



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 04, Issue 05

September, 2004

NAI 2004 Was a Resounding Success!

I've now had a little over a week to reflect on the 2004 North American Invitational (NAI), hosted by Chicago Yacht Club (CYC) last week. First, I want to thank CYC for putting on a truly first class event. It started with the top notch Hilton-Chicago at a good rate they set up for our group. The hosted "get acquainted" cocktail and hors d'oeuvres reception was lots of fun, and the boats drawn at the lottery were impressive.

As it turned out, the winds on the lake had shifted to north/northeast earlier that week, which kicked up some nasty five- to seven-footers on the lake. The committee decided to delay the boat trials to Friday morning, with hopes that the winds might start to diminish.

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Thursday wasn't entirely lost; we used the time to hold the NACA general membership meeting and the skippers' meeting. At the skippers' meeting, in the interest of safety, the committee wisely agreed to a couple of requested changes to the prescribed turn procedures for the course. Following that, I (and, I presume, others) took the opportunity to retreat to our room and study our course predictions, checking for accuracy and adding a bit of finesse to the execution plan (passage distances, turn strategy, and method for implementation of the Intermediate Mark E call). Thursday evening, most of us boarded the yellow school bus, provided by CYC, to travel to the club's outstation barge, moored in Belmont Harbor, for an enjoyable get-together and barbeque.

The committee made a good decision, because by Friday morning, although the wind hadn't completely subsided, it made the results from running the mile a bit more meaningful. There were three different measured distance ranges ("miles") that could be run to check the boat's performance characteristics, and this helped to keep us from messing up each other's times too much. Plus, the committee allowed five hours, instead of the usual four, for the trials, so everyone had a good opportunity to get a good mile. We also noted that, true to prediction, the winds had subsided substantially by noon, so that our last runs were pretty much on the mark and repeatable, yielding seemingly good accuracy. The rest of Friday was spent resolving the boat's speed curve and finalizing the predictions.

(Continued on page 8)



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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From the Editor

There really is a "Team NACA". The submission deadline of 08/15/04 brought only Commodore's Corner and NACA Standings. Since I am leaving for Canada on 08/30/04 and won't be back until 10/15/04, it looked as if there would be no September issue of *Cruiser Log*.

Enter "my hero", Tom Collins. He performed his magic, quickly penned a few articles, contacted a few people for contributions, and voila! Thanks also to Clem Hartley, who volunteered to publish and mail this issue.

The deadline schedule is once again being changed to allow more time after the Barusch and NAI for contributors to write their articles and for me to edit and publish. The new deadlines are listed below.

If you have any comments, suggestions, articles, or opinions to send, don't be shy. If shyness is holding you back, you can always remain anonymous.

Elaine Townsend

Change of Address

NACA Webmaster Craig Ryan has a new e-mail address. Please update the information in your copy of the yearbook:
commodore@craigandjan.com

New, New *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

This is probably the hardest article to write, since this is my next-to-last article that I will write as commodore of North American Cruiser Association for *Cruiser Log*. The passing of the commodore's flag and pocket patch at the NAI makes the ending in January seem closer, but when I got home, the boat's winter storage contact was on my desk. Can January be far away?

The 2004 NAI in Chicago was GREAT! I can speak as both a member and a contestant, and I am sure everyone had a wonderful time. The weather tried not to cooperate, but with minor rescheduling, all went very well. Congratulations to John and Peggy Vignocchi, Lisa Curcio-Gaston, Bill Templeman, all the committees, planners, and schedulers. I personally wish to thank the observers, scrutinizers and boat owners.

As anyone who has ever planned an NAI knows, it takes many people and hours of planning and work to make the event successful. NACA owes the Chicago Yacht Club group a huge **THANK YOU**.

Next year's NAI will be held in St. Petersburg, Florida, and they have a tough act to follow. The NAI will be held October 5-8, 2005. Their committee was in Chicago taking a lot of notes, and so I am looking forward to a trip to Florida next October. I am sure that NAI 2004 will be reviewed and summarized elsewhere in this edition, so on to NACA business.

The NAI is certainly an international boating contest, but it is also the NACA annual meeting. There is a bridge meeting and a directors meeting, where much of the yearly business is discussed and voted upon.

The new bridge of NACA will take over in January; the following officers were elected at the directors meeting in Chicago:

Commodore	Bill Findley	SCCA
Vice Commodore	Bob Ehlers	SDCA
Rear Commodore	Lisa Curcio-Gaston	CYC
Secretary/Treasurer	Chuck Rubin	NECA
Jr. Staff Commodore	Bill Stewart	WLECA
Executive Secretary	Valeria Scott	PLRANC
National Scorer	Clem Hartley	PLRANC

As you can see, we have good North American coverage on the bridge. Thank you to the nominating committee for a job well done.

The bridge did review the previous year's discussion on inviting the Over-The-Bottom Racers to join NACA. I will personally write a letter to their commodore to see if there is any interest.

There is some interest by a group in Fort Myers, Florida, to start a local predicted log association. Robert VanLandingham, Jr. of St. Petersburg Yacht Club will investigate the possibility and report back to the bridge.

The four new 2005 Directors-at-Large who were elected in Chicago are:

Jeff Calabrese - SDCA
 Bonnie Diefendorf - PLRANC
 Robert VanLandingham, Jr. - SPYC
 Greg Yalanis - NCA

This year's recipient of the Gandelman Trophy, which is awarded for overall contribution to the sport of predicted log racing, is Joe Le Blanc of NECA. He was recognized for his significant contribution to both NECA and NACA. Congratulations, Joe!

The Yearbook has been published and mailed, so all members now have their copies. Tracy Wichmann has again done a splendid job to edit and publish this document. Thank you, Tracy.

Bill Stewart
 Commodore

About Our New Sponsor, Bailey Banks & Biddle

By now, the gossip channel should have made every member of NACA aware of the great sponsor Chicago Yacht Club had for this year's NAI. Bailey Banks & Biddle fine jewelers was the title sponsor of the event, and they really helped to celebrate the twenty-fifth anniversary of NACA and make this year's NAI a very special event!

Bailey Banks & Biddle has been in business since 1832. Initially from the Philadelphia area, they now have about 120 stores around the country, many in areas where active NACA organizations are located. An interesting side bar... In 1903, BBB was commissioned to replicate the die of the Great Seal of the United States; in 1986, their design was declared the official and final version of the seal. They produced the first 40,000 Purple Hearts, which were awarded to wounded military personnel in World War I. They are truly fine jewelers, with a beautiful selection of both ladies' and men's jewelry and watches. There is a store locator on their website: www.baileybanksandbiddle.com.

Besides a substantial cash contribution, Bailey Banks & Biddle awarded Pete Healy, the first place NAI winner, and CYC boat owner, Bob Hough, a Tag Heuer 18 karat gold Monza watch. The second and third place winners (Tom Collins and Bob Van Landingham) and their boat owners (John Vignocchi and Rhonda Thomas) received Tag Heuer Sea Racer watches. All exceptional watches, to which each winner will attest.

In addition, Bailey Banks & Biddle gave each contestant an engraved silver Revere bowl, commemorating the twenty-fifth anniversary of NACA. Guests received 'goodie bags' that included jewelry cleaners, a silver frame, and a 10% off coupon for any purchase at BBB. That purchase will also bounce 10% back to Chicago Yacht Club as additional financial support. All these from Bailey Banks & Biddle (not CYC)!

Every NACA member in need of a special gift or just a treat for a special someone should visit their

local Bailey Banks & Biddle store. Or just stop in to thank them for supporting NACA and the NAI. If they get enough positive feedback, they may even sponsor the 2005 event in St. Petersburg.

CYC was also fortunate to have a host of other sponsors. Many made cash donations, plus many made 'in-kind' contributions. Land's End helped with the great shirts, Quiznos Subs provided box lunches for the event, Trincherro Winery and Heineken provided libations for the welcome party, and West Marine provided tote bags and other goodies. Blue Cross Blue Shield of Illinois, John Keno & Company, Prinmar Corporation, and McKinney Steel & Sales, Inc. made cash donations.

Naturally, it's the hard work of the local committee and the great people who attend these events that make the memories we all enjoy, but it's sponsors like these that help make events happen, and we thank them all!

Kristine Edmunds
Chicago Yacht Club

In Memoriam

Sadly, it has been reported that B.H. "Bev" Pillsworth passed away in January. Bev was commodore of NACA in 1998 and raced out of IPBA/Gulf of Georgia.

Future NAI Events

- 2005 St. Petersburg (October)
- 2006 IPBA
- 2007 San Diego
- 2008 WLECA
- 2009 NECA/NCA
- 2010 PLRANC

I Love Chicago

August 1, 2004

Greetings, NACA Members and NAI Contestants.

I love Chicago - it's my second home, and I greatly regret that I cannot be here to enjoy and celebrate the twenty-fifth anniversary of the founding of the NAI. A family medical problem forced me to cancel my trip.

I first came to Chicago when I was eight years old to see the World's Fair. I was then taken on a large sailboat that cruised off the shore of the city to view the lights and the World's Fair. From that time forward, I knew that boats would be an integral part of my life.

My next trip to Chicago was in 1942, at age twenty-two, and lasted through 1945, when World War II ended. I was a young engineer, working at the Douglas Aircraft plant that later became O'Hare International Airport. My first child was born here before moving to California. So, you can understand my real disappointment in not being with the great Chicago Yacht Club members and their guests from the many areas coming together for the NAI on this twenty-fifth anniversary.

In the 1950's, after I was introduced to log racing, Chicago became a major factor in national scoring in the name of Nicholas Giovan. Giovan was winning all the trophies year after year, when we were a division of the APBA. Only after a long winning span by Giovan did other regions finally began to win, with skippers such as Thol Simonson of Southern California Cruiser Association and St. Petersburg Yacht Club's Kell Hennessy.

Now we celebrate twenty-five years as our own North American Cruiser Association, apart and independent from the APBA. I congratulate CYC for being a wonderful host, and if I am still around when Chicago next invites us for another NAI, I would like to be there.

Congratulations to all the racers, navigators, observers, wheelmen, boat owners, yachtsmen, and guests for a wonderful event here in my second home.

Walter Del Mar
Southern California Cruiser Association

Ten Commandments

Glenn Burnes of Chula Vista Yacht Club, Chula Vista, California, wrote his own version of the Ten Commandments for the club's monthly newsletter, Fleet Sheet. With his permission, I'm printing it here, with just a few changes to make his words of wisdom apply to NACA.

1. Thou shalt utilize thy boat for the purposes intended - going places on the water and having fun.
2. Thou shalt treat thy fellow members as friends, even if thou dislikes them.
3. Thou shalt respect thy neighbors in the marina, their peace, and their vessels.
4. Thou shalt volunteer without being asked, and find a way to serve that benefits NACA and that feels good to thee.
5. Thou shalt strive to recognize the difference between making suggestions and criticizing others' efforts.
6. Thou shalt do all in thy power to conserve the environment of the water.
7. Thou shalt constantly strive to improve thy boat handling skills, that thou can be safer, enjoy thyself more, and not frighten thine fellow boaters.
8. Thou shalt not scream and yell nor berate thine crew, especially if thine crew is thine family. Single-handing can be lonely.
9. Thou shalt strive always to behave in a Corinthian manner.
10. Thou shalt always try to have fun.

Craig Contests

The recent Craig Series began with the Whit Shaffer feeder race from Marina del Rey to Long Beach on Friday, sponsored by California Yacht Club (CYC). It was a nice race in relatively smooth seas. The only problem was that some of those who expected to participate didn't make it, and there were only three boats, which doesn't fulfill our minimum number of entrants requirement for a contest. It was scored for percentage error and finish position; however, no points were awarded.

On Saturday morning, we departed Long Beach for San Diego on the ninety mile long Donaldson Leg of the Craig Race, hosted by Long Beach Yacht Club. Again, we had smooth seas but some very challenging currents. The course was somewhat unique in that the instructions for the checkpoints between Newport and San Diego specified only latitudes and left the specific longitude up to the choice of the skipper. We had an interesting choice of routes, with some going in closer to the coast-line, while others ran a bit farther out from the rhumb line.

The waypoints and checkpoints were to be located using GPS, without any time or speed indications showing. They were spaced at approximately five mile intervals, and the actual times at each were revealed to the skipper upon calling mark. Using that data, the skipper was able to calculate the current he had most recently encountered and could then attempt to make corrections for the next leg. Unfortunately, as they say in the stock market, "Past performance is not necessarily an indication of future outcome". Some skippers, therefore, experienced the marine equivalent of PIO (pilot induced

oscillations) in correcting the wrong way, then incorrectly correcting the opposite way again. Nevertheless, the great seas and weather made for a good ride, and everyone seemed genuinely happy at the awards banquet, held at San Diego Yacht Club (SDYC) on Saturday evening.

Sunday was a lay-over day at the SDYC docks. Most of the skippers enjoyed the great brunch that SDYC offers, and some played cards, while others polished up their logs for Monday's race or just plain relaxed that afternoon.

Monday morning, we departed San Diego, bound for Ensenada, Mexico, on the seventy mile Corredores de Baja leg of the Craig, this time hosted by California Yacht Club. Again, we were fortunate to be able to enjoy clear skies and mild seas. Fortunately, the course took us close in along the inside of South Coronado Island, because there was quite a bit of commercial fishing activity going on just a few yards farther off the island.

The remaining checkpoints were some of the standard calls (there aren't any navigational buoys in that part of Mexico!), with a midpoint common time call at Punta Salsipudes, which, interestingly, means, "leave if you can". We then continued on down to the South Todos Santos Island light, then turned in to finish at the Ensenada breakwater entrance. On this day, the currents were variable in magnitude but, unlike Saturday, always flowed downcoast. Again, we were given times after calling marks to enable us to attempt to compute and correct for the currents. Given their variable nature, this was rather an enjoyable challenge.

That evening, we gathered at Casa Mar restaurant in Ensenada for the revealing of the results of the Corredores leg and the presentation of the overall Craig Trophy, which is awarded for the best combined score from the two contest legs. Most of the racers chose to remain at the Ensenada Cruiseport Village Marina on Tuesday for the opening of the

(Continued on page 9)

NEW COMPETITORS

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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 the *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:

Valeria Scott, Executive Secretary
7531 Homewood Court
Pleasanton, CA 94588

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.

*NAI 2004 Was a Resounding Success
(Continued from page 1)*

At the predicted log turn-in on Saturday morning, only one pair of predicted times was close enough to warrant a start time shift. That meant that all but one vessel had a 1400 finish time prediction. The winds were now mostly calm, and the seas (or is it lakes?) had pretty well laid down. Running the course was mostly routine. There were seventeen marks required to be called (including the start and finish) but only five scored legs.

Here it should be noted that, although the course author declared (with a grin) that there "isn't any current in the lake", our measured mile numbers had shown that this wasn't exactly so! The general consensus was that the surface current should have been flowing south due to the wind and would probably turn around once the wind subsided. Also to be considered was the possibility of a Coriolis current in the southern end of the lake.

There were essentially none of the typical current indicators, such as navigational buoys, trap buoys, anchored boats, etc. to give us a clue as to what was going on while en route. Also, we didn't have any times at intermediate waypoints, and taking crab angle measurements using ranges on non-north/south courses gave inconclusive results. Therefore, correction for current was mostly based on a "gut guess". (Perhaps consideration should be given to providing some means for determining the effects of current and other speed-affecting factors on future NAIs.)

One element of the contest did allow the skipper to apply an extra bit of navigational expertise. The contest instructions stated that Intermediate Mark E was to be a point 1600 feet east of Hollywood Avenue Breakwater and that it could be located using the skipper's choice of either GPS, radar, or a stopwatch (choose only one). After careful consideration, I chose to use the stopwatch option, which gave a perfect leg and allowed for correction of the subsequent leg by taking bearings on shore landmarks to determine the vessel's actual position at the end of the timed run. My strategy worked; I

had only a one-second error on that leg.

The course first worked its way north a few miles, then south, almost as far as Indiana, with zigzags in and out between shore and the various offshore water intake cribs. After rounding the southernmost buoy, the boats began to close in on their way back up north for the common time two o'clock finish. By the time we were nearing the finish mark, the separation between boats was reduced, in some instances to less than ten feet and with no way to resolve the problem of congestion of boats on all sides. Fortunately, there were no incidents to report. (Hopefully, we will reconsider use of common finish times on future contests.) After finishing, vessels dressed ship and paraded back in, past the club.

After our finish time was revealed, we determined that we had finished about two minutes early, and that all of the boats had probably finished early. This meant that either we had had a push from a following current on what was essentially a reciprocal course (hard to imagine), or there was some other common error on the measured distance runs. I'm still trying to figure that one out, but if I had the opportunity, I would love to take some careful location readings on the measured mile markers, using GPS with WAAS or differential corrections applied. Also, I used 5280 feet for the distance, but if it really is 5307 feet, as stated on the chart, then that could give a speed that is one-half percent fast.

The wait for the results on Saturday night must have had most of the skippers on pins and needles. As it turned out, all but two had less than a very respectable 1.8 percent error. That night's well-

(Continued on page 9)

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*NAI 2004 Was a Resounding Success
(Continued from page 8)*

attended cocktail reception was charged with skippers relating their experiences on the course and speculating on their odds of a trophy.

Prior to revealing the contest results and awards, recognition was given to the fact that this was the twenty-fifth anniversary of the North American Cruiser Association.

As the results were uncovered, it was revealed that long time winning NAI contestant Haluk Akol had somehow made a major error in his predictions that was curiously close to the 15% difference between statute and nautical miles!?). As mentioned, the scores were close, with barely more than one tenth of a percent separating first through fourth places. Winner Pete Healy also won the Dave Shreve "Closest to Predicted Finish Time" Trophy. Congratulations, Pete!

Of particular significance in this NAI was the newly introduced sponsorship by Bailey Banks & Biddle. Their sponsorship is new to the NAI, and we are sincerely pleased to have them on the NACA team. Word is that they are considering continuing their sponsorship to next year's NAI in Tampa-St. Petersburg. My personal thanks to them, and I encourage all NACA participants to keep their sponsorship in mind when considering a jewelry purchase. Check them out at <http://www.baileybanksandbiddle.com>.

All in all, we had a great time in Chicago. Looking forward to seeing you at St. Petersburg Yacht Club in October 2005.

Tom Collins
Southern California Cruiser Association

*Craig Contests
(Continued from page 6)*

whimsical Todos Santos Yacht Club, held on the dock alongside of incoming TSYC Commodore Peggy Bent's *Blackjack*. It was an enjoyable opening, with the customary speeches, snacks, and beverages, followed by various games and other activities throughout the day.

On Wednesday, many of the skippers chose to travel about nine miles west of Ensenada to anchor in the South Todos Santos Island anchorage. The cruising guides state this anchorage can hold "one or two boats"; however, in the past, we have anchored as many as twenty-two boats in the cove. We weren't that many this time, but we had a good time over the two days we spent there. Everyone was on their own for the return trip up the coast, but we kept in touch via VHF, and everyone made it through United States Customs and home without incident. Once again, the seas were most agreeable. Must be proof that God is, indeed, a log racer.

Tom Collins
Southern California Cruiser Association

NACA BLAZER BULLIONS

NACA has replenished its supply of blazer badges and added staff commodore badges, with three embroidered silver stars, to its inventory
Really good looking!
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Remember:
When life hands you lemons, ask for
tequila and salt."

Did You Know?
There are 336 dimples on a regulation golf ball.
It's impossible to sneeze with your eyes open.

Craig Results

SOUTHERN CALIFORNIA CRUISER ASSOCIATION

Craig - Overall

hosted by

Long Beach Yacht Club

CONTEST # 10

July 12, 2004

DISTANCE: 99.9 NM

RESULTS

STARTED: 9

NUMBER OF LEGS: 2

HANDICAPPED

```

=====
  POS  NO  NACA F SKIPPER          VESSEL          CLUB  ERROR POINTS
=====
   1   14   20   TOM COLLINS      MISTY SEA       HHYC   0.521  982
   2    2  771   TOM SCOTT        SCOTTS `N WATER SLYC   0.559  897
   3  203   74   BOB ROTH         NIGHTWATCH      CYC    0.678  812
   4  238  705   HERB DOVER       COASTWATCHER    CYC    0.924  726
   5  320  941   TOM CHANDLER     RM II HYDE      HYC    1.378  641
   6    5  732   BILL FINDLEY     ANOTHER PROMISE CIYC   1.412  556
   7  315    0   CONRAD BANKS    MEMORY BANKS    LBYC   1.957  471
   8  290  536   J D SMITH        SAFARI          HHYC   3.526  385
   9    4  739   CRAIG RYAN      BLACK JACK      SLYC   D.N.F. 300
=====

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prepared 07/20/2004 by tom collins

SOUTHERN CALIFORNIA CRUISER ASSOCIATION

C. Whitson Shaffer

hosted by

California Yacht Club

CONTEST # 7

July 9, 2004

DISTANCE: 31.7 NM

RESULTS

STARTED: 3

NUMBER OF LEGS: 5

HANDICAPPED

```

=====
  POS  NO  NACA F SKIPPER          VESSEL          CLUB  ERROR POINTS
=====
   1  238  705   HERB DOVER       COASTWATCHER    CYC    0.279  933
   2  349 2121   BILL CATLETT     LISA MICHELLE   SLYC   1.066  617
   3  203   74   BOB ROTH         NIGHTWATCH      CYC    1.628  300
=====

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prepared 07/20/2004 by tom collins

(Continued on page 11)

Craig Results

SOUTHERN CALIFORNIA CRUISER ASSOCIATION

Craig-Donaldson Leg

hosted by

Long Beach Yacht Club

CONTEST # 8

July 10, 2004

DISTANCE: 85.0 NM

RESULTS

STARTED: 9

NUMBER OF LEGS: 8

HANDICAPPED

```

=====
  POS  NO  NACA F SKIPPER          VESSEL          CLUB  ERROR POINTS
=====
  1    2   771  TOM SCOTT          SCOTTS 'N WATER  SLYC   0.706  982
  2   14    20  TOM COLLINS        MISTY SEA        HHYC   0.748  897
  3  203    74  BOB ROTH           NIGHTWATCH       CYC    0.764  812
  4  238   705  HERB DOVER         COASTWATCHER     CYC    0.895  726
  5    4   739  CRAIG RYAN         BLACK JACK        SLYC   0.941  641
  6  320   941  TOM CHANDLER       RM II HYDE        HYC    1.240  556
  7    5   732  BILL FINDLEY       ANOTHER PROMISE  CIYC   1.487  471
  8  315    0   CONRAD BANKS      MEMORY BANKS     LBYC   3.054  385
  9  290   536  J D SMITH          SAFARI            HHYC   4.969  300
=====

```

prepared 07/20/2004 by tom collins

SOUTHERN CALIFORNIA CRUISER ASSOCIATION

Craig-Corredores Leg

hosted by

California Yacht Club

CONTEST # 9

July 12, 2004

DISTANCE: 70.5 NM

RESULTS

STARTED: 9

NUMBER OF LEGS: 6

HANDICAPPED

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=====
  POS  NO  NACA F SKIPPER          VESSEL          CLUB  ERROR POINTS
=====
  1   14    20  TOM COLLINS        MISTY SEA        HHYC   0.262  982
  2    2   771  TOM SCOTT          SCOTTS 'N WATER  SLYC   0.382  897
  3  203    74  BOB ROTH           NIGHTWATCH       CYC    0.573  812
  4  315    0   CONRAD BANKS      MEMORY BANKS     LBYC   0.620  726
  5  238   705  HERB DOVER         COASTWATCHER     CYC    0.958  641
  6    5   732  BILL FINDLEY       ANOTHER PROMISE  CIYC   1.324  556
  7  320   941  TOM CHANDLER       RM II HYDE        HYC    1.555  471
  8  290   536  J D SMITH          SAFARI            HHYC   1.697  385
  9    4   739  CRAIG RYAN         BLACK JACK        SLYC   D.N.F. 300
=====

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prepared 07/20/2004 by tom collins

Top 10 CODRINGTON TROPHY Results

Best 5 of first 5, 6, or 7 contests

08/10/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn	Contests	Total Points	Average
						Entered		Points
1	20	Collins, Tom	2004	MISTY SEA	SCCA	7	4873	975
2	878	VanLandingham Jr.,	2004	SIRIUS I	SPYC	7	4825	965
3	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	7	4742	948
4	800	Adalian, Garry	2004	JONATHAN	SDCA	7	4702	940
5	677	Doherty, Bill	2004	ALDEBARAN	SDCA	7	4645	929
6	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	7	4536	907
7	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	7	4510	902
8	296	Pettit, Paul	2004	ROSIE	SDCA	7	4507	901
9	2018	Silvernail, Chuck	2004	SOLMAR	IPBA N	6	4427	885
10	937	Denaci, Edward	2004	MICROSHIP II	SDCA	7	4294	859

Top 10 STONE TROPHY Results

Total score of 1st, 2nd, and 3rd place finishes in first 7

08/10/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Contests	Total Points	Average
						Entered		Points
1	20	Collins, Tom	2004	MISTY SEA	SCCA	7	6675	954
2	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	6	5213	869
3	775	Schwalm, Glendon	2004	PRESENT TIME	SPYC	6	4864	811
4	878	VanLandingham Jr.,	2004	SIRIUS I	SPYC	5	4825	965
5	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	5	4507	901
6	800	Adalian, Garry	2004	JONATHAN	SDCA	4	3825	956
7	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	4	3816	954
8	677	Doherty, Bill	2004	ALDEBARAN	SDCA	4	3784	946
9	296	Pettit, Paul	2004	ROSIE	SDCA	4	3655	914
10	940	Strachan, George	2003	INUIT	IPBA G	4	3552	888

Top 10 ST. PETERSBERG TROPHY Results

Best 4 of first 4 or 5 contests

08/10/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Contests	Total Points	Average
						Entered		Points
1	20	Collins, Tom	2004	MISTY SEA	SCCA	5	3886	972
2	878	VanLandingham Jr.,	2004	SIRIUS I	SPYC	5	3860	965
3	800	Adalian, Garry	2004	JONATHAN	SDCA	5	3675	919
4	296	Pettit, Paul	2004	ROSIE	SDCA	5	3616	904
5	940	Strachan, George	2003	INUIT	IPBA G	4	3552	888
6	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	5	3545	886
7	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	5	3540	885
8	2018	Silvernail, Chuck	2004	SOLMAR	IPBA N	5	3522	881
9	761	Devlin, Dick	2004	IRISH MIST	SDCA	5	3513	878
10	919	Lindal, Bob	2004	SUZY Q	IPBA N	5	3482	871

Top 10 QUEEN MARY TROPHY Results

Best 10 of first 10 or 11 contests

08/10/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Contests	Total Points	Average
						Entered		Points
1	800	Adalian, Garry	2004	JONATHAN	SDCA	9	7968	885
2	677	Doherty, Bill	2004	ALDEBARAN	SDCA	9	7745	861
3	20	Collins, Tom	2004	MISTY SEA	SCCA	8	7657	957
4	296	Pettit, Paul	2004	ROSIE	SDCA	9	7295	811
5	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	8	7099	887
6	933	Weimer, Dave	2004	JUST DESERTS	SDCA	9	6988	776
7	761	Devlin, Dick	2004	IRISH MIST	SDCA	9	6823	758
8	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	9	6307	701
9	937	Denaci, Edward	2004	MICROSHIP II	SDCA	9	6248	694
10	49	Akol, Haluk	2004	LEYLA	PLRANC	9	6218	691

NACA TROPHY ResultsBest eight of first eight or nine contests.

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08/10/2004

<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	20	Collins, Tom	2004	MISTY SEA	SCCA	8	7657	957
2	800	Adalian, Garry	2004	JONATHAN	SDCA	9	7279	910
3	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	8	7099	887
4	677	Doherty, Bill	2004	ALDEBARAN	SDCA	9	7077	885
5	933	Weimer, Dave	2004	JUST DESERTS	SDCA	9	6688	836
6	296	Pettit, Paul	2004	ROSIE	SDCA	9	6650	831
7	761	Devlin, Dick	2004	IRISH MIST	SDCA	9	6424	803
8	878	VanLandingham Jr., Robert	2004	SIRIUS I	SPYC	8	6160	770
9	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	9	6007	751
10	775	Schwalm, Glendon	2004	PRESENT TIME	SPYC	8	5963	745
11	705	Dover, Herb	2004	COASTWATCHER	SMBPF	8	5902	738
12	937	Denaci, Edward	2004	MICROSHIP II	SDCA	9	5899	737
13	49	Akol, Haluk	2004	LEYLA	PLRANC	9	5805	726
14	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	7	5574	796
15	844	Rubinstein, Irving	2004	LORELEI	SDCA	9	5486	686
16	739	Ryan, Craig	2004	BLACK JACK	SCCA	9	5396	675
17	570	Hartley, Clem	2004	VALIANT	PLRANC	8	5195	649
18	803	Schreuder, Fred	2004	FAIR LADY	PLRANC	8	5066	633
19	2018	Silvermail, Chuck	2004	SOLMAR	IPBA N	6	5019	837
20	936	Ehlers, Bob	2004	JB & ME	SDCA	8	4948	619
21	370	Henry, Mike	2004	PEACHY KEEN	IPBA N	8	4789	599
22	671	Hensley, Jack	2004	JUBILEE	IPBA N	7	4766	681
23	919	Lindal, Bob	2004	SUZY Q	IPBA N	6	4687	781
24	889	Ritter, Owen	2004	OUTBOUND	IPBA N	6	4577	763
25	732	Findley, Bill	2004	ANOTHER PROMISE	SCCA	8	4499	562
26	591	Erly, Robert	2004	LOIS	SDCA	9	4483	560
27	755	Jackman, George	2004	SPECIAL EFFECT	SCCA	6	4464	744
28	782	Timmerman, Dick	2004	VAGABOND	IPBA N	6	4412	735
29	2141	Hazelrig, Steve	0	SALARA	IPBA N	6	4386	731
30	875	Vildibill, Nancy	2004	OVER FORTY	SPYC	8	4267	533
31	805	Salerno, Ralph	2004	ANCORA	SDCA	7	4236	605
32	898	Spence, Dick	2004	KICHIGAI	IPBA N	6	4168	695
33	704	Healy, Pete	2004	JINKIES	SCCA	6	4083	681
34	2115	Calabrese, Jeff	2004	LIVING WELL	SDCA	9	4065	508
35	961	Beaman, Tom	2004	TESTAROSSA II	PLRANC	6	4040	673
36	921	Alberts, Bob	2004	BOB'S BABE	SDCA	7	3986	569
37	964	Blockhus, Burnell	2004	LOLITA	SMBPF	6	3977	663
38	950	Good, Bob	2004	MINERVA IV	IPBA G	5	3834	767
39	941	Chandler, Tom	2004	RM II HYDE	SCCA	6	3776	629
40	842	Klett/Elbon, Team	2004	KLETTITAT	IPBA N	5	3658	732
41	352	Knapp, Russ	2004	KARU	IPBA N	5	3561	712
42	940	Strachan, George	2003	INUIT	IPBA G	4	3552	888
43	655	Hansen, Rupert	2004	VIKING	SDCA	6	3539	590
44	2057	Diefendorf, Bonnie	2004	TIME OUT	PLRANC	6	3497	583
45	976	Lewis, Dave	2004	DAVEY'S LOCKER II	SMBPF	7	3480	497
46	639	Terris, MD, Gerry	2004	FAMILY AFFAIR	SMBPF	6	3438	573
47	818	Murphey, John	1999		IPBA N	4	3427	857
48	720	Lightheart, Doug	2004	WINDRUSH IV	IPBA G	5	3358	672T
48	5082	Chilson, Dick	0		SCCA	6	3358	560T
50	5133	Lambert, Neville	0		IPBA N	5	3351	670
51	909	Strandjord, Scott	2004	REDEMPTION	IPBA N	4	3349	837
52	2140	Livingston/Lurie, Team	0	QUEEN EXODUS	SMBPF	4	3304	826
53	736	Smith, J D	2004	SAFARI	SCCA	8	3265	408
54	821	Wellnitz, Jerry	2004	VENTANA	SDCA	5	3246	649
55	2121	Catlett, Bill	0	LISA MICHELLE	SCCA	6	3230	538

NACA TROPHY Results

Best eight of first eight or nine contests. Page 2 of 3

08/10/2004

<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	2127	Schachter, Mike	0		SCCA	4	3211	803
57	2159	Glantzberg, Fred	2004	SERENDIPITY	SPYC	4	3202	801
58	2071	Diefendorf, Noel	2004	TIME OUT	PLRANC	6	3128	521
59	839	Cole, Fred	2004	MOUSE TRAP	IPBA N	5	3127	625
60	67	Rohrbaugh, Duke	2004	YOU GOTTA BELIEVE	SPYC	6	3099	517
61	967	Lieberman, Karen	2004	KNOT FOR SALE	SPYC	6	2965	494
62	2085	Lorenz, Kim	2004	TIRELESS	IPBA N	4	2899	725
63	857	Downer, Jerry	2004	NOR' WESTER	IPBA S	5	2893	579
64	623	Frampton, Patrick	2002	EBONESS	IPBA G	4	2864	716
65	724	Montgomery, Lynn	2004	LIKELY LADY	IPBA N	4	2798	700
66	958	Anderson, Jim	2004	FIDALGO	IPBA S	5	2777	555
67	2095	Padgett, David	2004	SLIP AWAY	IPBA N	5	2667	533
68	5086	Gautschi, Bob	0		IPBA G	5	2642	528
69	2081	Loneran, James	2004	CASA DEL PERRO DOS	SDCA	5	2637	527
70	697	Dickson, Gordon	2003	SEA BEAR II	IPBA N	5	2601	520
71	662	Sayer, Jeff	2004	WAYWARD SUN	IPBA S	3	2595	865
72	619	Larson, Don	2004	TEWASI	IPBA S	4	2564	641
73	132	Johnson, Robert H.	2004	SCHOTTISCHE IV	IPBA N	4	2525	631
74	809	Sabuncuoglu, Sinan	2004	ALISERRA	PLRANC	4	2514	629
75	2001	Lewis, Bill	2004	SPINNER TWO	SDCA	4	2489	622
76	953	Swigard, Phil	2004	EVENTIDE	IPBA N	4	2405	601
77	54	Jepsen, Ed	2004	ROUGH & READY	PLRANC	4	2284	571
78	959	Cullen, MD, Bruce	2004	CAROLINE II	IPBA N	3	2207	736
79	717	Rothe, Bob	1999	STARLIGHT EXPRESS	IPBA N	3	2146	715
80	408	Kahlo, Jack	2004	SWEET AGNES	SCCA	4	2079	520
81	5118	Banks, Conrad	0		SCCA	3	2064	688
82	2149	Mueller, Mike	0	PERSUS	IPBA N	3	1935	645
83	971	Waters, Wayne	2004	MIRAGE	SDCA	3	1913	638
84	2089	Rude, Donald	2004	BELLA VITA	IPBA N	4	1902	476
85	348	Lentgis, Dean	2004	KALOS FILOS	IPBA N	2	1859	930
86	2976	Dominy, Tex	0		IPBA N	4	1829	457
87	669	Brooke, Tom	2004	GREAT ESCAPE II	IPBA N	2	1798	899
88	915	Rosendale, John	2004	MISTIC BLUE	IPBA N	3	1783	594
89	765	Hutchinson, Jim	2004	BET-T-ANN	SDCA	4	1779	445
90	55	Haines, Donald	2004	ONE MORE CHIME	SDCA	4	1729	432
91	2152	Galbraith, Mark	0		PLRANC	2	1682	841
92	683	White, David	2001	LAZY GAL	IPBA N	2	1660	830
93	74	Roth, Robert	1997	NIGHTWATCH	SMBPF	2	1624	812
94	2004	Adair, John	2004	PACIFIC STAR	SCCA	3	1602	534
95	926	Butzbach, Tom	2004		PLRANC	3	1571	524
96	4058	Baker, Terry	0		IPBA N	3	1506	502
97	691	Shultz, Ted	2004	BAYOU CADILLAC	IPBA N	2	1502	751
98	891	Longenecker, Leo	2004	REALITY CHECK	IPBA N	2	1431	716
99	2145	Pilon, Don	0	ELENA 1	IPBA G	4	1426	357
100	5128	Harkness, Sally	0		IPBA N	3	1208	403
101	6012	Burwell, John	0		IPBA N	2	1205	603
102	2123	Anderson, Bill	0		IPBA N	2	1195	598
103	43	Lurie, Melvin	2004	SUNRISE QUEEN	SMBPF	2	1181	591
104	710	Townsend, Elaine	2004	ILEINA MAKAI	SDCA	3	1153	384
105	5024	Walker, John	0		SCCA	2	1149	575
106	916	Zessin, Larry	2004	JENNIFER ROSE	IPBA S	3	1138	379
107	2153	Kennamer, Sherri	0	TARA	IPBA S	3	1093	364
108	865	Rumbold, Bill	2004	SUNDANCE	IPBA N	2	1026	513
109	951	Leedy, Mike	2003		IPBA N	2	978	489
110	2156	Wesssel, Mike	0	SALTY QUACKER	IPBA N	1	972	972

NACA TROPHY Results

Best eight of first eight or nine contests

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08/10/2004

<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	2155	Weisberg, Cheif	0	OLD MAN IV	IPBA N	1	949	949
112	596	Yarington, C T	2004	ENDURANCE II	IPBA N	2	938	469
113	2010	Armstrong, Dale	2001		IPBA N	1	916	916
114	2147	Woolrage, Dave	0	DAYBREAK	SCCA	2	908	454
115	2160	Hendershot, Jack	0	LA TORTUGA	SMBPF	2	868	434
116	2158	Babbit, George	0	GENERAL QUARTERS	IPBA S	1	861	861
117	607	Swan, Jeff	2004	CLAIRE MARIE	IPBA N	1	837	837
118	2144	Merritt, Don	0	ANN MARIE	IPBA N	2	810	405
119	2157	Talmey, Tim	0	LA SIRENA	IPBA G	1	799	799
120	2044	Cutler, Brian	2004	BUONA VITA	SCCA	1	793	793
121	978	Wilson, Dave	2004	SKOOKUM	IPBA N	2	786	393
122	912	Lloyd, Bud	2004	DIAMOND GIRL	SCCA	1	761	761
123	5170	Williamson, Leroy	0		IPBA N	1	698	698
124	703	Hedges, Ed	2004	JO-SEA	IPBA N	1	683	683
125	2058	Daane, Cal	2004	JENEVER	SDCA	2	677	339
126	2146	Snedden, Don	0	REEL ESCAPE	SCCA	1	646	646
127	856	Price, Colleen	2004	GRAND FINALE	IPBA S	1	645	645T
127	2161	Elowitz, Mike	0	LOVIT	SDCA	1	645	645T
129	2138	Abel, Mark	0	LEXUS	SMBPF	2	643	322
130	917	Hampton, Duane	2000		SCCA	2	638	319
131	2142	Libby, Mark	0	SALTY QUACKER	IPBA N	1	618	618
132	816	Burwell, Bill	2004	GAVIA	IPBA N	1	601	601
133	2148	Narraway, Kim	0	MARIA DEL MAR	IPBA G	2	600	300
134	3621	Olsson, Sam	0	SLO TROLL	IPBA N	1	578	578
135	3424	Bruins, Bob	0	OUR PLEASURE	IPBA N	1	558	558
136	5177	Harmon, Schell	0		IPBA N	1	516	516
137	960	Townsend, Richard	2004	VENTANA	SDCA	1	473	473
138	5169	Wickward, Gordon	0		IPBA S	1	439	439
139	2150	Garland, Dave	0	LUCKY DOG	IPBA N	1	432	432
140	2039	Bamberg, Dave	0		IPBA N	1	393	393
141	5182	Formica, Pete	0		SDCA	1	386	386
142	3522	Jensen, Roy	0	MICKEY JAY II	IPBA N	1	380	380
143	880	Burton, Jerry	2004	SEA CLOUD	IPBA S	1	360	360
144	2041	Larson, Ron	0	FREEDOM	IPBA S	1	343	343T
144	824	Greene, Steve	2004	FULLMOON	SDCA	1	343	343T
146	2143	Jessen, Ray	0	TARNHELM	IPBA N	1	320	320
147	2151	Cotey, Don	0		IPBA S	1	300	300T
147	2118	BM 1C, Ragsdale	0	OLD MAN IV	IPBA N	1	300	300T
147	3466	Alford, Dary	0		IPBA S	1	300	300T
147	651	Priestley, Richard	2004	SKAL	SPYC	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 08/10/04 are:

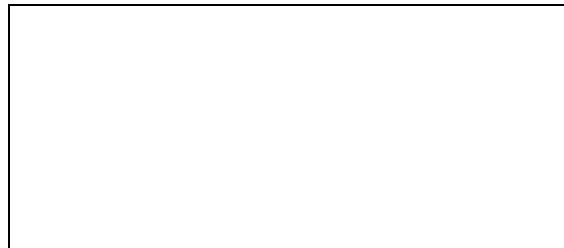
NACA	Name	Org	Date	Contest	NM	Error
#898	Dick Spence	IPBA/N	01/17/04	QCYC - First of Season	27.8	0.1566
#957	Bill Menees	IPBA/N	01/17/04	QCYC - First of Season	27.8	0.2611
#919	Bob Lindal	IPBA/N	01/17/04	QCYC - First of Season	27.8	0.4209
#717	Bob Rothe	IPBA/N	01/17/04	QCYC - First of Season	27.8	0.4423
#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
#755	George Jackman	SCCA	04/30/04	Marina Cup	29.3	0.4030
#020	Tom Collins	SCCA	06/05/04	BCYC Invitational	22.8	0.3710



Cruiser Log

The Newsletter of the North American Cruiser Association

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NAI 2004 Results

Finish	Contestant	Boat Name	Organization	% Error
1	Pete Healy	Top Hatt	SCCA	0.720
2	Tom Collins	Rip Rap	SCCA	0.782
3	Robert VanLandingham, Jr.	Rhonda C	SPYC	0.797
4	Larry Marks	Pierre's	NECA	0.833
5	Bill Stewart	Sybarite	WLCA	1.290
6	Arnold B Shaw	Cape Cod	NCA	1.467
7	Dave Lewis	Patti Jo	SMBPF	1.509
8	Bob Lindal	Mr. Magoo	IPBA/N	1.687
9	John and Peg Vignocchi	Bonita	CYC	1.713
10	Bob Good	Empty Pockets	IPBA/GG	1.756
11	Paul Pettit	Tim's Too	SDCA	3.686
12	Haluk Akol	Mirage	PLRANC	14.555