



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 12, Issue 5

October 2012

NAI 2012 According to Jeff Calabrese

I arrived at O'Hare airport at noon on Tuesday. I had been following the Chicago weather, but I guess I did not realize how hot 92 ° F was. I instantly remembered Navy boot camp in Great Lakes in February/March 1962. I recall how bitter cold it was. What an amazing thing our climate is.

Following a long taxi ride, I checked in at the Hyatt Regency on East Wacker Street and got a river view room on the twenty-fifth floor. The view of the river traffic was spectacular. The twenty-fifth floor proved to be a bonus, since the hospitality room that was set up for NAI attendees just happened to be on that floor. This little gesture of welcome turned out to be a great little party. The plentiful food and liquid refreshments were more than enough for anyone, and seeing old hands is always special. Still trying to figure out if the "Calabrese" olives were for real or a put-on by the host.

Wednesday

In the morning, we held our annual face-to-face NACA bridge meeting and then our annual membership meeting. This was followed by a nice luncheon. Contestant check-in continued throughout the day.

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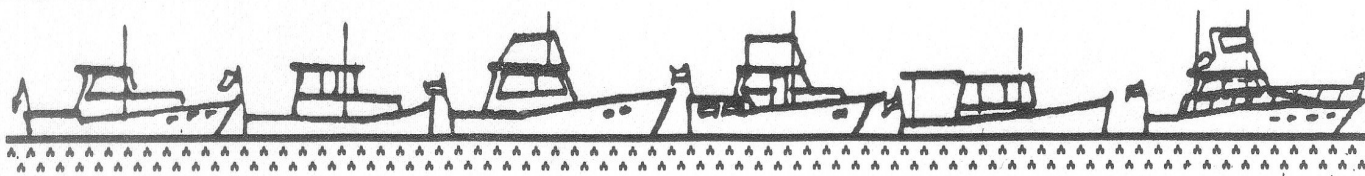
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A welcoming party took place in the afternoon. Light appetizers turned out to be a meal. Introductions were made, and then came the boat drawing. This one was an absolute blast. A professional jokester named Dale Irwin did the honors. He kept us all in stitches. He deserved the standing ovation he got from everyone. The boats were all top of the line. I had the privilege of being crew for David Weimer of San Diego Cruiser Association. Dave drew a 53-foot Jefferson. Our boat owner was a gracious host. The boat was immaculate, and all systems were "go" for boat calibrations. Both Dave and I are used to piloting from an open fly-bridge. This boat had one, but we opted to use the lower helm station and take advantage of the air-conditioning.

Thursday

Following a quick continental breakfast, we boarded the boat and made ready for getting underway. Mr. Murphy paid us his first visit and decided not to let the generator start. So what! Who needs a generator? Wonder what part of air conditioning I didn't understand. With windows open and outside temper-

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North American Cruiser Association

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

It provides a resource for boaters looking for information, to learn more about predicted logging or NACA, or to find a member organization near them.

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:
January 15	February
March 15	April
May 15	June
July 15	August
September 15	October
November 15	December

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

Commodore's Corner

Greetings to all. NAI 2012 is behind us, and it went exceptionally well. A well deserved bravo zulu to the Chicago Yacht Club team!

The forty-five mile race in the *great* Lake Michigan offered plenty of challenge but not enough for the *greater* Pacific Northwest contestants. PACNOR-WEST was well-represented by Scott Strandjord (Seattle Yacht Club), Defending Champion Fred Cole (Port Orchard Yacht Club), and Bob Lindal (Queen City Yacht Club). Win, place, and show were in that order. Well done!!!

Note: More to follow on NAI in separate articles.

Nominations for the 2013 NACA bridge were brought forward and approved:

Commodore

John Vignocchi
Chicago Yacht Club

Vice Commodore

Fay Baynard
St. Petersburg Yacht Club

Rear Commodore

Scott Strandjord
IPBA/Gulf of Georgia

Secretary/Treasurer

Ken Griffing
Southern California Cruiser Association

Jr. Staff Commodore

Jeff Calabrese
San Diego Cruiser Association

The following were elected NACA Directors-at-Large for 2013:

Marty Muir, SDCA
Maurice McGough, SPYC
Lloyd Sergent, CYC
Clint Chapman, IPBA

A brief change of watch ceremony took place during the NAI awards banquet.

The prestigious Gandleman Trophy, awarded for sustained overall contribution to the sport of predicted logging, was presented by Staff Commodore and Chairman of the Board Tom Collins to S/C Bill Stewart, Western Lake Erie Cruiser Association.

The proposed revisions to the NACA By-Laws and the NACA Recommended Rules were approved as presented.

Time to get ready for my next race.

“Vedere te sulle aque”

Sincerely,

Jeff Calabrese
NACA Commodore

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NAI 2012 According to Scott Strandjord

I always liked Chicago. It's a great city, full of wonderful people. Vice Commodore John and Peg Vignocci, Lloyd Sergeant, and the entire Chicago Yacht Club hosted a terrific event. I wish I could list all who contributed to the success of this terrific NAI and thank them for their efforts. Hosting an NAI is a significant endeavor, and it requires a great team to pull it together. Thank you all! Also, I would be remiss if I failed to express our appreciation for the key sponsors of the event, Belvedere Vodka (yes, I did buy a fifth for my liquor cabinet when I returned to Seattle) and the Chicago Yacht Yard (I will not hesitate to drop my boat there, should the need arise and my boat is in Chicago).

When we booked the trip, Linda noted that she had never been to Chicago and would love to extend our trip so that she could truly see the city. (I had read *Devil in the White City* prior to the trip, and I had offered it to Linda. She passed, which was probably just as well.) Subsequently, we flew in on Friday, a week prior to the contest.

We booked in at the Hyatt Regency (nice room with a great view of the Wrigley building, the Tribune building, Michigan Avenue, and the Chicago River), and proceeded to tour the town. We saw much (but not all) of the sights, so we will need to make another trip. We hit the Magnificent Mile, Navy Pier, Chicago Art Institute, Architectural Tour (by boat), Museum of Science and Industry (I had last visited when I was in town as an eight-year-old...I had to show Linda the U-boat), a great

steak house, Uno's pizza, Gino's pizza (we were in search of great Chicago-style pizza...and I did gain weight on the trip), and many other sights.

It was not too hot (I know the previous week it had been in the 100-plus degree range), but we were fairly well worn when it was time to return to the Hyatt in the evening. The evenings generally found Linda relaxing on the bed, watching the Olympics, while I sorted out the plan for the contest. Plotting, re-plotting, and plotting again. I spent quite a bit of time searching for good landmarks/targets that would hopefully keep us on course during the contest. A good compass helps, but bow sights and stern sights are best. Asking Jim, my teammate and helmsman, to "...point the boat at Wisconsin...OK...and now turn toward Indiana..." was not going to work very well. I quickly learned that a lot of the buildings along Chicago's shoreline look an awful lot alike.

On Tuesday night, we visited the hospitality suite at the Hyatt, and we were warmly welcomed by the Chicago Yacht Club team (thank you again!) and showered with welcoming gifts.

On Wednesday morning, we got down to business. As per plan, my good friend (and, importantly, Linda's very good friend) Jim flew in on Tuesday night, and they explored the town while I was occupied with NACA business. They had the good fortune to be joined by Sue Lindal for their adventure (always excellent company).

I attended the NACA bridge meeting, where we resolved all of the major issues of the world, after which, I learned that it was much easier to catch a cab from the hotel to Chicago Yacht Club, than it is to catch a cab from Chicago Yacht Club to the hotel (even if you call for one). While I was waiting, I chomped on a hard mint candy at the front desk of the club and fractured my lower right molar. It hurt, but I walked it off. That evening,

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NAI 2012 According to Scott Strandjord
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while I was eating, my tongue discovered that half of my tooth was gone (I still do not know for sure where the missing part went). For the balance of the trip, my tongue would not leave it alone. You know how HUGE things tend to feel when you explore them with your tongue.

Wednesday evening found us back at the club for cocktails (wonderful Belvedere offerings) and the boat draw. When all was said and done, I had the good fortune to draw John Vignocchi's 52-foot Jefferson, *Rip Rap*, a proven race horse. John provided a gracious tour of *Rip Rap*, where we learned that John, Peg, and the kids were living aboard for the week. So, essentially, we would be taking their home on the lake while they sought sanctuary elsewhere. (Thank you again, Peg!)

Thursday morning, we were up at the crack of dawn (by the way, an 0700 breakfast in Chicago feels a lot like an 0500 breakfast in Seattle) to commence our boat familiarization trials. John had kindly offered his mechanic as the owner's representative for the day and on the day of the contest; John would be fully occupied navigating for Robert Hough and the Chicago team. This was most welcome, as I did not relish the prospect of wrapping *Rip Rap* around a piling in the marina...and he was excellent company, as well.

We made our way through the marina to the measured mile. (By the way, proper navigation practice for the inland waterways calls for distances to be described in terms of statute miles, rather than nautical miles and boat speed to be defined as miles

per hour, rather than knots.) I had my laptop running Coastal Explorer (thank you, Rose Point Navigation Systems, LLC!), and we laid down our track as we ran the measured mile and/or half-mile. We plotted the mile markers on the breakwater and noted that the distances were not exactly spot-on. But, no worries, we simply marked range/bearing lines on the plotter, perpendicular to the breakwater, for set distances and made our runs. *Rip Rap* tracked well, and we settled down to making our speed runs...many, many, many runs. (Linda skipped the boat calibration session; for some reason, she finds boat calibration to be tedious.)

Prior to the trip, we had discussed the currents of Lake Michigan, and, yes, they do exist. Local knowledge indicated that, depending upon the weather, they tend to run from north to south along the Chicago shoreline but are generally weak, unpredictable, and not worthy of incorporation in your predictions.

I did locate a NOAA website that provides near-term current predictions for Lake Michigan based on the forecasted weather. For boat familiarization day, the NOAA site predicted a current running from south to north. We kept this in mind as we developed *Rip Rap*'s speed curve, and we found that NOAA was correct. We found roughly .2 miles per hour of current running south to north. Go figure. Following further discussion, Jim and I agreed that we would watch for the current, as predicted for the day of the contest, but not build the predicted current into our predictions.

Once we were on the water, we verified what we had been told by John in regards to the utility of *Rip Rap*'s compass (not really a very useful navigation aid). I had two hand-bearing compasses in my bag, and I ramped up my efforts to get our sightlines straightened out. (I had spent time earlier in the week searching the Magnificent Mile for strings, tape, rubber bands, paper clips, etc. that I could tweak to craft bow and stern sights, as well

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FUTURE NAI EVENTS (Tentative)

2013—Seattle, WA
2014—San Diego, CA
2015—Pacific Northwest
2016—Long Beach, CA
2017—St. Petersburg, FL

NAI 2012 According to Scott Strandjord
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as beam sights.)

Once we had the speed curve built, we discussed the cruise speed we would use for the contest. John had noted that the fuel bill would ramp up quickly as we moved up the speed curve (and, once again, we found that John was correct). However, on consideration, given a certain lack of predictability in the currents, the length of the course (I plotted as 44.733 miles), and the fact that handicaps would not be applied for the contest, we agreed to run at a speed that was near the top of the curve. We settled on 11.869 miles per hour (1200 rpm). This decision made, we commenced our calibration for turns.

Prior to leaving Seattle, I had decided that I would plot the course and print out my chart prior to the trip to Chicago (trying hard to minimize the tasks to be accomplished in Chicago...time disappears so quickly in the days before the contest). Subsequently, I had to make an estimate of the slide (the lateral displacement of the boat in a turn, or the distance from the point where the start of the turn is called, to the extended post-turn course line, by way of a line perpendicular to the post-turn course line) prior to plotting the course. The course had many, many big turns. There were ten turns in excess of 95 degrees, five turns that were greater than 145 degrees, and two turns that were essentially 180 degrees ("...are you sure we won't run into each other, John...?").

So, to be safe, I started with the slide curve for my

boat, *Redemption*, and I doubled the amount of slide for purposes of plotting the course. Surely (I thought), we should be able to adjust the turns of the wheel we applied in a turn so as to hit this planned slide. This would not be a huge issue in all of the legs of the course, but there were a number of legs where you would truly benefit by assuring that you settled onto the course line you plotted (rather than, say, forty yards to the right or left). Once plotted, I had worked through the aerial photos and selected the bow sight targets, stern sight targets, ranges, etc., trying very hard to pick buildings, towers, trees, bushes, and lumps of dirt that we could use to assure that we were running on the plotted course line.

Now we were on the water calibrating, the decision made to run at 11.869 miles per hour, and we were laying down our tracks through our turns to establish the required turns of the wheel required to hit our planned/plotted slide. *Rip Rap* slides *a lot* at 11.869 miles per hour. We settled in with a plan that involved turning the wheel quickly, all the way to the stops, in a turn... and *Rip Rap* would *still* slide *a lot*. We measured 103 yards of slide in a 180 degree turn. This was a lot more slide than the numbers I had used to plot the course. Oh, well, the heading/target running into that 180 degree turn, turning into the point, so as to call abeam on the point after the turn, and pass 200 feet off the light, would need to be adjusted. And that very specific, unique building that had been the target, running toward the turn, was not going to work. If we did not re-plot the planned leg, we would end up on the beach prior to completing the turn. Also, that 140

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There is nothing more intimate than the
relationship between a sailor and his ship,
nothing more finely adjusted or more abiding
than the love of a sailor for his ship
and the ship's love for him,
once they have given one another their troth.
- A. H. Rasmussen

NEW COMPETITORS

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NAI 2012 According to Scott Strandjord
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degree turn at Harrison Crib, turning into the teeth of the boats coming back to Harrison Crib, was starting to sound interesting.

We timed a few standing starts and decided it would be best to get back to the docks before the proscribed boat familiarization period came to an end.

Once we were back at the club, we had a quick gin and tonic, and I made way to the annual NACA meeting, followed by the NAI skippers meeting. There were a lot of questions, but Vice Commodore Vignocci did a wonderful job in his efforts to bring clarity to the subject. It was determined that the skippers would call in their planned start times (targeting a common finish at 1330) by 1700 on Friday, and John and Past Commodore Tom Collins would arrange the planned finish times so as to target three-minute increments between boats at the finish (such that the potential for boat overtaking/passing scenarios would be minimized). Once sorted out, John would call each skipper and provide their individual planned finish times for the contest.

Once the meeting was adjourned, we decided to bag the idea of going back to the hotel, showering, and changing our clothes prior to the evening cruise. Linda hoofed it down from the Hyatt, and we had a few drinks at the club while we awaited the boat (a yacht, really, and a very nice yacht at that, thank you, yacht owner!) that would take us to Chicago Yacht Club Belmont Station.

Once underway, it was just too difficult to abstain from course/landmark identification discussions ("Oh, that's what that looks like from the water." ...as contrasted with the view from space...). Chicago Yacht Club Belmont Station is truly wonderful. We had a great dinner and more Belvedere cocktails. Then, we caught the cab for home (by now, the Hyatt was really beginning to feel like home).

In the morning, I went to work analyzing the calibration numbers and building the speed curve tables we would employ for speed corrections on the water. Jim picked up on a calculation error in my table for seconds lost in a turn. It was becoming clear that the adventures of the week and the ensuing fatigue had begun to take their toll on my thought processes. ("Houston, we have a problem.")

I went to work re-plotting the course (that slide thing) and printing out new aerial photos. I worked through my plan to guide us to the end of the leg that would involve the use of GPS lat/long data to guide the boat to a proscribed lat/long that would mark the end of the leg. I settled on a simple Excel

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How to Avoid Seasickness

Before getting underway:

1. Do not drink alcohol the night before.
2. Get a good night's sleep.
3. Do not embark on an empty stomach.
4. Eat a light breakfast: non-greasy, non-spicy, and non-acidic food; more carbohydrates rather than fewer.
5. Go easy on the coffee.
6. Fortify yourself with anything made with ginger: ginger candy, ginger ale, ginger cookies, etc.

While underway:

1. Avoid engine fumes, especially diesel fuel, and tobacco smoke, especially that of cheap cigars.
2. Keep your eyes on the horizon.
3. Avoid enclosed spaces; rather, position yourself in the open, fresh air, in a shady spot.
4. Do not read, use binoculars, or study instruments for extended periods.
5. Eat saltines or soda crackers.
6. Drink colas.
7. To avoid a sympathetic reaction, stay away from people who are already seasick.

NAI 2012 According to Jeff Calabrese
(Continued from page 1)

ature in the high eighties, we got underway. Two minutes after taking over the helm, Mr. Murphy paid another visit. This time, it was the engine synchronizer. Without AC and without the synchronizer, we were able to complete most of our calibrations, but Mr. Murphy was not finished with us. The owner hurt his foot while troubleshooting the synchronizer. The swelling indicated it was time to get back to the dock so he could seek medical evaluation.

We all met at the Belmont Harbor Station of Chicago Yacht Club for an outstanding dinner. Openers included batter-fried smelt and Lake Michigan blue martinis. The entrée was barbecued baby back ribs, brisket, and whitefish. All were cooked to perfection. An ice cream sundae bar was provided for those who had room. I did.

Friday

Slept in, had a good breakfast, and then met up with Dave to go over the race numbers. We got this taken care of and went out for a good steak dinner. Got to bed early.

Saturday

Race Day. The boat owner greeted us with his broken foot in a cast and good news about the synchronizer. The generator was still a no-go, but a boat owner with a similar generator suggested the reset button. That's all it took, and we were underway with air conditioning. The forty-five mile race was pretty much uneventful. Traffic was fairly light, the lake relatively calm, and most of the marks easy to locate. I say most, because the labels were switched on some of the pictures that were given to us, and a couple of times we thought we were in the wrong place. After four hours and fifty-eight minutes, it was finally over. Time for the liars bar. Much fun had there.

Dressed to the nines for dinner. Another choice dinner followed by remarks by NACA Vice Commodore and NAI Chicago Committee Chairman John Vignocci, the host club Commodore, and my-

self. Staff Commodore Bob Lindal introduced the 2013 NACA bridge, and a change of watch was conducted.

With all that done, Peg Vignocci took over and did a very innovative electronic peel off. Gotta love those electrical engineers! At the end of the day, Bob Lindal, representing IPBA/North, took third place, Defending Champion Fred Cole from IPBA/South took second, and the Noon Cannon went to Scott Strandjord, representing IPBA/North. More socializing followed. Fireworks on Navy Pier capped the evening and were befitting of the event. The Chicago Yacht Club Committee did a superlative job in putting this event together. The bar continues to rise.

Jeff Calabrese
San Diego Cruiser Association

So You Want a Life Raft?

Early this year, some Boeing employees on the airfield decided to steal a life raft from one of the 747s. They were successful in getting it out of the plane and home.

Shortly after they took it for a float on the river, they noticed a U.S. Coast Guard helicopter coming toward them.

It turned out that the chopper was homing in on the emergency locator beacon that activated when the raft was inflated.

They are no longer employed at Boeing.

If you don't get everything you want,
think of the things you don't get
that you don't want
- Oscar Wilde.

NAI 2012 According to Scott Strandjord
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sheet grid, composed of square cells representing areas that were 60' by 60', presenting commensurate lat/long coordinates in the center of each square.

The square in the lower left corner of the grid presented the starting point for the leg, and the upper right corner of the grid presented the end point for the leg. I then drew a red line from the starting square to the end square. All I would need to do is check the lat/long on the GPS (which would be visible for this leg only during the contest) and give Jim a running commentary concerning our position, left or right of our desired line, and then call mark when we hit the proscribed ending lat/long. It seemed like a good, simple plan, relying heavily on clear visual cues to trigger the required corrections.

Linda and Jim took a break and explored Chicago a bit further in the afternoon. Coming back to the room, they noted that I really did need to take a break and join them for dinner. So, we marched off to Gino's for pizza (which was very good). We marched back to the Magnificent Mile and wandered north, looking for suitable gifts for our boat owner ("We, who are about to sink your boat, thank you!"). When we arrived back at the hotel room, I rationalized that it would be best if I were to go to sleep and then get up early in the morning to finish the last few (or not so few) elements of the contest package.

Morning came early, but not early enough. I was still printing aerial photos and working on landmarks when I noticed that the time that had been set as the deadline for predicted log submission was alarmingly close to the present. I threw my race gear into my rolling carry-on bag (my mobile log racing locker), and we headed down to catch a cab at twenty minutes to 0800 (the cut-off for log turn-in). Fortunately, it was still too early in the day for the Lollapalooza crowd (attending the huge music festival in Grant Park) to be up and about, and there was no traffic. When the cab arrived at Chicago Yacht Club, I asked Linda to pay the cab fare and

headed into the club.

I sat down at the table where Peg was stationed, entering predictions into her scoring spreadsheet, and pulled out a blank predicted log form. (For some reason, John seemed to think this was amusing.) I carefully (but very quickly) entered my predicted times onto the form and then passed the document to Peg at one minute to 0800.

Having pumped way too much adrenalin, we went down the dock and boarded *Rip Rap*. We set up our gear on *Rip Rap*'s bridge and went to work.

The start went well. The weather was clear and warm (hot by Seattle standards), with a light wind from the south. Our assigned finish time was set as 13:39:00, and our planned start time would be 9:44:54 (a total elapsed time of 3:54:06, or 14,046 seconds).

We found that Bob Lindal, aboard the 48-foot Sea Ray Sundancer, *Pana See Ya*, was starting a few minutes ahead of us. We noted that it would be good to have Bob in front of us, in the event that we should start to second guess our heading (Bob rarely gets lost on the water). It appeared that there might be one boat (perhaps two?) starting after us, so we concluded that we must have selected a cruise speed that was somewhat faster than the majority of the boats.

The first leg went well. We had a good stern sight as we headed due east onto the lake, at a proscribed speed of eight miles per hour, to an extension of the outer breakwater (.75 miles out). So far, so good. We then turned south for a long leg (3.1 miles) to a range of the entrance lights on the breakwaters of a new (uncharted) marina. Now it got challenging, as the distant shoreline did not look much like the chart or the view from space. Eventually we were able to pick out our target.

Then, we had a timed run (due east again) onto the lake (no good bow target, so we relied on our stern sight). Then we ran buoy to light to crib

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NAI 2012 According to Scott Strandjord
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(interesting structures), to buoy to buoy to buoy, and into the lat/long (hole in the water) leg.

The course instructions indicated we should uncover the GPS two minutes and thirty seconds into the leg. The compass was off, and we had no targets (Michigan...?), so we wandered a bit. When we uncovered the GPS, we found we needed to go roughly forty yards to starboard to get back on our plotted course. I was very impressed by how quickly the lat/long numbers were changing on the GPS. My simple model presented a lat/long grid composed of twenty-yard by twenty-yard squares. So, we were crossing the grid at a rate of roughly 3.4 seconds per square.

However, we settled on our planned line, and we called the end point fairly well (we may have overshoot by a bit, but not much). Then, we ran north from crib to crib to crib, for a total of roughly 10.5 miles. All the while, we fussed with the throttles, having noted previously (passing buoys) that there was a slight south to north current, and the wind was now following us north at roughly ten knots. However, on this long series of legs from crib to crib, it was easy to lose one's focus. As we drew very near to abeam one of the cribs (a control point), Jim did ask, "You are going to call this...?" (Thanks, Jim!)

We soon entered the section of the course that involved runs into the beach, hard turns back out to the crib, then on to the next crib, and a run back to the beach, and another run back to the crib. The beginning of this section included a scored leg that permitted the skipper to view a stop watch, started at the beginning of the leg, when roughly one minute away from the control point at the end of the leg. We were quite pleased to see that we were one second off the predicted time for this leg (which tended to bolster our confidence in regards to our throttle adjustment decisions).

The run into the beach, ending with a tight turn to-

ward the point, followed by a call of the light on the point abeam when two hundred feet off, unfolded quite cleanly (you may recall the previous slide and re-plot discussion).

Finally, we coasted to the finish, off the Chicago harbor outer breakwater. We were exhausted. We did a quick check and found that we had finished at 13:39:06, or six seconds later than our assigned finish time (although we had started sixteen seconds earlier than planned, so the total run time was twenty-two seconds greater than our prediction. But, it's all the seconds of error in the middle that count, and there were eleven scored legs in the contest.

When all was said and done, the seconds of error by leg ran as 10, 3, 20, 48 (I *know* that buoy was out of position), 25, 22, 1, 5, 14, 34, and 24. All of the leg errors indicated that we had run faster than planned, with the exception of the 48 (the very busy leg rounding the crib, zigzag past three buoys, and ending at the set lat/long), and the last two legs, 34 and 24 seconds (where we ran a bit wide of the breakwater heading south to the finish, lengthening both legs, and I think we hit a building south to north current). So, we had a total of 206 seconds of error, or 1.4649% for our score, which did not seem too bad, given the number of scored legs and the complexity of the course. But, of course, there were many excellent skippers on the water.

We made it back to the dock, re-checked the logs, thanked our superb observer and scrutinizer, and wandered up to the club for a gin and tonic (actually, three gin and tonics). About this time, we noticed that the weather was deteriorating very, very rapidly. Kids began to drift into the club from the huge Lollapalooza music festival in Grant Park. Evidently, officials had ordered the park closed in response to a very sudden weather forecast change, projecting a very severe "weather event".

We caught a cab back to the hotel for a quick shower and a change into our dress whites. While

(Continued on page 11)

*NAI 2012 According to Scott Strandjord
(Continued from page 10)*

we were in the room, the weather really turned apocalyptic. Linda saw lightning hit the top of the NBC tower across the river, the hotel room TV screen went blank, and the wind-driven rain flew across the river as dense curtains. We heard later that the sustained winds were fifty miles per hour, and that the gusts hit seventy miles per hour. It was nice to be off the water. Then, as we prepared to catch a cab back to the club, the weather cleared. Amazing!

We had a wonderful cocktail hour leading up to dinner (thank you again, Belvedere vodka!), and the dinner was terrific. Now things became a bit more fuzzy...all of the adrenalin was gone, the heat of the day (and the cocktails) had taken their toll, and things became a bit less clear. I recall that we installed the new bridge. There were announcements and many thanks extended to those responsible for hosting a wonderful NAI, followed by the presentation of the results of the contest. The reveal was by leg, and it was challenging to try and keep a running total in your head as the scores rolled on.

When the dust settled, there were three scores that were greater than 3%. The Chicago Yacht Club team (Hough & Vignocchi) came in at 2.7542%, Bob Ehlers (SDCA) had 2.3434%, and Craig Ryan presented a 2.2887%. So now there were three boats left to present in the scoring. All were International Power Boat Association (IPBA) teams. Next up was Bob Lindal, third overall with a 1.8082% (Bob

won the NAI in 2010), then there was Fred Cole, second overall with a score of 1.4891% (Fred won the NAI in 2011 at St. Petersburg, Florida).

Then I was called to come up to accept first overall honors with a score of 1.4649%.



*Left to right: Bob Lindal, 3rd OA,
Scott Strandjord, 1st OA, and Fred Cole, 2nd OA*



*Jim Vaupell and Scott Strandjord aboard
VC John Vignocchi's Rip Rap, the winning boat*

(Continued on page 12)

Reputed conversation between J.P. Morgan, millionaire financier, and Henry Clay Pierce, millionaire oilman:

Pierce: What does it cost to operate a yacht?

Morgan: You cannot afford to run a yacht.

Pierce: Why? I'm pretty warm (rich), you know.

Morgan: You have no right to own a yacht if you have to ask that question.

Nodding the head does not row the boat.
– old Irish proverb

*NAI 2012 According to Scott Strandjord
(Continued from page 11)*

The difference between first and second place was roughly three seconds of error, over roughly four hours of racing, through eleven scored legs. I believe I bought one (or two) rounds of drinks for the house.



*Left to right: Scott Strandjord and Jim Vaupell
with the NAI perpetual Noon Cannon Trophy*

I recall that later on we walked outside for a few minutes to watch fireworks being launched from the Navy Pier (it was a beautiful evening). It was quite late when we left the club, our very large crate in tow (the NAI trophy securely stored inside), and we waited for a called cab that never came. Eventually, a very nice lady who was leaving the club offered us a ride to the hotel.

Linda roused me out of bed at 0400, so we could pack and catch our 0830 flight to Seattle. We managed to get to the airport a little after 0700, and commenced a long slow trudge in the security line.

At 0745, two things happened. The security people at the x-ray machine noticed the cannon trophy in my carry-on bag (which caused much consternation), and Linda ran afoul of the x-ray security team, prompting a trip to a private room for a closer look. The security team member checking Linda noted that the machine (or the operator) had been reporting erroneous issues all morning.

I re-checked the airline ticket and noticed that our

flight was scheduled to depart at 0800, not 0830. Linda expressed concern in regards to the imminent departure of our flight and was told not to worry; they would hold the plane (when you check your luggage they try very hard make sure your luggage does not fly away without you). Somehow, we managed to get on the plane with my cannon prior to the scheduled departure time. We slept all the way home and woke up feeling like it had all been a dream.

In closing, I wish to thank my teammate, Jim Vaupell, for truly saving the race on several occasions and thanks to Linda for putting up with me and making the trip such a delight. Finally, many thanks once again to all who worked so hard to host a wonderful NAI. We look forward to seeing you in Seattle for the NAI 2013!

Scott Strandjord
NAI 2012 Winner

Dorothy Parker Anecdotes

Dorothy Parker, noted writer, often vented her contempt for pretension and self-importance on Clare Boothe Luce, and their encounters produced two famous Parkerisms:

When told that Mrs. Luce was always kind to her inferiors, Mrs. Parker asked, "Where does she find them?"

On another occasion, the two women arrived simultaneously at the door of a nightclub. "Age before beauty," was all Mrs. Luce could muster.

"And pearls before swine," said Mrs. Parker as she glided through the doorway.

1938—The U.S. Coast Guard Reserve
accepted its first volunteers.

NAI Water Crips

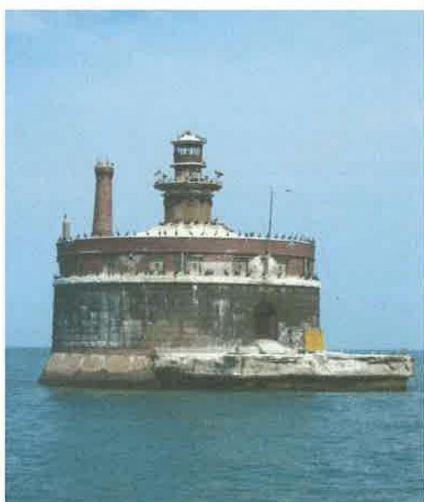
Water cribs are offshore structures that collect water from close to the bottom of a lake to supply a pumping station onshore. The name crib is derived from the function of the structure—to surround and protect the intake shaft. Cities supplied with drinking water collected by water cribs include [Chicago, Illinois](#); [Cleveland, Ohio](#); and [Buffalo, New York](#).



Four Mile Crib



Harrison – Dever Crib



Wilson Ave. Crib



Wilson Ave. Breakwater Light

Suffer with Sail

Your regular old yachtsman has a profound contempt for steam yachts. He considers that all the romance and pleasure of yachting consist in the uncertainties, dangers, and difficulties attending sailing.

He glories in the storms which compel the shortening of sail, the lying-to, the scudding before the wind under a stay-sail, and all the other vicissitudes which attend excess of wind; while, on the other hand, he takes dead calms, with sails idly flapping against the masts, and the reflection of his vessel in the mirror-like water, with philosophy and contentment, passing the long hours of inaction in spinning yarns and (possibly) drinking cocktails. This class of yachtsmen is slowly passing away, and is being succeeded by men of more modern views.

Edward S. Jaffray, 1887

The Houseboat *Helen W.*

On October 7, 1903, after lunch, we tackled Lock Number 11 of the Illinois-Michigan Canal, and a terror it was. The walls were so dilapidated that care had to be exercised to keep the edges of the scow and roof from catching. Then the roof caught on the left front and the bottom on the right rear, and it was only at the fourth trial, when we had worked the boat as far forward as possible, that we managed to scrape through. The wind was still very brisk and dead ahead, so we tied up just below the lock.

A steam launch, the *Lorain*, passed through bound down. She filled the lock with smoke, and we realized how much gasoline excels steam in cleanliness. A foraging expedition secured a quart of milk and four dozen eggs.

William F. Waugh

A Sailor's Prayer

We will not go gently into this dark night,
For the love we carry will guide the light,
And hold our tears 'til the morning's bright.

Awakened again into the night,
We will not go gently into this dark night.
The day surrounds us without its light,
And silence falls, come soon the night.

Where shadows cast past fire's light,
We will not go gently into this dark night.
The paths before us, the dark, the light.
We ask for nothing, we know what's right.

The truth, the glory, it's found its fight.
Our strength, our courage, our guiding light.
We will not go gently into this dark night,
And give our life without the right

To call the sun into the night,
And question the question,
what's wrong, what's right.
We will not go gently into this dark night.

For the love we share will guide the light,
And pray someday you find what's right.
We pray someday you find the light.
We will not go gently into this great night.

The paths before us, the dark, the light.
Tomorrow comes and so the fight.
Where Heroes fall but still we fight.
Their voices call into the night,
This war won't end, no end in sight.

We ask for nothing, we fight this fight.
We ask for nothing, we know what's right.
We ask for nothing.
We found the light.

Joseph Anthony Welteroth, U.S. Navy
Winter 1945, Pacific Ocean, "War is Hell"

*Dedicated to those who have served
and are serving our great nation.*

RMS Queen Mary

8/13/2012

Best 10 of first 11 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	933	David Weimer	JUST DESERTS	SDCA	9	7512	835
2	782	Dick Timmerman	VAGABOND	IPBAN	8	6908	864
3	919	Bob Lindal	SUZY Q	IPBAN	8	6714	839
4	936	Bob Ehlers	JB & ME	SDCA	9	6694	744
5	839	Fred Cole	MOUSE TRAP	IPBAN	8	6592	824
6	800	Gary Adalian	JONATHAN	SDCA	8	6495	812
7	937	Edward Denaci	MICROSHIP II	SDCA	8	6461	808
8	6252	Bill Winberg	BILLY THE KID	SCCA	9	5879	653
9	825	Jeff Calabrese	LIVING WELL	SDCA	9	5874	653
10	6253	Clint Chapin	SOJOURN	IPBAN	8	5583	698

St Petersburg YC Perpetual

8/13/2012

Best 4 of first 5 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	755	George Jackman	SPECIAL EFFECT	SCCA	5	3878	970
2	933	David Weimer	JUST DESERTS	SDCA	5	3862	966
3	782	Dick Timmerman	VAGABOND	IPBAN	5	3821	955
4	964	Burnell Blockhus	LOLITA	SMBPF	4	3565	891
5	370	Mike Henry	PEACHY KEEN	IPBAN	5	3544	886
6	959	Bruce Cullen	CAROLINE II	IPBAN	5	3512	878
7	6253	Clint Chapin	SOJOURN	IPBAN	5	3490	872
8	839	Fred Cole	MOUSE TRAP	IPBAN	5	3453	863
9	937	Edward Denaci	MICROSHIP II	SDCA	5	3439	860
10	883	Fay Baynard	PHASE OUT	SPYC	5	3416	854

Herbert L. Stone Perpetual

8/13/2012

Highest points from 1st, 2nd, 3rd place finishes in first 7 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	755	George Jackman	SPECIAL EFFECT	SCCA	6	5522	920
2	883	Fay Baynard	PHASE OUT	SPYC	6	4987	831
3	933	David Weimer	JUST DESERTS	SDCA	5	4850	970
4	782	Dick Timmerman	VAGABOND	IPBAN	5	4821	964
5	937	Edward Denaci	MICROSHIP II	SDCA	5	4552	910
6	20	Tom Collins	MISTY SEA	SCCA	5	4368	874
7	964	Burnell Blockhus	LOLITA	SMBPF	4	3565	891
8	6252	Bill Winberg	BILLY THE KID	SCCA	4	3335	834
9	919	Bob Lindal	SUZY Q	IPBAN	3	2929	976
10	995	Wally Guthrie	KICKIN' BACK	SPYC	5	2886	577

George M. Codrington Perpetual

8/13/2012

Best 5 of first 7 contests entered

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	933	David Weimer	JUST DESERTS	SDCA	7	4850	970
2	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	7	4821	964
3	755	George Jackman	SPECIAL EFFECT	SCCA	6	4710	942
4	919	Bob Lindal	SUZY Q	IPBAN	7	4653	931
5	937	Edward Denaci	MICROSHIP II	SDCA	7	4552	910
6	839	Fred Cole	MOUSE TRAP	IPBAN	7	4505	901
7	20	Tom Collins	MISTY SEA	SCCA	6	4373	875
8	370	Mike Henry	PEACHY KEEN	IPBAN	6	4373	875
9	883	Fay Baynard	PHASE OUT	SPYC	6	4370	874
10	6253	Clint Chapin	SOJOURN	IPBAN	7	4290	858

COASTAL EXPLORER TROPHY* (NACA Championship)

Best eight of first eight or 9 contests entered

8/13/2012

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
1	933	David Weimer	JUST DESERTS	SDCA	9	7006	876
2	782	Dick Timmerman	VAGABOND	IPBAN	8	6908	864
3	919	Bob Lindal	SUZY Q	IPBAN	8	6714	839
4	839	Fred Cole	MOUSE TRAP	IPBAN	8	6592	824
5	800	Gary Adalian	JONATHAN	SDCA	8	6495	812
6	937	Edward Denaci	MICROSHIP II	SDCA	8	6461	808
7	936	Bob Ehlers	JB & ME	SDCA	9	6222	778
8	6253	Clint Chapin	SOJOURN	IPBAN	8	5583	698
9	6252	Bill Winberg	BILLY THE KID	SCCA	9	5579	697
10	755	George Jackman	SPECIAL EFFECT	SCCA	6	5522	920
11	825	Jeff Calabrese	LIVING WELL	SDCA	9	5498	687
12	20	Tom Collins	MISTY SEA	SCCA	6	5124	854
13	370	Mike Henry	PEACHY KEEN	IPBAN	6	5114	852
14	619	Don Larson	TEWASI	IPBAS	7	5083	726
15	883	Fay Baynard	PHASE OUT	SPYC	6	4987	831
16	6275	Jim Vanantwerp	SARA B	IPBAN	7	4725	675
17	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	7	4677	668
18	984	Steve Hazlerig	SOLARA	IPBAN	6	4652	775
19	994	Marty Muir	KACHINA	SDCA	8	4619	577
20	944	Bill Anderson	THE TILLIE	IPBAN	7	4327	618
21	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	7	4320	617
22	959	Bruce Cullen	CAROLINE II	IPBAN	5	4245	849
23	842	Team Klett/Elbon	KLETTITAT	IPBAN	6	4193	699
24	704	Pete Healy	JINKIES	SCCA	7	4085	584
25	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	6	4034	672
26	2095	David Padgett	SLIP AWAY	IPBAN	6	4025	671
27	834	John Walker	PRIME TIME	SCCA	6	3973	662
28	805	Ralph Salerno	ANCORA	SDCA	6	3933	656
29	964	Burnell Blockhus	LOLITA	SMBPF	4	3565	891
30	981	Michael Elovitz	LOVIT	SDCA	6	3399	566
31	348	Dean Lentgis	KALOS FILOS	IPBAN	5	3372	674
32	958	Jim Anderson	FIDALGO	IPBAS	5	3237	647
33	677	Bill Doherty	ALDEBARAN	SDCA	6	3222	537
34	806	Michael Fontaine	TUFFY	SDCA	8	3178	397
35	857	Jerry Downer	NOR'WESTER	IPBAS	5	3085	617
36	6012	John Burwell	GAVIA	IPBAN	4	2978	744
37	995	Wally Guthrie	KICKIN' BACK	SPYC	5	2886	577
38	6272	Bill Herman	SUMMER HOURS	IPBAN	4	2723	681
39	607	Jeff Swan	CLAIRE MARIE	IPBAN	3	2673	891
40	6302	Bob Godfrey	UNREEL	SMBPF	4	2609	652
41	818	John Murphey	STURDY GAL	IPBAN	3	2523	841
42	982	George Babbit	GENERAL QUARTERS	IPBAS	5	2507	501
43	990	Mickey Scheinbaum	THREE FLAGS	SMBPF	4	2424	606
44	909	Scott Strandjord	REDEMPTION	IPBAN	3	2373	791
45	980	Fred Weider	WOS IST LOS	SDCA	5	2346	469
46	9206	Ken Griffining	LOON'S CALL	SCCA	4	2344	586
47	591	Robert Erly	LOIS	SDCA	4	2341	585
48	6215	George Gregg	NOBLE	IPBAS	4	2307	577
49	6291	Richard Hall	WINE DOWN	IPBAS	3	2099	700
50	2016	Dan Frank	MOON SHINE	IPBAN	5	1969	394
51	6212	Mike Burton	ROYAL CHINOOK	IPBAS	3	1919	640
52	6280	John Guthrie	LADY ELIANE	SPYC	4	1834	458

COASTAL EXPLORER TROPHY* (NACA Championship)

Best eight of first eight or 9 contests entered

8/13/2012

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
53	6219	Dennis Sheehan	NAUTI GAL	IPBAS	3	1762	587
54	6210	Glenn Ryan	AMNESIA	IPBAN	3	1597	532
55	941	Tom Chandler	RM II HYDE	SCCA	4	1577	394
56	824	Steve Green	FULLMOON	SCCA	2	1574	787
57	4058	Terry Baker	CHOPPERS II	IPBAN	3	1216	405
58	6334	Terry Brothers	PANACEA	SDCA	3	1072	357
59	6216	Chuck Irwin	LAUGHIN PLACE	IPBAS	2	1055	528
60	6239	Daryl Creighton	FREE SPIRIT	SCCA	3	1013	338
61	6241	Phil Osterli	NORDIC SPIRIT	IPBAN	2	1000	500
62	889	Owen Ritter	OUTBOUND	IPBAN	1	996	996
63	6122	Don Murrar	KARA ANNE	SPYC	1	933	933
64	9228	Kelly Stocklin	ALFIE	IPBAN	2	932	466
65	9200	Heber Weller	STEELE'N'AWAY	SPYC	2	818	409
66	6336	Alex Lorenz	TIRELESS	IPBAN	2	811	406
67	2018	Chuck Silvernail	SOLMAR	IPBAN	1	808	808
68	6236	Rich Dixson	TWO DADS DREAM	IPBAN	1	788	788
69	6248	Greg Abell	SEABELL	IPBAN	1	776	776
70	6255	Gene Paxton	EVENTIDE	IPBAS	1	770	770
71	703	Edward Hedges	JO-SEA	IPBAN	1	758	758
72	9211	Bill Raleigh	VAGABOND BILL	IPBAN	1	740	740
73	6315	Jim Veres	VAGABOND JIM	IPBAN	1	721	721
74	9210	Bill Halley	SUMMER HOUR	IPBAN	1	703	703
75	915	John Rosendale	MISTIC BLUE	IPBAN	1	676	676
76	3424	Rob Bruins	OCEAN PEARL	IPBAN	1	657	657
77	9227	Chris Williamson	HARBOR CRUISER	IPBAS	1	647	647
78	6103	Del Hoffman	SIDNEY ROSE	IPBAN	1	630	630
79	9218	Michael Khniotskiy	NOR'WESTER	IPBAS	1	615	615
80	458	Leonard Warden	DIAMOND JACK	IPBAN	1	611	611
81	9220	Mike Laird	SARAH B	IPBAS	1	601	601
82	6124	Jim Gould	MUTUAL FUN	SMBPF	2	600	300
83	6319	Dave Sokoloski	SUN BEAR II	IPBAN	1	593	593
84	9224	Brandy Richter	LAUGHIN' PLACE	IPBAS	1	584	584
85	6316	Jim Mitchell	PENALTY BOX	IPBAN	1	575	575
86	9205	Michael Lawler	TRAVELIER	SCCA	1	556	556
87	6326	Kevin Kohler	EAGLE	IPBAS	1	552	552
88	6258	Mark Backstrom	SEABOOLPLAY	IPBAN	1	538	538
89	9203	Phil Ventura	KNOT TOO SHABBY	SCCA	1	528	528
90	6323	Tom Huddleston	WHISTLER	IPBAS	1	526	526
91	6226	Dick Bennison	WELL DONE	IPBAS	1	521	521
92	6310	Bart Johnson	LIL' TROOPER	IPBAN	1	520	520
93	9209	Don Decock	NIFTY FIFTY	IPBAN	1	502	502
94	9225	Darrell Holland	EAGLE	IPBAS	1	489	489
95	6321	David Cordodor	QUICK CHARGE	IPBAS	1	488	488
96	6282	Ron Naselow	TRIVIAL PURSUIT	IPBAN	1	483	483
97	732	Bill Findley	ANOTHER PROMISE	SCCA	1	471	471
98	6142	Charles Billings	NOBSKA	IPBAN	1	469	469
99	9222	Alexander Spencer	FIDALGO	IPBAS	1	458	458
100	6312	Bob Lewis	LIBERTY	IPBAN	1	450	450
101	6232	John Carrosino	RENDEZVOUS	IPBAN	1	447	447
102	891	Leo Longenecker	REALITY CHECK	IPBAN	1	432	432
103	9213	Reed Smith	FINDANGO	IPBAN	1	428	428
104	9226	Richard Wallace	WELL DONE	IPBAS	1	426	426

COASTAL EXPLORER TROPHY* (NACA Championship)

Best eight of first eight or 9 contests entered

8/13/2012

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<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg Points</u>
105	9223	Ryan Lunceford	PICKLE	IPBAS	1	413	413
106	2150	David Garland	LUCKY DOG	IPBAN	1	410	410
107	6320	Barry Chunn	IMAGINE	IPBAS	1	395	395
108	5005	Ray Norton	IMPRESSIONS	IPBAN	1	394	394
109	6238	Gary Dove	MOON SHINE	IPBAN	1	392	392
110	9208	Bruce Clickenbeard	SIESTA	SCCA	1	376	376
111	6246	David Miller	SEA NYMPH II	IPBAS	1	375	375
112	6274	Terynia Smith	PATTY WAGON	IPBAN	1	373	373
113	9215	Val Watson	PHANTOM	IPBAS	1	363	363
114	9216	Scott Miller	SEA NYMPH II	IPBAS	1	356	356
115	6251	Loretta Pieretti	SISSY DOLL	IPBAN	1	355	355
116	2118	Mike Eaton QMC	OLD MAN IV	IPBAN	1	338	338
117	9212	Gary Ritzman	DHARMA	IPBAN	1	337	337
118	9217	Conner Hourihan	IMAGINE	IPBAS	1	332	332
119	9221	Donald Park	MISTY ROSE	IPBAS	1	319	319
120	6234	Ken Case	RAZZLE	IPBAN	1	318	318
121	9204	Barry O'Neil	ANAM CARA	SCCA	1	300	300
122	9214	Tom & Kelli Dion	JOINT VENTURE	IPBAS	1	300	300
123	9207	Tom Cunningham	USUAL SUSPECTS	SCCA	1	300	300
124	9219	Beth Irwin	LAUGHIN' PLACE	IPBAS	1	300	300
125	6237	Maurice McGough	QUOTIDIAN	SPYC	1	300	300
126	6305	Jennie Dahlby	FRIENDSHIP II	IPBAN	1	300	300

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NAI 2012 Results

Racer	Boat	% Error	Finish Overall
Scott Strandjord	<i>RipRap</i>	1.4649	1
Fred Cole	<i>In Recess</i>	1.4891	2
Bob Lindal	<i>Pana See Ya</i>	1.8082	3
Craig Ryan	<i>Christy B</i>	2.2887	4
Bob Ehlers	<i>Top Hatt</i>	2.3434	5
Hough/Vignocchi	<i>Lady Deltec</i>	2.7542	6
David Weimer	<i>Broke-R</i>	3.1885	7
Robert VanLandingham	<i>Lady Liddell</i>	3.9941	8
Burnett Blockhus	<i>Rhonda C</i>	4.2084	9



Encourage a friend to join the North American Cruiser Association...*Today!*

Membership in NACA keeps everyone who is interested in Predicted Log Contests well informed about the sport throughout North America. Competitors from thirteen member Associations compete for National Trophies simply by competing in their local contests. The champion from each organization competes in the North American Invitational, hosted by a different organization each year.

Your dues entitle you to receive *Cruiser Log* (the NACA newsletter), the Annual Yearbook that lists all NACA members and their addresses, along with information about the member organizations, and the NACA Handbook that details the national rules for Predicted Log Contests as well as the perpetual trophies.

To join the North American Cruiser Association or renew your membership, complete this membership form and mail it with your check to:

Bob Ehlers, Acting Executive Secretary
1135 Alexandria Drive
San Diego, CA 92107

Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

Spouse Name _____

Home Telephone _____

Office Telephone _____

Yacht Club or Other Boating Organizations _____

Boat Name _____

Please include your check payable to: NORTH AMERICAN CRUISER ASSOCIATION

ANNUAL DUES: \$10.00

CONTRIBUTION: \$ _____

TOTAL ENCLOSED: \$ _____

*Your contributions enable us to maintain the perpetual trophies and provide other services to our Member Associations.



Cruiser Log

The Newsletter of North American Cruiser Association

Bob Ehlers, Acting Executive Secretary
1135 Alexandria Drive
San Diego, CA 92107



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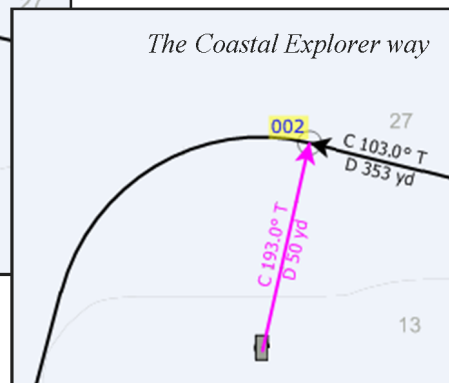
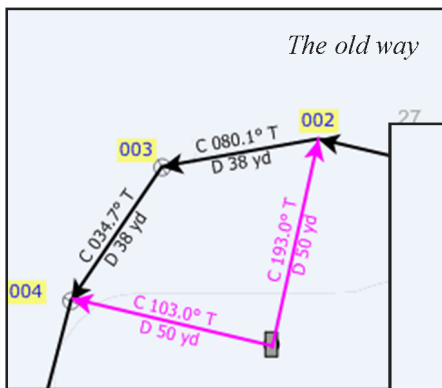
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