



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 20 Issue I

January 2020

Commodore's Corner on the Front Page

In a flash, it seems, the new year and new decade are underway. NACA has a new bridge, as they do each year, and it could probably be said that we performed a standing start, rather than the prescribed running start; nevertheless, we are underway.

As a short introduction, I am John Burwell from the International Power Boat Association (IPBA). I am joined on the bridge by Vice Commodore Mike Elovitz from San Diego Cruiser Association, Rear Commodore Chuck Goes from Saint Petersburg Yacht Club, and Secretary/Treasurer Randee Wood from Southern California Cruising Association (SCCA). We enjoy the support of Junior Staff Commodore Ted Moorman of Chicago Yacht Club and Board of Trustees Chair Tom Collins from SCCA. Not by accident, we represent each of the more active associations across the country and are all available to answer any questions about predicted log races or navigation contests in any region.

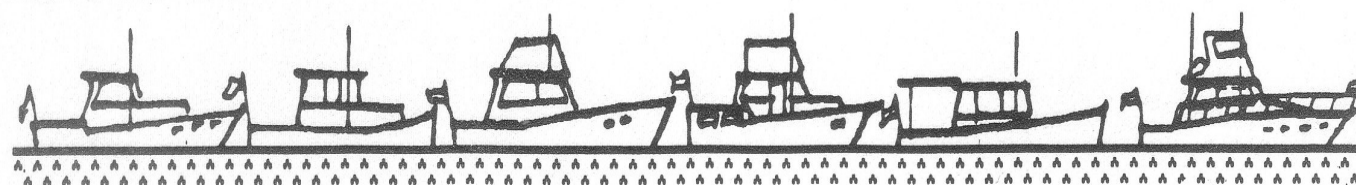
I began competing in predicted log races many years ago as a navigator for my dad and became more active when my wife Nina and I got more into boating on our own. I remember those heady days of competing in races with forty or fifty boats on the water and have watched, as many of you have, the numbers steadily decline. However, it is encouraging to see the innovations and energy of each of our member associations to strive to evolve the sport and increase its relevance in today's boating and use of navigation technology. This has been and will continue to be the primary focus of NACA leadership.

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As the contests get into full swing, we will try to pass on results and news from the contests completed in each of the NACA member associations. Being new to the associations outside of IPBA, I am learning that there are significant differences in how we approach these contests, and we will continue to use *Cruiser Log* as a forum for exchanging these ideas.

The big NACA event of the year is the North American Invitational contest. It will be held in San Diego this year, with the activities beginning on September 22 and culminating with the contest on the September 26. Invitations are being

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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:
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.

First of the Season Contest

International Power Boat Association (IPBA) got their season underway with the First of Season contest, hosted by Queen City Yacht Club. The contest was held on Lake Washington under calm but low visibility conditions.

The contest was fairly conventional, except that contestants were allowed to see their boat position on a chart plotter with no added annotations. No speed-over-ground or heading information was allowed.

Lake Washington presents a challenge in that there are few navigation aids, and almost every house you might call a mark on is big. And has a dock in front. And a boat. A big boat. So, for those of us who are not local to the lake and do not know where Bill Gates's house is, for example, it was helpful. And the scores were as to be expected.

Congratulations to John Murphey, who narrowly edged out the team of Ken Klett and Marv Elbon by matching their 22-second total error over five legs, but doing it at a slightly lower speed, and winning with a 0.3767% score.

There was a total of twenty contestants. And, yes, yours truly went out with a new boat and nailed down dead last. I'm still looking for that lost one-third of a knot ...

John Buruwell

International Power Boat Association (IPBA)

Letter to the Editor

Are paper charts dead?

The U.S. government, through NOAA, announced this month that *paper* nautical charts will no longer be supported or available for printing.

Grab what you can for nostalgic wall paper in your den or boat. Or just use the ones that you haven't looked at in years. But face it, few mariners have used paper charts since the introduction of electronics to navigation only thirty years ago.

I cruised for decades with paper charts, and life was good. My pre-teen daughter, watching the chartbook and the surroundings, once asked me, "Daddy, are we here?" Before the age of GPS, she had her finger on our location. It blew me away, but astute reckoning was all we had.

Only a few years later, the world changed. My first computer navigation program was Chartview, which was later purchased by and became Nobeltec. In the 80's, we had Loran C; it gave us lat/lon, which was all we engineers needed, but the boating public cringed. Chartview put them together and, voila, a little green boat on a chart; using a GPS fix, dithered but useable. Credit Clinton for ending dithering.

The real purpose of this letter is to change the dialogue from, "Why was predicted log racing so popular even thirty years ago?" to "PLR or cruiser navigation rallies are so relevant today". I have competed in many races in all corners of the conti-

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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

Wake Damage

The rules of the road state that skippers are responsible for damage caused by their wake. This presents an interesting question. Does that apply to damage to cruiser navigation rally scores too? It ought to! A wake can affect a cruiser navigator's score more than even that of a strong undetected current.

Let's evaluate the profile of the wake. It consists of a sequence of waves that spread out in a somewhat complex form behind a vessel enclosed within an area encompassing an angle of 19-1/2 degrees either side of the course track. These waves follow at exactly the speed of the vessel and have a trough to crest height that varies according to its displacement and speed.

What happens to another vessel that ventures into the area of the leader's wake? If the speeds are similar, the following vessel will assume the speed of the leader. If the leader is moving slightly faster than the follower, the vessel will settle into a trough where its slip will be reduced and it will pick up speed as it surfs down the back side of the trough. If the leader is moving slightly slower, the follower will climb the front side of the trough until its propeller slip increases to the point where the follower slows down to a speed which exactly matches that of the leader. The net result is that the follower's speed will adjust to that of the leader. Not a nice thing to do to a cruiser navigator's score. In order to evaluate the potential wake damage, years ago I consulted with the late Gene Grant to

determine the effect of a wake on a 40' boat from a 40' leader running at 11 knots. The maximum differential entrapment speed is a function of several factors including the height of the wake and the displacement and propeller slip of the follower. He determined that at a following distance of ten boat lengths (400'), the equivalent force (accelerating or decelerating) against the follower due to the leading wake would be approximately 200 pounds. The typical propulsion force for such vessel at 11 knots is 4000 pounds. Therefore, the effect of a wake on a 40' vessel following ten boat lengths behind a leader could affect the speed by as much as five percent. Further, the trailing vessel in this example would have to move sideways at least 55 yards to clear the area of wake at that distance. Not an insignificant amount.

What to do? Avoid wakes at all costs. Do not be complacent to remain in someone else's wake. Take affirmative action. Use the dog leg maneuver to jog out of any significant wake. If you don't know the amount of dog leg correction to apply, simply move over while maintaining the same fore and aft spacing from the leader. Be sure you move over far enough to get entirely free of the wake. Keep in mind the 19-1/2 degrees when judging the location of the wake. When approaching a mark or other course consideration that requires you to jog back behind the leader and into its wake, again adjust the spacing to be the same as that just before the jog. But, if you allow your boat to spend any
(Continued on page 5)

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)

2020—San Diego, California (September 26)
2021—Puget Sound (September 25)
2022—Santa Barbara Channel (September 24)
2023—Long Beach, California (September 23)
2024—Saint Petersburg, Florida (October 26)

Letter to the Editor
(Continued from page 3)

ment. On many very nice boats. But I am appalled at how little the boat owners sometimes knew about their boats and, especially, all the expensive electronic navigation gear they had.

I have been told many times by old-time log racers that they got involved not just for the parties, but also so they could learn to navigate their boats. Maybe so they could get to the parties, but it worked, and perhaps the highest calling of any yacht club's purpose is to teach their members to safely navigate.

I strongly believe that every log racer has far superior knowledge of navigation using electronic methods than just about anyone else in their clubs or local areas. The key to the future of our sport is to use that knowledge to engage and teach the new members in the community all the wonders that electronics bring.

It is likewise obvious that if someone learned and is comfortable with paper charts and such, they can probably continue for many years. So, let us not try to change their minds. Our goal should be to bring the new boaters, who need to know their equipment up to a reasonable level of competency. That was the goal of the PLR clubs decades ago; it is just that the world changes, and no one can erase the use of electronic navigation.

Bob Lindal

International Power Boat Association (IPBA)

NACA BLAZER BULLIONS

NACA has gold embroidered blazer bullions with our flag on a gilt-edged 2 1/2" medallion.

Really good looking!

Only \$25 (includes shipping and handling)

Call Ken Griffing

626.333.0513

Do You Have Another Address?

If you have an alternate address for certain times of the year, be sure that NACA knows what each of those addresses are and when each is effective. Each time the *Cruiser Log* is mailed, a number of members copies are returned by the postal service with a sticker saying something like, "Temporarily Away" or "Unable to Deliver as Addressed".

To avoid missing your NACA information, please let the Executive Secretary know each of your addresses and when you wish each to be active. In that way, the current information can be included when the mailing list is prepared for each issue or special mailing.

Send your request to Kenneth Griffing, at (kgriffing@earthlink.net), or mail to 14404 Eadbrook Dr., Hacienda Heights, CA 91745-2536, indicating that it is NACA mailing information. Any questions call Ken at 626.333.0513. Please include each complete address and the dates each is to be effective.

Wake Damage

(Continued from page 4)

length of time in the wake, then you really should determine the leader's speed and submit your predicted log using that value.

Tom Collins

Southern California Cruiser Association

Row 'til you harbor in all longing's port,
Row 'til you find all things
for which you sought.
- T. Sturge Moore

2020 North American Invitational News

Looking forward, San Diego Cruiser Association (SDCA) will hold the 2020 NAI on the week of September 26th. The contest will be hosted by San Diego Yacht Club with Southwestern Yacht Club support. We anticipate a contest schedule very similar to this year's schedule. An announcement and early rough schedule will be provided via the SDCA website, www.sandiegopl.org.

SDCA has blocked up to ten rooms at the Bay Club Hotel and Marina at 2131 Shelter Island Drive, San Diego, CA 92106. Their phone numbers are (619) 224-8888 and (800) 672-0800. Email is reservations@bayclubhotel.com. The website is www.bayclubhotel.com. It includes menus with hours and prices. I have been quoted the price of \$159 S-T and \$169 F-S for a double queen or single king. As the contest nears, they will have to release unreserved rooms. I do not have a release date yet.

Since we share the waters with many vessels, SDCA will very likely produce a course that starts by going out the channel into the area called the roads, under North Island and east of the Silver Strand. During September, our visibility is generally very good, and we can use sightlines effectively. The competitor will have to determine whether the counterclockwise current is flowing and, if so, how strongly; it varies with wind direction. The competitor will be provided with the hand-drawn roads current charts we've learned to love.

Then we probably head back up the channel and call a lat/lon or two in the upper bay. From there, we head south into the South Bay, often with a long run to a lat/lon with an interesting wind on your starboard beam. Crabbing, anyone? Shallow water (10 – 14 feet) makes the run interesting. Coming back, more visible lat/lons may be set up. Boats may be all over the place, but they should not be in

your way.

We finish somewhere in the North Bay, avoiding the sailboat races. Over four hours of intense concentration is complete. Until you compute your gross error, you have no idea how you have done. If you have competed here before, it will be similar, but different. We stagger starts to stagger finishes.

As the associations determine who will represent them in the 2020 NAI, please email me so that SDCA can keep you informed directly as to the on-going plans.

Ed Denaci
edwarddenaci@gmail.com

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Commodore's Corner on the Front Page
(Continued from page 1)

sent out from San Diego Yacht Club to each of the NACA member associations for contestants to compete against Bob Lindal, last year's (and three years running) NAI Champion and Tom Collins, winner of the 2019 Coastal Explorer trophy. We will have much more information about NAI in forthcoming issues.

John Buruwell
Commodore
North American Cruiser Association

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Did You Know?

An ostrich can run up to 43mph (70 km/h).

The oldest breed of dog is the Saluki.

On every continent there is a city called Rome.

Beaufort Wind Force Scale

The Beaufort wind force scale was devised in 1805 by Commander Francis Beaufort of the British Royal Navy for observing and classifying wind force at sea.

Force (Beaufort scale)	Equivalent speed			Description	Specifications for use at sea
	mph	knots	km/h		
0	0–1	0–1	0–1	Calm	–
1	1–3	1–3	1–5	Light air	Ripples with the appearance of scales are formed, but without foam crests.
2	4–7	4–6	6–11	Light breeze	Small wavelets, still short, but more pronounced. Crests have a glassy appearance.
3	8–12	7–10	12–19	Gentle breeze	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered.
4	13–18	11–16	20–28	Moderate breeze	Small waves, becoming larger; fairly frequent white horses.
5	19–24	17–21	29–38	Fresh breeze	Moderate waves, taking a more pronounced, longer form; many white horses are formed. Chance of some spray.
6	25–31	22–27	39–49	Strong breeze	Large waves begin to form; the white foam crests are more extensive everywhere. Probably some spray.
7	32–38	28–33	50–61	Near gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind.
8	39–46	34–40	62–74	Gale	Moderately high waves of greater length; edges of crests begin to break into spindrift. The foam is blown in well-marked streaks.
9	47–54	41–47	75–88	Severe gale	High waves. Dense streaks of foam along the direction of the wind. Crests of waves begin to topple, tumble and roll over.
10	55–63	48–55	89–102	Storm	Very high waves with long overhanging crests. The resulting foam, in great patches, is blown in dense white streaks along the direction of the wind. The whole surface of the sea takes on a white appearance. The “tumbling” of the sea becomes more immense and shock-like. Visibility affected.
11	64–72	56–63	103–117	Violent storm	Exceptionally high waves (small and medium-size ships might be, for a time, lost to view behind the waves). The surface is covered with long white patches of foam lying along the direction of the wind. Everywhere, the edges of the wave crests are being blown into froth. Visibility affected.
12	73–83	64–71	118–133	Hurricane	The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.

Source: Kemp, 2011.

NACA BLAZER BULLIONS

NACA has gold embroidered blazer bullions with our flag on a gilt-edged 2 1/2” medallion.

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Only \$25 (includes shipping and handling)

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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.

Queen Mary— Best 8 of 1st 9 Regattas Entered**10/20/2019**

Skipper	Vessel	Association	Points	Entered	Av
1 Korzetz, Jim	FREEDOM	IPBA-N	8720	11	872
2 Adalian, Garry	JONATHAN	SDCA	8158	11	816
3 Ehlers, Bob	JB & ME	SDCA	7983	11	798
4 Collins, Tom	MISTY SEA	SCCA	7761	9	862
5 Griffing, Ken	LOON'S CALL	SCCA	7728	11	773
6 Denaci, Edward	GRAND ISLE	SDCA	7670	10	767
7 Calabrese, Jeff	LIVING WELL	SDCA	7651	11	765
8 Weimer, David	JUST DESERTS	SDCA	7210	9	801
9 VanAntwerp, Jim	SARAH B	IPBA-S	7026	9	781
10 Karlsson, Magnus	LOLITA	SDCA	6953	11	695

Stone Trophy—Total of Only 1st, 2nd, and 3rd Places in 1st 7 Regattas Entered**10/20/2019**

1 McCormick, Bill	INAMORATA	SCCA	6120	7	874
2 Collins, Tom	MISTY SEA	SCCA	5375	6	896
3 Griffing, Ken	LOON'S CALL	SCCA	5225	6	871
4 Calabrese, Jeff	LIVING WELL	SDCA	3723	4	931
5 Denaci, Edward	GRAND ISLE	SDCA	3588	4	897
6 Vignocchi, John	RIPRAP	CYC	3138	4	785
7 Lindal, Bob	SUZY Q	IPBA-N	2970	3	990
8 Adalian, Garry	JONATHAN	SDCA	2885	3	962
9 Chapin, Clint	SOJOURN	IPBA-N	2876	3	959
10 Padgett, David	SLIP AWAY	IPBA-N	2871	3	957

St. Petersburg Trophy—Best 4 of 1st 5 Regattas Entered**10/20/2019**

1 Lindal, Bob	SUZY Q	IPBA-N	3812	5	953
2 Collins, Tom	MISTY SEA	SCCA	3758	5	940
3 Korzetz, Jim	FREEDOM	IPBA-N	3663	5	916
4 Griffing, Ken	LOON'S CALL	SCCA	3639	5	910
5 McCormick, Bill	INAMORATA	SCCA	3637	5	909
6 Chapin, Clint	SOJOURN	IPBA-N	3602	5	901
7 Padgett, David	SLIP AWAY	IPBA-N	3501	5	875
8 Murphey, John	STURDY GAL	IPBA-N	3438	5	860
9 Falkenhayn, Ed	LAKE HOUSE	CYC	3328	5	832
10 Adalian, Garry	JONATHAN	SDCA	3328	5	832

Codrington Trophy—Best 5 of 1st 7 Regattas Entered**10/20/2019**

1 McCormick, Bill	INAMORATA	SCCA	4599	8	920
2 Collins, Tom	MISTY SEA	SCCA	4590	9	918
Winner Griffing, Ken	LOON'S CALL	SCCA	4522	11	904
4 Korzetz, Jim	FREEDOM	IPBA-N	4505	11	901
5 Padgett, David	SLIP AWAY	IPBA-N	4483	6	897
6 Calabrese, Jeff	LIVING WELL	SDCA	4449	11	890
7 Chapin, Clint	SOJOURN	IPBA-N	4358	6	872
8 Weimer, David	JUST DESERTS	SDCA	4282	9	856
9 Adalian, Garry	JONATHAN	SDCA	4245	11	849
10 Denaci, Edward	GRAND ISLE	SDCA	4229	10	846

Coastal Explorer Trophy—Best 8 of 1st 9 Regattas Entered**10/20/2019**

Skipper	Vessel	Association	Points	Entered	Av
1 Collins, Tom	MISTY SEA	SCCA	7327	9	916
2 Korzetz, Jim	FREEDOM	IPBA-N	6980	9	873
3 McCormick, Bill	INAMORATA	SCCA	6871	8	859
4 Ehlers, Bob	JB & ME	SDCA	6662	9	833
5 Weimer, David	JUST DESERTS	SDCA	6654	9	832
6 VanAntwerp, Jim	SARAH B	IPBA-S	6641	9	830
7 Adalian, Garry	JONATHAN	SDCA	6600	9	825
8 Griffing, Ken	LOON'S CALL	SCCA	6580	9	823
9 Denaci, Edward	GRAND ISLE	SDCA	6368	9	796
10 Calabrese, Jeff	LIVING WELL	SDCA	6141	9	768
11 McGillin, Mike	POACH	IPBA-N	5849	8	731
12 Karlsson, Magnus	LOLITA	SDCA	5413	9	677
13 Burwell, John	SYNNOVA	IPBA-S	5298	8	662
14 Wood, Randee	AUNTIE GRAVITY	SCCA	5203	9	650
15 Salerno, Ralph	ANCORA	SDCA	5198	9	650
16 Padgett, David	SLIP AWAY	IPBA-N	5059	6	843
17 Larson, Don	TEWASI	IPBA-S	4820	8	603
18 Holte, Kirby	LIFE IS GRAND	SCCA	4810	8	601
19 Greene, Steve	FULL MOON	SDCA	4809	8	601
20 Murphey, John	STURDY GAL	IPBA-N	4760	6	793
21 Henry, Mike	PEACHY KEEN	IPBA-S	4738	7	677
22 Chapin, Clint	SOJOURN	IPBA-N	4658	6	776
23 Klett/Elbon/Cullen Tea	KLETTITAT	IPBA-N	4575	7	654
24 Case, Ken	RAZZLE	IPBA-N	4505	7	644
25 Lindal, Bob	SUZY Q	IPBA-N	4497	6	750
26 Anderson, Jim	FIDALGO	IPBA-S	4320	8	540
27 Mulock, Glen	LEAVIN EARLY	SCCA	3889	7	556
28 Muir, Marty	SEA ESTA	SDCA	3868	7	553
29 Vignocchi, John	RIPRAP	CYC	3632	5	726
30 Falkenhayn, Ed	LAKE HOUSE	CYC	3628	5	726
31 Downer, Jerry	NOR' WESTER	IPBA-S	3498	6	583
32 DeGard, Dan	SAGA	IPBA-S	3346	9	418
33 Elovitz, Michael	LOVIT	SDCA	3187	7	455
34 Lisowski, Sonny	MIRAGE	CYC	2799	5	560
35 Olsen, Greg	NORTHERN LIGHTS I	IPBA-S	2770	5	554
36 Berberian, Nick	ARARAT	CYC	2654	4	664
37 Slobodsky, Vitaly	SEAGULL III	CYC	2419	5	484
38 Blockhus, Burnell	GRAND PLAN	SMBPF	2290	3	763
39 Wolf, Kenn & Loren	NOANNE	CYC	2252	3	751
40 McGillin, Bill	POACH	IPBA-N	2246	3	749
41 Norman, John	WHITE SHARK	SCCA	2122	4	531
42 Roush, Bill	ALBATROSS	SDCA	2002	5	400
43 Watson, Val	PHANTOM	IPBA-S	1943	3	648
44 Salisbury, Roxy	SANDPIPER	SCCA	1798	4	450
45 Pearlman, Mik	BLACK PEARL	SDCA	1768	5	354
46 Smith, Stan	MARIANA QUEEN	SDCA	1541	4	385
47 Cook, Brian	PEACHY KEEN B	IPBA-S	1454	2	727

Coastal Explorer Trophy—Best 8 of 1st 9 Regattas Entered**10/20/19**

Skipper	Vessel	Association	Points	Entered	Av
48 Grady, Roni	ZORRO	IPBA-N	1392	2	696
49 Veres, Jim	VAGABOND JIM	IPBA-N	1334	2	667
50 Baker, Pat	CHOPPERS II	IPBA-N	1099	3	366
51 Bishoff, Dennis	SEA WATER	IPBA-S	1043	2	522
52 Ryan, Glenn	AMNESIA	IPBA-N	1034	2	517
53 Cohen, Peter	SEPHINA	IPBA-N	946	2	473
54 Bruins, Rob	OCEAN PEARL	IPBA-S	944	1	944
55 Wolleback, Tom	KATINKA	IPBA-N	910	1	910
56 Corelli, Einar	PeachyKeen B	IPBA-S	898	1	898
57 Herman, Bill	SUMMER HOURS	IPBA-N	838	1	838
58 Swygert, Mark	CURMUDGEON B	IPBA-S	837	1	837
59 Stuart, Michael	WINDLESS	SCCA	825	2	413
60 Ainley, Meg & Clyde	OUT OF THE BLUE	CYC	799	1	799
61 Walker, John	PRIME TIME	SCCA	752	2	376
62 Burton, Mike	ROYAL CHINOOK	IPBA-S	748	2	374
63 Dawes, Dan	HELEN PAULINE	SCCA	737	1	737
64 Lentgis, Dean	KALOS FILOS	IPBA-N	723	1	723
65 Bekeny, Brian	SARAH B B	IPBA-S	714	1	714
66 Laird, Mike	CURMUDGEON	IPBA-S	703	1	703
67 Zohn, Richard	PEARL	SDCA	669	2	335
68 Moore, Jason	THIRD DAY	IPBA-N	666	1	666
69 Irwin, Chuck	LAUGHIN' PLACE	IPBA-S	641	1	641
70 Dworski, Doug	MEANT TO BE	SCCA	612	1	612
71 Oliver, Dean	LUNA SEA	SCCA	600	2	300
72 Pinsof, Stewart/Evelyn	ONCE AGAIN	CYC	591	1	591
73 Underwood, Shannon	LUCKY DOG	IPBA-N	585	1	585
74 Derror, Lee Anne	SAPPHIRE	IPBA-S	576	1	576
75 Rogers, John	NIRVANA	IPBA-N	569	1	569
76 Minard, Jim	GYPSY DANCER B	IPBA-S	569	1	569
77 Scheinbaum, Mickey	THREE FLAGS	SMBPF	569	1	569
78 Williamson, Chris	KNOT BEHAVIN	IPBA-S	556	1	556
79 Trombley, Bill	PATIENCE	SCCA	550	1	550
80 Farber, Steve	ABOUT TIME	IPBA-N	528	1	528
81 Godfrey, Bob	UNREEL	SMBPF	518	1	518
82 Day, Michael	MONARCH	IPBA-N	492	1	492
83 Schumacher, Dee	MOONGLOW	SCCA	487	1	487
84 Nacca, Bill	REALITY CHECK B	IPBA-S	484	1	484
85 Godfrey, Bob	UNREEL	SCCA	466	1	466
86 Reys, Brent	PANACHE	IPBA-N	452	1	452
87 Longenecker, Leo	REALITY CHECK	IPBA-S	438	1	438
88 Sengstock, Scott	GYPSY DANCER	IPBA-S	434	1	434
89 Muenzenberger, Jean	SAPPHIRE B	IPBA-S	392	1	392
90 Riddell, David	BOAT	IPBA-S	376	1	376
91 Hampton, Duane	JC'S DREAM	SCCA	376	1	376
92 Barrett, Fred	ADVENTURE US	IPBA-S	346	1	346
93 Smith, Terynia	PATTY WAGON	IPBA-N	341	1	341
94 Morin, Alan	ALLYNS	IPBA-N	338	1	338
95 Karzen, Lloyd	TAIPAN	CYC	300	1	300
96 Weninger, Scott	REEL THERAPY	IPBA-S	300	1	300
97 Ayloush, Abbott	GALLO PINTO	SCCA	300	1	300
98 Holmstrom, Steve	PACIFIC SUNSET	SCCA	300	1	300
99 Curtis, Dan	INDIGO	SDCA	300	1	300



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