	Entered	Average
1	Korzet, Jim	<i>Freedom</i>	IPBA-N	4486	7	897
2	Sparks, Mark	<i>Good Tidings</i>	IPBA-N	4417	7	883
3	Weimer, David	<i>Just Deserts</i>	SDCA	4225	6	845
4	Denaci, Edward	<i>Grand Isle</i>	SDCA	4154	6	831
5	Henry, Mike	<i>Peachy Keen</i>	IPBA-S	3997	7	799
6	Adalian, Garry	<i>Jonathan</i>	SDCA	3905	5	781
7	Griffing, Ken	<i>Loon's Call</i>	SCCA	3793	5	759
8	Larson, Don	<i>Tewasi</i>	IPBA-S	3741	5	748
9	Ehlers, Bob	<i>JB & Me</i>	SDCA	3559	6	712
10	Calabrese, Jeff	<i>Living Well</i>	SDCA	3540	6	708

St. Petersburg Trophy—Best 4 of 1st 5 Regattas Entered**07/14/2019**

Pos	Skipper	Vessel	Assoc	Points	Entered	Average
1	Lindal, Bob	<i>Suzy Q</i>	IPBA-N	3812	5	953
2	Korzet, Jim	<i>Freedom</i>	IPBA-N	3655	5	914
3	Griffing, Ken	<i>Loons Call</i>	SCCA	3639	5	910
4	Collins, Tom	<i>Misty Sea</i>	SCCA	3636	4	909
5	Murphey, John	<i>Sturdy Gal</i>	IPBA-N	3388	4	847
6	Adalian, Garry	<i>Jonathan</i>	SDCA	3328	5	832
7	Denaci, Edward	<i>Grand Isle</i>	SDCA	3305	5	826
8	VanAntwerp, Jim	<i>Sarah B</i>	IPBA-S	3181	5	795
9	Padgett, David	<i>Slip Away</i>	IPBA-N	3179	4	795
10	Ehlers, Bob	<i>JB&Me</i>	SDCA	3174	5	794

Stone Trophy—Total of Only 1st, 2nd, and 3rd Places in 1st 7 Regattas Entered**07/14/2019**

Pos	Skipper	Vessel	Assoc	Points	Entered	Average
1	Griffing, Ken	<i>Loon's Call</i>	SCCA	5525	6	871
2	Calabrese, Jeff	<i>Living Well</i>	SDCA	3723	4	931
3	Collins, Tom	<i>Misty Sea</i>	SCCA	3636	4	909
4	Vignocchi, John	<i>Riprap</i>	CYC	3138	4	785
5	Lindal, Bob	<i>Suzy Q</i>	IPBA-N	2970	3	990
6	Adalian, Garry	<i>Jonathan</i>	SDCA	2885	3	962
7	Chapin, Clint	<i>Sojourn</i>	IPBA-N	2874	3	958
8	Murphey, John	<i>Sturdy Gal</i>	IPBA-N	2792	3	931
9	Ehlers, Bob	<i>JB & Me</i>	SDCA	2669	3	890
10	McCormick, Bill	<i>Inamorata</i>	SCCA	2665	3	888

Queen Mary Trophy—Scores Are the Same as Coastal Explorer Trophy

Coastal Explorer Trophy—Best 8 of 1st 9 Regattas Entered**07/14/2019**

Pos	Skipper	Vessel	Assoc.	Points	Entered	Average
1	Ehlers, Bob	JB & ME	SDCA	6404	8	801
2	Adalian, Garry	JONATHAN	SDCA	6026	8	753
3	Calabrese, Jeff	LIVING WELL	SDCA	5842	8	730
4	Korzetz, Jim	FREEDOM I	PBA-N	5637	7	805
5	Griffing, Ken	LOON'S CALL	SCCA	5525	7	789
6	Karlsson, Magnus	LOLITA	SDCA	5315	8	664
7	McGillin, Mike	POACH	IPBA-N	4983	7	712
8	Salerno, Ralph	ANCORA	SDCA	4761	8	595
9	Burwell, John	GAVIA	IPBA-S	4334	6	722
10	Denaci, Edward	GRAND ISLE	SDCA	4328	6	721
11	Wood, Randee	AUNTIE GRAVITY	SCCA	4274	7	611
12	Lindal, Bob	SUZY Q	IPBA-N	4197	5	839
13	VanAntwerp, Jim	SARAH B	IPBA-S	3849	5	770
14	Greene, Steve	FULL MOON	SDCA	3821	6	637
15	Weimer, David	JUST DESERTS	SDCA	3704	5	741
16	Larson, Don	TEWASI	IPBA-S	3688	6	615
17	Collins, Tom	MISTY SEA	SCCA	3636	4	909
18	Henry, Mike	PEACHY KEEN	IPBA-S	3454	5	691
19	Anderson, Jim	FIDALGO	IPBA-S	3416	6	569
20	Muir, Marty	SEA ESTA	SDCA	3416	6	569
21	Murphey, John	STURDY GAL	IPBA-N	3388	4	847
22	Mulock, Glen	LEAVIN EARLY	SCCA	3364	6	561
23	DeGard, Dan	SAGA	IPBA-S	3328	8	416
24	Case, Ken	RAZZLE	IPBA-N	3222	5	644
25	Padgett, David	SLIP AWAY	IPBA-N	3179	4	795
26	Vignocchi, John	RIPRAP	CYC	3138	4	785
27	Falkenhayn, Ed	LAKE HOUSE	CYC	2940	4	735
28	Chapin, Clint	SOJOURN	IPBA-N	2874	3	958
29	Olsen, Greg	NORTHRN LGHTS	IPBA-S	2770	5	554
30	Klett/Elbon/Cullen	KLETTITAT	IPBA-N	2712	4	678
31	McCormick, Bill	INAMORATA	SCCA	2665	3	888
32	Holte, Kirby	LIFE IS GRAND	SCCA	2592	4	648
33	Lisowski, Sonny	MIRAGE	CYC	2402	4	601
34	McGillin, Bill	POACH	IPBA-N	2214	3	738
35	Berberian, Nick	ARARAT	CYC	1771	3	590
36	Elovitz, Michael	LOVIT	SDCA	1717	4	429
37	Downer, Jerry	NOR' WESTER	IPBA-S	1715	3	572
38	Slobodsky, Vitaly	SEAGULL III	CYC	1634	4	409
39	Blockhus, Burnell	GRAND PLAN	SMBPF	1587	2	794
40	Cook, Brian	PEACHY KEEN B	IPBA-S	1454	2	727

For complete standings, visit NACA website at www.navrally.org

Tips to Beat the Old Timers (Continued from page 5)

tles. This assumes that the course has been entered as a route to be followed.

I should also mention here that many GPS receivers have, buried deep in their settings menu, a provision for setting a time constant for speed averaging. Finding and setting this parameter for the best amount of smoothing for your vessel and conditions is key to being able to accurately set your throttles as conditions vary throughout the rally course.

So, now that we are running the course exactly on the predicted track at just the speed predicted, what more is there to do? Turns! With the improved scores, turn times have become a more significant element of the overall error. In fact, in a course with a large number of turns, it is likely that turns are responsible for most of the error.

Key here is making the turn so that your actual track perfectly overlays the predicted course as shown on the chart plotter. Turn execution is almost an art. It involves rapidly moving the rudder to the specified angle at exactly the correct time, which is not necessarily at the mark but a few seconds before reaching it. Practicing this until you get it down will significantly improve your score.

For a more detailed discussion on turn times, see my article, "How to Avoid Making a Wrong Turn". It can be found in the Cruiser Navigation Education and Training section on the NACA website at NavRally.org. Good Luck!!

Jam Collins
Southern California Cruiser Association

Steve Olssen, CEO Rosepoint Navigation Systems (Continued from page 7)

One should not overlook the new Instrument features that all Coastal Explorer users got for free in their last update. A clever user, with a nemo interface box, could put digital tachometers on the Coastal Explorer display and have the complete plan on the glass cockpit display. These displays can be changed by the tabs on the right-hand side of the instrument panel to meet a variety of situations. One may even set up instrument displays that may be used for recreation other than predicted log racing. There is an Instrument Editor so you can create displays specifically for the instrumentation that you have on your boat.



To produce a mighty book you must choose a
mighty theme. No great and enduring volume can
ever be written on the flea,
though many there be who have tried it.
— Herman Melville

He who lets the sea
Lull him into a sense of security
Is in very grave danger.
— Hammond Innes

07/31/1908—A letter of agreement was signed
between the White Star Line and the Harland &
Wolff shipyard of Belfast, Ireland, for the
construction of the largest ship of the day—
The RMS *Titanic*.



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:

Ken Griffing, Executive Secretary
14404 Eadbrook Drive
Hacienda Heights, CA 91745-2536



Cruiser Log

The Newsletter of North American Cruiser Association

Ken Griffing, Executive Secretary
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Hacienda Heights, CA 91745-2536

Return Service Requested



The only navigation software with features designed specifically for predicted log racing. Download a 10-day free trial at www.rosepoint.com

COASTAL EXPLORER

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