



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 04, Issue 03

May, 2004

The Changing of the Watch

At the 2003 annual Fall meeting of Narragansett Cruiser Association, held at the Glass Onion Restaurant in Middletown, Rhode Island, I was excited by the prospects of the upcoming racing year. A summer's worth of hard work, racing, and promotions in the Leukemia Cup Regatta were behind us. We'd given 120% all season long! Between racing ourselves and promoting the sport to district power squadrons, local boatyards, retailers, and individual power boaters, we'd contacted thousands of people via one means or another. We'd also managed to lure another family into the sport of predicted log racing for the event, though I think we may have done too good a job. This "newbie" gave the term, "beginner's luck", new meaning, as he and his crew won the Leukemia Cup Regatta with less than a 0.5% error! (Hey - he had a diesel!)

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In the restaurant, we shared our memories of the season with much laughter. Then the reality of the situation slowly dawned on me, and the good feeling drifted. Greg, my brother, is now commodore of NCA, and I am his vice commodore. Ed Sullivan was laughing a lot, maybe too much. Then again, what wasn't there to laugh about from his point of view? He was passing the torch on to the next in line. Hmm...suspicious. Ginie Meyers was laughing a lot, too. She was passing the baton, as well. Then there was my grandfather, Ben Shaw, happily thinking about this year's gathering in Chicago with his boys by his side. All laughing...

Perhaps this warm fuzzy feeling was a result of the drink of two I'd cheered, "Here's to the back of your throat!" to...

When I joined NCA one year earlier, in the Fall of 2002, at the annual meeting, it was with unbounded enthusiasm for the task at hand. After ten years of active duty service in the Air Force from Plattsburgh, New York to Massachusetts, Connecticut, and then to the Air Force Academy in Colorado (where I jumped out of a perfectly good airplane), I was excited about having moved home, my new Air Force Reserve position as a newly pinned-on Major, and putting my MBA to use in my new job as a financial consultant. What could be better? I lived one mile from the water, was boating on *Shawnee* and bringing up a family of my own, surrounded by my wife Mohini's and my family, as well. In all reality, behind the laughing and the merriment, we had, and still

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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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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 the 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.

Future NAI Events

- 2004 Chicago (August)
- 2005 St. Petersburg (October)

New Cruiser Log Publication Deadlines

Submit by:	For publication in:
February 15	March
April 15	May
June 15	July
August 15	September
October 15	November
December 15	January

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

Commodore's Corner

This is the time of year when the NACA Bridge's special focus is on planning the North American Invitational (NAI) in August and publishing the NACA yearbook.

As you know, the Bridge meets by telephone conference several times a year, and I am happy to say that both are progressing very well. This issue of the *Cruiser Log* should have the details of the 2004 NAI in Chicago; the associations have done very well in updating their information for the yearbook.

The question has been asked, "Should we have a 'Memorial Page' in the NAI booklet and/or the NACA yearbook?" The NAI booklet would be for listing deceased NAI contestants; the NACA yearbook, for listing deceased NACA members. Since NACA does not have an official historian, as most associations probably do not, I am not sure how this information would be collected and how accurate it would be.

Please let me know your thoughts on these two subjects. You can call, e-mail, or snail mail, but since I am a relative new-timer to this organization (joined in 1992), I would appreciate some advice.

It appears that some of our recruitment/publicity work has finally paid off. Look for a short article on predicted logging in the BOATUS® publication. I have not seen the article but have talked to the editor, so we should be able to use this nation-wide for recruitment.

Please continue to recruit and bring new members into the sport of predicted logging. Some organizations, including my own Western Lake Erie Cruiser Association, are working very hard to recruit and attract new members. Just think what would happen to the size of NACA if every member brought in a new member.

Bill Stewart
Commodore



Boooooom!

The following article was written by Dick Gaffney and appeared in March/April 2004 issue of The Ship's Mail, a publication of the San Diego Sail & Power Squadron, Inc.

In the sixteenth and seventeenth centuries, everything had to be transported by ship. It was also before commercial fertilizer's invention, so large shipments of manure were common. The manure was shipped dry, because in dry form, it weighed a lot less than when wet. But once water (at sea) hit the manure, it not only became heavier, but the process of fermentation, of which a by-product is methane gas, began again.

Because the manure was stored below decks in bundles, you can see what could (and did) happen. Methane began to build up below decks, and the first time someone came below at night with a lantern, BOOOOM! Several ships were destroyed in

this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the term, "Ship High in Transit", on them. This meant the sailors were to stow it high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

Thus evolved the term "S.H.I.T." (Ship High in Transport), which has come down through the centuries and is in use to this very day.

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The Changing of the Watch
(Continued from page 1)

have, a great task ahead of us. With only three good months of boating (for those who actually get their boats in the water by mid-June), changing demographics, higher gasoline prices, the changing economy, and the popularity of sailing, the challenges facing power boating organizations in general, NCA and predicted logging in particular, are mounting.

Last year, as NCA's "recruiting officer", a title hastily created by the devilish Ginnie Meyers in my moment of weakness, when she saw me wriggling in my chair with enthusiasm and a smile from ear to ear at the aforementioned meeting in '02, Bill Stephens and I, with the help of Thurston Gray, created and followed through on a monumental recruiting effort in 2003 (hey, it's all relative). By linking up with the Leukemia-Lymphoma Society, we hoped to both recruit new members and help out a terrific cause.

Eight months, 5000 flyers, several presentations, many Monday night meetings, three nights of volunteering, three interviews with newspapers, and hundreds of telephone calls later, we basked in the light of the summer's achievements over the dinner. Which brings me back to the present and that "drifting" leeward feeling.

This is our bridge now. It's our watch and our turn to carry the full weight and responsibility of those who carried the helm before us. But this no ordinary watch. To use words of Commander Aubry from Patrick O'Brien's *Master and Commander* series, it's the Dog Watch. And like the Dog Watch, it carries the threat of being shorter than the others. It's pitch black outside – no moon, no wind, no direction. Predicted log racing has many challenges ahead which threaten its future.

As a 34-year-old father of two (my one-year-old daughter, a.k.a. The Wiggly Worm, has just started walking – send relief effort donations to Chris Yalanis), perhaps I'm too involved with the realities of

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NAI 2004 is Cruisin' to Chicago

Chicago Yacht Club will host the 2004 North American Invitational (NAI), in Chicago, Illinois from August 3, 2004 through August 7, 2004.

The committee has secured hotel rooms at the Chicago Hilton and Towers, 720 S. Michigan Avenue, Chicago, Illinois. The room rate is \$135 (single or double). Please call 877-865-5320 to make reservations. The cut-off date is June 1, 2004, so make your reservations early. This is a fantastic rate for a premier hotel, located on Michigan Avenue, across from Grant Park, and within walking distance from the lakefront and Chicago Yacht Club.

Registration packets are due out soon. If you have any questions, please contact:

John Vignocchi
Chicago Yacht Club Power Fleet Chairman
847.295.7091 (home) or
847.826.4401 (cell)

In Memoriam

Western Lake Erie Cruiser Association Director Robert Yeupell died suddenly on February 20, 2004 of a massive heart attack. He will be missed.

NACA BLAZER BULLIONS

NACA has replenished its supply of blazer badges and added staff commodore badges, with three embroidered silver stars, to its inventory

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The Changing of the Watch
(Continued from page 4)

life and taking this newfound responsibility a little too seriously. But if there's one thing I know, it's that we need to re-energize predicted logging. If predicted loggers recruited as enthusiastically as my daughter Anna heads for the stairs or the cats' tails, we'd be too large to manage.

Which brings me to the purpose of this letter.

Bill Stephens and I are heading up another year of working with the Leukemia-Lymphoma society. The crux of our plan, once again, is to offer a predicted log event at this year's regatta. Riding on the coat-tails of last year's efforts, we hope to mount an offensive and take advantage of the word we spread last year, hoping to convince the fence-straddlers to give it a try.

In preparation for our upcoming efforts (Bill's, at the monthly planning committee meeting, as I write this), I humbly ask each of you - the wise collective consciousness of predicted log racers - for your input regarding the following:

What's Working!?!?!?!?!?

Our plans this year include flyers, newspaper articles, presentations to the local power squadrons, boatyards, powerboat-related shops, and general begging. In addition, one new idea is that this year, we are planning to ask the local Navy and Coast Guard organizations if they are interested in participating as part of their work. Does anyone have any experience with having active military personnel participate in a log race? Former military members (Navy, Coast Guard, Marines...): who should we contact?

What Else Is Working????

I will watch for the next edition of *Cruiser Log* for your brilliance, your keen insight, your hypothesizing, your prognosticating, your, your...well, you get the idea. Until we meet in Chicago, with the most sincere regards, I bid you farewell for the mo-

ment. I look forward to any input you can muster for our cause!

Sincerely,

Chris Yalanis
Vice Commodore
Narragansett Cruiser Association



Everything I Need to Know

Everything I need to know about life, I learned from Noah's Ark:

1. Don't miss the boat.
2. Remember that we are all in the same boat.
3. Plan ahead. It wasn't raining when Noah built the Ark.
4. Stay fit. When you're 600 years old, someone may ask you to do something really big.
5. Don't listen to critics; just get on with the job that needs to be done.
6. Build your future on high ground.
7. For safety sake, travel in pairs.
8. Speed isn't always an advantage. The snails were on board with the cheetahs.
9. When you're stressed, float a while.
10. Remember, the Ark was built by amateurs; the *Titanic*, by professionals.
11. No matter the storm, there's always a rainbow waiting.



Happiness is good health and a bad memory.
Ingrid Bergman



Boooooom!
(Continued from page 3)

You probably did not know the true history of this word. Neither did I. And I always thought it was a golf term.

A Novel Twist

Participation in our Southern California Cruiser Association (SCCA) contests has been slowly diminishing over the last few years. This has been the result of normal attrition without adequate new contestants to take up the slack. As we looked upon the 2004 racing year, we decided that we had to try something different to attract new racers. It was obvious that the things we have done in the past (seminars, brochures, write-ups of results in newspapers, etc.) weren't working. (I recall reading somewhere that the definition of insanity is doing the same thing repeatedly and expecting different results.)

I tried to imagine what a potential new log racer might be looking for. But first, it was important to try to understand what he wasn't looking for. I'm sure we have intimidated many potential participants with headlines about contests being won with a 0.500% error and write-ups describing how precisely the effects of wind and currents were compensated for by the winner. How could we level the playing field for these new contestants and offer a contest that would be appealing to them without all the intimidation that is usually associated with the challenges of our sport?

Another consideration was the prerequisites associated with entering a contest. I can't begin to enumerate all the times someone I was encouraging to come out and race with us had told me that they would do it just as soon as they got their boat ready and ran the mile. I got to thinking about what is really involved.

First, they need (or ought to have) a precise tachometer and a calibrated compass. Then, they

need to tune the boat up and clean the bottom to be ready to run the mile. After they have spent a few hours on the measured mile course and then a bit more time reducing the data, they might be ready to do their predictions and enter a contest. Of course, it would also help if they had some local current data (none of which is published for our area). Talk about intimidation!

So here's the plan I concocted. Hold a race where GPS speed over the ground is permitted. Nothing else from the GPS. Just speed over the ground. The effect of this would be to allow the new log racer (and maybe some old ones, too) to prepare a log without needing expensive tachometers, running a mile, or worrying about how clean the bottom is. It even levels the playing field relative to current. Everyone has the same information on currents.

Now this may seem to be completely counter to the fundamental concept of our sport. That is, knowing your boat and it's performance characteristics. I agree with that. However, it stands to reason, if we can attract newcomers to our sport by allowing the use of some newfangled 21st century technology, then perhaps they will become interested in learning more about the fine details of their boat's performance characteristics.

Further, the score in a log race is fundamentally a combination of three things: the course prediction, boat performance, and how precisely the course is executed. Allowing GPS speed partially levels just one of those elements. And even still, the contestant with accurate tachometers and a good speed curve will be better able to determine and set changes when called for by the GPS speed indication.

I took this proposal to SCCA and requested a change in the rules to "permit use of GPS speed when specifically authorized by the contest instruc-

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NEW COMPETITORS

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*A Novel Twist**(Continued from page 6)*

tions". I was pleased (and surprised) when my motion was approved.

The season opener contest out of Long Beach Yacht Club in early March seemed an excellent opportunity to test this concept. This is the first race of the year and is quite popular - a good one for introducing the sport to new participants.

The course was written with some checkpoint locations that were more challenging than we normally would use on this introductory race. We made up a flyer, sent it out to our clubs, and had an article inserted in the regional boating newspaper (*Editor's note: see page 8*). An introductory seminar was held to explain the sport to newcomers and describe the new twist.

For the season opener contest, we were quite pleased that we had twenty-one entrants, with nineteen actual starters (since we don't need to do a winter lay-up here, sometimes boats don't want to start after a few idle months). Four of the skippers were new racers, and we had a few ride-alongs who are interested in participating in an upcoming contest.

The scores weren't what we feared, either. They were mostly in the one to three percent range, with the best being just under one percent. Certainly not much different from normal (and maybe even a bit worse than usual).

Allowing GPS SOG is only an option. We will still continue to run horse and buggy contests. In fact, I don't yet know of any more planned here for this year that would incorporate it. But the year is still young. I'll keep you informed if there are any new developments in this regard. Please let me know if any of you have any other novel ideas for attracting new participation.

Tom Collins
Southern California Cruiser Association

Tom and Clem

The following is e-mail correspondence between Tom Collins and Clem Hartley, NACA Scorer, who commented about the preceding article:

Tom,

Good article and many good points. I imagine some purists will want to roast you for another attempt to introduce us to the late 20th century.

Was there any consensus opinion about whether GPS speed helped reduce errors? In my experience, GPS speed is not accurate enough for predicted log work.

Different question: Is there any way to "tap" the digital tachs, so I could periodically record RPM settings? What I am considering is some type of computer log. My navigation program records my track (lat/lon, GPS heading, and speed) every few seconds. I'd like to be able to record RPM every two or three minutes. Combining the two could produce a more complete postmortem.

Clem

Thanks, Clem. The scores were worse than typical, but that could be due in part to the complexity of the course, which also transited an area with variable currents. I believe the GPS speed was probably helpful to the novices who had no experience with currents and ripple-reading and who were also unsure of their boat speed. As for the old timers, I haven't heard any of them indicate that it was of any benefit.

As far as the tachs are concerned, there is no digital signal available within. The frequency data is converted to seven segment display data entirely within the chip.

Regards,

Tom

Association News

NECA - What do you do when you can't use your boat? On April 3, 2004, you go to the 2004 NECA Spring Fling; this year, to a matinee performance of Broadway's Tony Award-winning Billy Joel Musical, *Movin' Out*, at the Colonial Theater. The show is orchestrated to Billy Joel's music and choreographed by Twyla Tharp. Dinner in the theater district after the show.

WLECA - The schedule for 2004 has been outlined and nine contests are scheduled for this year. The first contest will be a USPS® District 9 sponsored contest on June 12, 2004. They are looking forward to a busy year.

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The New Look

This is the article to which Tom Collins referred on page 7. It was printed under the headline, "Predicted Log Racing Has New Look":

Southern California Cruiser Association is preparing to kick off the 2004 season of predicted log races (also known as cruiser navigation contests).

By utilizing some data from the GPS, the association is introducing some new concepts in hopes of luring more new skippers into the sport.

Toward that end, an introductory seminar is scheduled at Long Beach Yacht Club on Wednesday, February 25, 2004 to explain the new format.

According to SCCA Staff Commodore Tom Collins, predicted log racing has advanced into the 21st century. Now, racers can "join the fun without running a measured mile. With GPS speed, there is no need to guess about boat speeds or currents," Collins said.

(Continued on page 15)

The Islands of Narragansett Bay

*Patience, Prudence
Hope, Despair
and Hog Island's
over there.*

Author unknown

The above was quoted by the late Ellen Shaw and is printed in her memory.

It has recently been brought to my attention that the full text of this poem is in a Newport Yacht Club publication. Here it is. It is unclear whether or not the names following the poem are the original writers.

The 39 Islands of Narragansett Bay

To name all the islands from the head of the bay
There's a little rhyme that points the way.
First there's Starvegoat, Pomham, Marsh, Rock,
and Green,
not all of these are easily seen.
Then comes Patience, Prudence, Hope and Despair
and there's little Hog, right over there.
Search for Gooseberry, Walker, Castle, and Spar,
Hen, Rabbit, Cornelius, and Spectacular.
Easier to spot on our trip as such
Are Dwyer, two Goulds, Fox and Dutch.
North to South, Conanicut divides,
while big Aquidneck, the Sakonnet hides.
Coaster Harbor, Lime Rock, Goat, and Porkchop
Rose,
the southeast corner of the Bay enclose.
Standing guard at the mouth of the Bay,
are ten Dumpling isles that end our way.

Ralph Potter
George (Mac) Horton
George Hale
James Barter
Fred Mason

Editor's note: With apologies, I misplaced the name of the person who submitted this article.

Pacific Coast Yachting Association



PCYA Semi-Annual Meeting and
Barusch/Castagna and Jessie L. Carr Championship Regattas
June 10-12, 2004
Hosted by PCYA and San Diego Yacht Club

Reservations for Events

# Attending	Date	Time	Event
_____	6/10	1700	Welcome Cocktail Party, No Host Bar & Hors d'oeuvres
_____	6/11	1800	Cocktail Party, No Host Bar & Hors d'oeuvres
_____	6/12	1800	Cocktail Party, No Host Bar & Hors d'oeuvres
_____	6/12	1930	Awards Dinner-\$50.00 per person Including the meal taxes and tip
_____	6/13	0900	PCYA Director's Meeting

Dinner Reservations

Attendee: _____ Affiliation/Title: _____

Attendee: _____ Affiliation/Title: _____

Attendee: _____ Affiliation/Title: _____

Attendee: _____ Affiliation/Title: _____

Please make checks payable to: San Diego Cruiser Association

Mail payment to:
Dave Weimer
13030 Via Del Toro
Poway, CA 92064

We would appreciate a count of attendees as soon as possible to help with event planning. Thank You.

2004 Barusch/Castagna Championship Regatta Schedule of Events

Thursday, June 10

- 1530-1700 San Diego Yacht Club. Registration for all skippers, crews, and guests. Name tags will be issued and banquet tickets will be distributed. If desired, credit can be established with SDYC.
- 1700-1900 Cocktail party. No host bar with complimentary hors d'oeuvres will be served in the SDYC Staff Commodores Room for skippers, crew, boat owners, observers, scrutinizers, and invited guests.
- 1900 Welcoming remarks by PCYA, SDCA, and SDYC commodores.
- 1930 Drawing for boats and assignment of observers and scrutinizers.
- 2000 Skippers, navigators, owners, and race officials will meet to review contest and rules. Box lunches to be ordered at this time.
- 2000 Observers, scrutinizers, and race officials meet for review of contest and rules.

Friday, June 11

- 0900-1300 Harbor Island measured mile speed trials. Observers and scrutinizers to be on board or arrange temporary substitutes. Turn in predicted contest speed to committee by 1400. Arrange to be at a telephone so you can be assigned finish time.
- 1800-1930 Cocktail party, no host bar with complimentary hors d'oeuvres. Dinner is available in the bar and dining room.

Saturday, June 12

- 0700-0800 Skippers meeting. Predicted logs to be turned in to the committee at SDYC. Pick up box lunches. Complimentary coffee will be available.
- 0800-1400 Run contest.
- 1800-1930 Peel-off and no host bar with complimentary hors d'oeuvres.
- 1930-2130 Awards dinner in dining room. Final peel-off. Seating for all participants and guests. **Reservations Required.**

Sunday, June 13

- 0900 PCYA Board of Directors Meeting in SDYC Spinnaker Room.

Current Season Contests Reported

International Power Boat Association/Gulf of Georgia

7 Contests Scheduled: 3 Contests Reported Scorer: Patrick Frampton

02/21/2004	2004-01: Hot Toddy	18.90 nm	5 Contestants
03/06/2004	2004-02: Boomrang	15.30 nm	6 Contestants
03/28/2004	2004-03: Pillsworth Memorial	16.10 nm	7 Contestants
Association total :		50.30 nm	18 Total Entries

International Power Boat Association/Puget Sound North

9 Contests Scheduled: 2 Contests Reported Scorer: Bob Johnson

01/17/2004	2004-01: First of Season	27.80 nm	30 Contestants
02/19/2004	2004-02: Bremerton Heavy Weather	25.00 nm	36 Contestants
03/06/2004	2004-03: MBYC-Boomrang	18.40 nm	22 Contestants
Association total :		71.20 nm	88 Total Entries

International Power Boat Association/Puget Sound South

5 Contests Scheduled: 2 Contests Reported Scorer: Jeff Sayer

03/13/2004	2004-01: Jack Hyde Memorial	28.70 nm	9 Contestants
03/27/2004	2004-02: Gig Harbor Invitational	21.80 nm	19 Contestants
Association total :		50.50 nm	28 Total Entries

Predicted Log Racing Association of Northern California

12 Contests Scheduled: 2 Contests Reported Scorer: Clem Hartley

03/06/2004	2004-01: Jack London	14.72 nm	6 Contestants
03/20/2004	2004-02: Encinal Perpetual	14.05 nm	8 Contestants
Association total :		28.77 nm	14 Total Entries

Southern California Cruiser Association

10 Contests Scheduled: 1 Contest Reported Scorer: Craig Ryan

03/06/2004	2004-01: Season Opener	16.60 nm	19 Contestants
Association total :		16.60 nm	19 Total Entries

San Diego Cruiser Association

12 Contests Scheduled: 4 Contests Reported Scorer: Bob Alberts

11/15/2003	2004-01: Harbor 4/4	12.82 nm	17 Contestants
01/24/2004	2004-02: Spring 1/4	12.20 nm	17 Contestants
02/21/2004	2004-03: Spring 2/4	15.60 nm	19 Contestants
03/13/2004	2004-04: Spring 3/4	12.20 nm	16 Contestants
Association total :		52.82 nm	69 Total Entries

All Associations total: 270.19 nm 236 Total Entries

Top 10 CODRINGTON TROPHY ResultsBest 5 of first 5, 6, or 7 contests

04/02/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Contests	Total Points	Average Points
						Entered		
1	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	5	3653	731
2	296	Pettit, Paul	2004	ROSIE	SDCA	4	3409	852
3	761	Devlin, Dick	2004	IRISH MIST	SDCA	4	3391	848
4	800	Adalian, Garry	2004	JONATHAN	SDCA	4	3374	844
5	677	Doherty, Bill	2004	ALDEBARAN	SDCA	4	3238	810
6	937	Denaci, Edward	2004	MICROSHIP II	SDCA	4	3091	773
7	2141	Hazelrig, Steve	0	SALARA	IPBA N	4	3034	759
8	898	Spence, Dick	2004	KICHIGAI	IPBA N	4	3017	754
9	940	Strachan, George	2003	INUIT	IPBA G	3	2801	934
10	933	Weimer, Dave	2004	JUST DESERTS	SDCA	4	2656	664

Top 10 STONE TROPHY ResultsTotal score of 1st, 2nd, and 3rd place finishes in first 7

04/02/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Contests	Total Points	Average Points
						Entered		
1	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	3	2821	940
2	940	Strachan, George	2003	INUIT	IPBA G	3	2801	934
3	296	Pettit, Paul	2004	ROSIE	SDCA	3	2764	921
4	761	Devlin, Dick	2004	IRISH MIST	SDCA	2	1889	945
5	950	Good, Bob	2004	MINERVA IV	IPBA G	2	1775	888
6	623	Frampton, Patrick	2002	EBONESS	IPBA G	2	1588	794
7	720	Lightheart, Doug	2003	WINDRUSH IV	IPBA G	2	1336	668
8	891	Longenecker, Leo	2004	REALITY CHECK	IPBA N	1	996	996
9	898	Spence, Dick	2004	KICHIGAI	IPBA N	1	995	995
10	818	Murphy, John	1999		IPBA N	1	993	993

Top 10 ST. PETERSBERG TROPHY ResultsBest 4 of first 4 or 5 contests

04/02/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Contests	Total Points	Average Points
						Entered		
1	296	Pettit, Paul	2004	ROSIE	SDCA	4	3409	852
2	761	Devlin, Dick	2004	IRISH MIST	SDCA	4	3391	848
3	800	Adalian, Garry	2004	JONATHAN	SDCA	4	3374	844
4	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	5	3320	830
5	677	Doherty, Bill	2004	ALDEBARAN	SDCA	4	3238	810
6	937	Denaci, Edward	2004	MICROSHIP II	SDCA	4	3091	773
7	2141	Hazelrig, Steve	0	SALARA	IPBA N	4	3034	759
8	898	Spence, Dick	2004	KICHIGAI	IPBA N	4	3017	754
9	940	Strachan, George	2003	INUIT	IPBA G	3	2801	934
10	933	Weimer, Dave	2004	JUST DESERTS	SDCA	4	2656	664

Top 10 QUEEN MARY TROPHY ResultsBest 10 of first 10 or 11 contests

04/02/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Contests	Total Points	Average Points
						Entered		
1	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	5	3653	731
2	296	Pettit, Paul	2004	ROSIE	SDCA	4	3409	852
3	761	Devlin, Dick	2004	IRISH MIST	SDCA	4	3391	848
4	800	Adalian, Garry	2004	JONATHAN	SDCA	4	3374	844
5	677	Doherty, Bill	2004	ALDEBARAN	SDCA	4	3238	810
6	937	Denaci, Edward	2004	MICROSHIP II	SDCA	4	3091	773
7	2141	Hazelrig, Steve	0	SALARA	IPBA N	4	3034	759
8	898	Spence, Dick	2004	KICHIGAI	IPBA N	4	3017	754
9	940	Strachan, George	2003	INUIT	IPBA G	3	2801	934
10	933	Weimer, Dave	2004	JUST DESERTS	SDCA	4	2656	664

Complete standings are available on NACA website at: www.predictedlog.org

NACA TROPHY RESULTSBest eight of first eight or nine contests.

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04/02/2004

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Dues Paid</u>	<u>Boat</u>	<u>Assn.</u>	<u>Entered</u>	<u>Points</u>	<u>Avg</u>
1	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	5	3653	731
2	296	Pettit, Paul	2004	ROSIE	SDCA	4	3409	852
3	761	Devlin, Dick	2004	IRISH MIST	SDCA	4	3391	848
4	800	Adalian, Garry	2004	JONATHAN	SDCA	4	3374	844
5	677	Doherty, Bill	2004	ALDEBARAN	SDCA	4	3238	810
6	937	Denaci, Edward	2004	MICROSHIP II	SDCA	4	3091	773
7	2141	Hazelrig, Steve	0	SALARA	IPBA N	4	3034	759
8	898	Spence, Dick	2004	KICHIGAI	IPBA N	4	3017	754
9	940	Strachan, George	2003	INUIT	IPBA G	3	2801	934
10	933	Weimer, Dave	2004	JUST DESERTS	SDCA	4	2656	664
11	842	Klett/Elbon, Team	2004	KLETTITAT	IPBA N	3	2618	873
12	2018	Silvernail, Chuck	2004	SOLMAR	IPBA N	3	2598	866
13	921	Alberts, Bob	2004	BOB'S BABE	SDCA	4	2538	635
14	821	Wellnitz, Jerry	2004	VENTANA	SDCA	4	2532	633
15	919	Lindal, Bob	2004	SUZY Q	IPBA N	3	2520	840
16	370	Henry, Mike	2004	PEACHY KEEN	IPBA N	5	2499	500
17	936	Ehlers, Bob	2004	JB & ME	SDCA	3	2351	784
18	950	Good, Bob	2004	MINERVA IV	IPBA G	3	2344	781
19	844	Rubinstein, Irving	2004	LORELEI	SDCA	4	2316	579
20	655	Hansen, Rupert	2004	VIKING	SDCA	3	2134	711
21	724	Montgomery, Lynn	2004	LIKELY LADY	IPBA N	3	2123	708
22	782	Timmerman, Dick	2004	VAGABOND	IPBA N	3	2110	703
23	591	Erly, Robert	2004	LOIS	SDCA	4	2051	513
24	2085	Lorenz, Kim	2004	TIRELESS	IPBA N	3	2038	679
25	2115	Calabrese, Jeff	2004	LIVING WELL	SDCA	4	2002	501
26	2081	Loneragan, James	2004	CASA DEL PERRO DOS	SDCA	3	1951	650
27	671	Hensley, Jack	2004	JUBILEE	IPBA N	3	1947	649
28	971	Waters, Wayne	2004	MIRAGE	SDCA	3	1913	638
29	889	Ritter, Owen	2004	OUTBOUND	IPBA N	3	1900	633
30	623	Frampton, Patrick	202	EBONESS	IPBA G	3	1888	629
31	818	Murphey, John	1999		IPBA N	2	1868	934
32	5133	Lambert, Neville	0		IPBA N	3	1864	621
33	720	Lightheart, Doug	2003	WINDRUSH IV	IPBA G	3	1861	620
34	348	Lentgis, Dean	2004	KALOS FILOS	IPBA N	2	1859	930
35	805	Salerno, Ralph	2004	ANCORA	SDCA	3	1755	585
36	909	Strandjord, Scott	2004	REDEMPTION	IPBA N	2	1745	873
37	857	Downer, Jerry	2004	NOR' WESTER	IPBA S	3	1683	561
38	959	Cullen, MD, Bruce	2004	CAROLINE II	IPBA N	2	1675	838
39	619	Larson, Don	2004	TEWASI	IPBA S	3	1616	539
40	958	Anderson, Jim	2004	FIDALGO	IPBA S	3	1606	535
41	49	Akol, Haluk	2004	LEYLA	PLRANC	2	1549	775
42	2095	Padgett, David	2004	SLIP AWAY	IPBA N	3	1543	514
43	5086	Gautschi, Bob	0		IPBA G	3	1538	513
44	953	Swigard, Phil	2004	EVENTIDE	IPBA N	3	1526	509
45	691	Shultz, Ted	2004	BAYOU CADILLAC	IPBA N	2	1502	751
46	717	Rothe, Bob	1999		IPBA N	2	1487	744
47	352	Knapp, Russ	2004	KARU	IPBA N	2	1469	735
48	54	Jepsen, Ed	2004	ROUGH & READY	PLRANC	2	1428	714
49	915	Rosendale, John	2004	MISTIC BLUE	IPBA N	2	1371	686
50	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	2	1369	685
51	570	Hartley, Clem	2004	VALIANT	PLRANC	2	1317	659
52	5128	Harkness, Sally	0		IPBA N	3	1208	403
53	697	Dickson, Gordon	2003	SEA BEAR II	IPBA N	2	1167	584
54	765	Hutchinson, Jim	2004	BET-T-ANN	SDCA	3	1157	386
55	2976	Dominy, Tex	0		IPBA N	2	1137	569

NACA TROPHY RESULTS

Best eight of first eight or nine contests

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04/02/2004

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Dues Paid</u>	<u>Boat</u>	<u>Assn.</u>	<u>Entered</u>	<u>Points</u>	<u>Avg</u>
56	132	Johnson, Robert H.	2004	SCHOTTISCHE IV	IPBA N	2	1134	567
57	839	Cole, Fred	2004	MOUSE TRAP	IPBA N	2	1028	514
58	891	Longenecker, Leo	2004	REALITY CHECK	IPBA N	1	996	996
59	20	Collins, Tom	2004	MISTY SEA	SCCA	1	992	992
60	951	Leedy, Mike	2003		IPBA N	2	978	489
61	5118	Banks, Conrad	0		SCCA	1	953	953
62	2010	Arms trong, Dale	2001		IPBA N	1	916	916
63	704	Healy, Pete	2004	JINKIES	SCCA	1	915	915T
63	662	Sayer, Jeff	2004	WAYWARD SUN	IPBA S	1	915	915T
65	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	1	877	877
66	4058	Baker, Terry	0		IPBA N	2	870	435
67	2149	Mueller, Mike	0	PERSUS	IPBA N	1	838	838T
67	2127	Schachter, Mike	0		SCCA	1	838	838T
69	607	Swan, Jeff	2004	CLAIRE MARIE	IPBA N	1	837	837
70	2123	Anderson, Bill	0		IPBA N	1	828	828
71	669	Brooke, Tom	2004	GREAT ESCAPE II	IPBA N	1	803	803
72	2089	Rude, Donald	2004	BELLA VITA	IPBA N	1	800	800T
72	5024	Walker, John	0		SCCA	1	800	800T
74	2057	Diefendorf, Bonnie	2004	TIME OUT	PLRANC	1	785	785
75	912	Lloyd, Bud	2004	DIAMOND GIRL	SCCA	1	761	761
76	755	Jackman, George	2004	SPECIAL EFFECT	SCCA	1	723	723
77	710	Townsend, Elaine	2004	ILEINA MAKAI	SDCA	2	715	358
78	2145	Pilon, Don	0	ELENA 1	IPBA G	2	713	357
79	926	Butzbach, Tom	2004		PLRANC	1	703	703
80	5170	Williamson, Leroy	0		IPBA N	1	698	698
81	961	Beaman, Tom	2004	TESTAROSSA II	PLRANC	1	688	688
82	739	Ryan, Craig	2004	BLACK JACK	SCCA	1	684	684
83	703	Hedges, Ed	2004	JO-SEA	IPBA N	1	683	683
84	2146	Snedden, Don	0	REEL ESCAPE	SCCA	1	646	646
85	2142	Libby, Mark	0	SALTY QUACKER	IPBA N	1	618	618
86	2147	Woolrage, Dave	0	DAYBREAK	SCCA	1	608	608
87	408	Kahlo, Jack	2004	SWEET AGNES	SCCA	1	569	569
88	3424	Bruins, Bob	0		IPBA N	1	558	558
89	865	Rumbold, Bill	2004	SUNDANCE	IPBA N	1	539	539
90	732	Findley, Bill	2004	ANOTHER PROMISE	SCCA	1	531	531
91	2001	Lewis, Bill	2004	SPINNER TWO	SDCA	1	516	516T
91	5177	Harmon, Schell	0		IPBA N	1	516	516T
93	809	Sabuncuoglu, Sinan	2004	ALISERRA	PLRANC	1	494	494
94	941	Chandler, Tom	2004	RM II HYDE	SCCA	1	492	492
95	6012	Burwell, John	0		IPBA N	1	479	479
96	2121	Catlett, Bill	0		SCCA	1	454	454
97	5169	Wickward, Gordon	0		IPBA S	1	439	439
98	2150	Garland, Dave	0	LUCKY DOG	IPBA N	1	432	432
99	5082	Chilson, Dick	0		SCCA	1	415	415
100	978	Wilson, Dave	2004	SKOOKUM	IPBA N	1	396	396
101	5182	Formica, Pete	0		SDCA	1	386	386
102	3522	Jensen, Roy	0		IPBA N	1	380	380
103	2004	Adair, John	2004	PACIFIC STAR	SCCA	1	377	377T
103	2058	Daane, Cal	2004	JENEVER	SDCA	1	377	377T
105	880	Burton, Jerry	2004	SEA CLOUD	IPBA S	1	360	360
106	2144	Merritt, Don	0	ANN MARIE	IPBA N	1	348	348
107	824	Greene, Steve	2004	FULLMOON	SDCA	1	343	343T
107	55	Haines, Donald	2004	ONE MORE CHIME	SDCA	1	343	343T
109	917	Hampton, Duane	2000		SCCA	1	338	338
110	596	Yarrington, C T	2004	ENDURANCE II	IPBA N	1	324	324

NACA TROPHY RESULTS

Best eight of first eight or nine contests

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04/02/2004

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Dues Paid</u>	<u>Boat</u>	<u>Assn.</u>	<u>Entered</u>	<u>Points</u>	<u>Avg</u>
111	2143	Jessen, Ray	0	TARNHELM	IPBA N	1	320	320
112	2071	Diefendorf, Noel	2004	TIME OUT	PLRANC	1	300	300T
112	736	Smith, J D	2004	SAFARI	SCCA	1	300	300T
112	2148	Narraway, Kim	0	MARIA DEL MAR	IPBA G	1	300	300T
112	2118	BM 1C, Ragsdale	0		IPBA N	1	300	300T
112	3466	Alford, Dary	0		IPBA S	1	300	300T
112	803	Schreuder, Fred	2004	FAIR LADY	PLRANC	1	300	300T



500 Club Members for 2004

To become a member of the elite 500 Club, you must complete a sanctioned contest with less than 0.500% error, not including any computed handicap. Members for the racing season as of 04/02/04 are:

NACA	Name	Org	Date	Contest	NM	Error
#898	Dick Spence	IPBA/N	01/17/04	QCYC - First of Season	27.8	0.1566
#957	Bill Menees	IPBA/N	01/17/04	QCYC - First of Season	27.8	0.2611
#919	Bob Lindal	IPBA/N	01/17/04	QCYC - First of Season	27.8	0.4209
#717	Bob Rothe	IPBA/N	01/17/04	QCYC - First of Season	27.8	0.4423
#348	Dean Lengtis	IPBA/N	01/17/04	QCYC - First of Season	27.8	0.4489
#818	John Murphey	IPBA/N	01/17/04	QCYC - First of Season	27.8	0.4736
#818	John Murphey	IPBA/N	03/08/04	Mendenbauer-Boomrang	18.4	0.2273



The New Look
(Continued from page 8)

“With electronic charting, laying out the course is a breeze, and {racers} don’t need expensive digital tachometers to compete.”

Collins urges those who have a powerboat, a GPS, and a spirit of adventure to attend the LBYC seminar. For more information, call Collins at (818) 363-6292.

Association News
(Continued from page 8)

WLECA has a very active recruitment plan in place and has had four yacht clubs ask them to make presentations.

They are still working out all the details but plan to sponsor a novice contest in connection with one of their regular contests. It will be a simple course, run either before or after the regular contest, so the novice and contestants can ride/work together on both contests.



A positive attitude may not solve all your problems,
but it will annoy enough people to make it worth the effort!



Cruiser Log

The Newsletter of the North American Cruiser Association

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