



# Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 08, Issue 05

December, 2008

## 2008 NAI According to the Winner, Ed Denaci

Dave Watier and I love to compete in predicted log races, and we had looked forward to the 2008 North American Invitational (NAI) since last December. We did not perform very well in the Barusch/Castagna, and we really wanted to somehow atone for that performance. Dave drives the boat, and I run the contest. We usually have our wives, Mary and Karen, adjusting the throttles. However, Mary was onboard our boat, *Microship II*, used by another contestant, and Karen can't handle the ocean swells.

From the time we first saw the course, we liked it. David Weimer and the committee did a great job. The one challenge was the line from near the Hotel Del Coronado through Zuniga Jetty to the lower lighthouse. Picking up Zuniga Jetty can be tough. The anticipation was that the weather would be warm, dry, and clear. We stood a good chance of at least a weak Santa Ana.

As the contest drew near, the forecast weather was grim (remember, this is San Diego). A major front was to hit with steady winds up to fifteen knots. The winds were to rotate from south to west. How were we going to plan for the winds and wind currents in the ocean? Answer: zero them and correct on the fly.

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I was incredibly lucky in drawing David Weimer's *Just Deserts*, a 36-foot single screw Grand Banks. The boat calibration verified David's data, with a minor rpm addition for the fourth person. The only substantial change was to increase the turn rate to about ten degrees per second. I decided to use the same wind correction factors for *Just Deserts* that I normally use on *Microship II*.

On Friday, after work, I entered the finish time into my Excel spreadsheet and recomputed the bay currents. Dave Watier came over and reviewed the changes. I've found that a fresh set of eyes is necessary to find errors. We also discussed the currents and reached a consensus. The forecast weather for Saturday continued to be poor.

Saturday arrived with significant cloud cover. The weather forecast was un-

(Continued on page 6)



## 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 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.

### *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

Another year has slipped by, and it's time to put the boats away for the winter in northern climes and time to retire the current bridge of NACA and replace it with new, fresh faces for 2009.

Up north, boats are out of the water and covered, but I believe California and Florida are still enjoying the weather they have. My boat is now permanently in Florida, and I hope to get down and be able to teach my son how to handle it.

My term as your commodore ends on 31 December 2008. I've enjoyed every minute of my regime, and, while we did some good things, I wish we could have been more productive in obtaining an increase in membership. That's the one ongoing project that the new bridge and all you members have to continually work to bring in more predicted loggers. We don't want to see this organization fold. There are some things in the works, such as a combination of some sort with United States Power Squadrons, since they do predicted logging of their own.

My time has been taken up lately visiting my wife, who is in the hospital for almost a month, and I'm hoping to get her home again soon.

It's been an exciting year for me, and I never dreamed I'd become commodore of such an illustrious organization. We did cap the year with a great NAI 2008 in San Diego. San Diego Yacht Club and the chairman of NAI 2008, Jeff Calabrese, and his hard working crew put on a contest and events that won't be forgotten and will set a standard for NAIs to come.

Your new bridge, headed by the new commodore, Robert VanLandingham, Jr., will now take up the reins. I've known Bob for a while now, and I'm sure he remembers when he was a contestant in Boston and drew my boat, whose compass immediately failed. Robert will make a fine commodore to lead NACA through some strenuous times, aided by his tried and true bridge. Congratulations to all

of them.

I wish all of you and your families very happy holidays and a healthy, happy, and prosperous new year. God bless you all.

**Chuck Rubin**  
Commodore

### "To Fly West.."

*"To fly West, my friend, is a flight we all must take for a final check." - Author unknown*

Our good friend, Dick Devlin, flew West on November 7, 2008. Pilot, sailor, consummate log racer, raconteur, and an out-and-out gentleman, Dick had a full life.

Dick was an Air Force pilot for twenty years, flying planes like the famed P-51, and an airline pilot for United Air Lines for thirty years, where he retired as captain, flying the Boeing 767. Dick was also an avid sailor and later an ardent log racer in his trawler, *Irish Mist*, where most of us got to know him. He was commodore of San Diego Cruiser Association, where he won more than his fair share of the local trophies, including first place for the year.

He was also commodore of Mission Bay Yacht Club and, in 2001, was named Yachtsman of the Year by the San Diego Association of Yacht Clubs.

Dick was married to his wife, Mary Alice, for 63 years, and our condolences go out to her. I'm sure that all who met Dick, with his wry smile and twinkle in his eye, will miss his presence at our future log racing functions. He will not be forgotten.

God bless you, my friend.

**Garry Adalian**  
San Diego Cruiser Association

## “Good Morning Sir..”

“Good morning, sir, have you ever been boarded by the Coast Guard?”

“Good morning to you, and, no, I have never been boarded by the Coast Guard.”

“Very good, sir. We will be coming aboard now to inspect your vessel.”

And that was my very first brush with the law here on San Francisco Bay. In the fifty-odd years I have boated on the Bay and Delta, I have never even been questioned. I was beyond the odds. Bonnie and I commented many times, particularly when we were racing, that it sure would be a drag to get boarded now. The Coasties don't brush off easily.

It was a sunny morning, and we were on our way to test out the bright shiny new autopilot my friend Robin, Bonnie, and I just installed. Some of the members of our yacht club knew about this, listening to the noise, confusion, banging, swearing, and other typical installation noises that had been occurring on *Time Out* recently.

We had just crossed under the Richmond Bridge when the Cutter *Hawksbill* lowered a RHIB with four men in it and headed our way. I was talking to Bonnie on the phone when I spotted them.

“Sorry, honey. Got to go. We are going to be boarded by the Coast Guard and inspected.”

“Shoot, an inspection and I'm going to miss it!”

“Sir, Before we board and without putting your hands in your pockets, do you have any firearms aboard?”

“No, sir.”

“Thank you, sir, we will be coming aboard now.”

Two men boarded us and introduced themselves as John and Juan. This brought a few laughs as I

asked, innocently, “Which one is which?”

They explained their mission, to inspect our boat as being compliant with current United States Coast Guard regulations. I explained that my wife and I were United States Power Squadron members, that she was the Educational Officer for Marin Squadron, and I was the Assistant Educational Officer in charge of the public boating courses. John remarked that they were glad to meet members of the Power Squadron. They actually knew of the organization, agreeing that it is the best kept secret in the boating community.

Many times, they board a boat whose operator doesn't have a clue what he or she is doing. Coasties don't know where to send them for instruction.

We proceeded with the inspection. This is what they wanted to see:

Identification of all persons aboard. I was the skipper, and my license was called in to the giant call-in place. Robin's was not called in.

Vessel documentation or registration.

Two bilge spaces for cleanliness and order. One had to be an engine space with documentation numbers showing and oil pollution placards

*(Continued on page 5)*

### NACA BLAZER BULLIONS

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

Really good looking!

Only \$25 (includes shipping and handling)

Call Bob Ehlers

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“Good Morning, Sir...”  
(Continued from page 4)

mounted in place.

“Sir, we’re going to need to see an engine space.”

“Fine, step outside.”

“Why do I have to step outside?”

“Because your big feet are on the engine hatch.”  
That got a good laugh.

“Hey, John, look at this clean bilge.” That pleased me. Further, we have a fixed fire fighting unit, and they noted that.

Running lights, sound producing device, throwable life ring or cushion, current flares, garbage placard, fire extinguishers, and PFDs (we were wearing ours, so we automatically complied). We are under 39 feet, so we didn’t need a bell, a waste disposal plan, or a set of Colregs, although we have all of them.

Throughout this exercise, John and Juan paid close attention to our actions and movements. I didn’t ask, but I expect they were looking for signs of intoxication. The only refreshment visible was coffee, and the boat was in a clean condition.

I cannot stress how much difference this made. Both of the officers mentioned that neat, shipshape boats have a much easier time with the boarding process than do sloppy, messy ones. Further, we

were friendly and agreeable. That helped speed things up as well. Messy, unorganized boats, with unhelpful boaters can drag an inspection out to an hour.

Throughout the whole boarding, we were all having a good time, laughing, joking, and generally enjoying the experience. We discussed the need for boardings, the practice the Coasties need, more education of boaters, and the premise that an educated boater is a safe boater.

They wanted contact information for the United States Power Squadrons, which I gave them. I thought it a bit odd that they never mentioned the U.S. Coast Guard Auxiliary, an excellent teaching and safety organization right under their umbrella.

As we toured the boat, they commented on the nice ride. I told them that not only was it a Grand Banks and they never roll, but further, I left the shiny new autopilot engaged, idling ahead into the wind and chop.

The whole inspection lasted about twenty minutes. We received an inspection certificate, our “get out of jail free” card. We all learned something from the encounter. At all times, the Coast Guard was friendly, courteous, and professional.

Later, looking at the inspection certificate, I noticed that the date and time on it was for the next day and for about 5:30 P.M. Go figure. I always knew the government ran to the beat of a different drummer.

Thanks for listening.

**Noel Diefendorf**  
**Predicted Log Racing Association/Northern CA**

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Old age is when you can’t quite decide whether you’ve saved too little or stayed too long.

– Robert Orben,  
from 2100 Laughs for All Occasions

(Continued from page 1)

changed. However, there was little wind. After submitting the predictions, we picked up sandwiches and made our way to *Just Deserts*. Ron Ewert, was our observer. David Weimer was already on board. He was also our scrutinizer. Thank you, David and Ron.

As we motored to just south of the start line, we found about four knots of breeze from the south. The GPS verified that 0.4 knots of flood current was flowing, as predicted. The wind that had been blowing from the south to southwest for days had blown a significant amount of kelp into the bay, and a lot of it was across the course. That's when I was again glad to have picked *Just Deserts*. The boat was not a kelp magnet.

The contest down the bay and back up was routine (as routine as my nerves would allow). As we motored south into the ocean, we saw that rain was heavy out of a black cloud to the south southwest and below the Coronado Islands. Here it comes, I thought. The wind was still about 4 to 5 knots out of the south to southwest. To read the current, I looked for kelp anchored to the bottom that could be visible below the surface. Nothing to be found.

Rounding SD1, we continued to have light wind and did get a few drops of rain. About three quarters of the way to the blind point, I looked back to CB4. I realized that we had drifted north almost 100 yards. I added rpm and had Dave drive more southerly until we intercepted the line from CB4 to the antenna array. The trip north to target buoy TG1 and on toward the Hotel Del Coronado was uneventful. I was able to pick up Zuniga Jetty in plenty of time. Shortly after turning to head to CB6, the wind picked up to 9 knots. After adding rpm, the wind picked up to 13 knots. I added enough rpm to add 0.255 knots. That put a big knot in my stomach. Big risk. It turned out to be correct.

After turning north at CB6, I looked for signs of current. As expected, I saw nothing at CB6 and CB8. However, we were to have 0.28 knots at

CB10. I did not see it. Hmmm! As we approached CB12, I looked for the 0.425 knots ebb that was expected. I saw nothing. I quickly estimated how much speed I had to drop to correct for the missing ebb current. I pulled back for a drop of half a knot from CB12 to the finish at CB14. Again, I was correct (nearly).

After the finish, I quickly computed my percent error. Oh, my! Then I realized that we had completely missed the front. It never got cold and never got windy. We did have kelp. Other than that, we had a glorious day. Dave drove a terrific course. I had really missed my throttle jockeys.

The awards banquet at San Diego Yacht Club was excellent (as usual). As a side note, San Diego Yacht Club hosted all of the boats except those at Southwestern Yacht Club, making the logistics for the San Diego Cruiser Association and contestants much easier. Thank you very much, SDYC. Now to the battle of nerves driven by David Weimer during the peel-off. Through the next to last leg, three contestants could have won. David dragged the last leg peel-off to such a degree that Mary had to remind me to breathe.

The NAI was great fun. I'm looking forward to defending next year.

Ed Denaci  
San Diego Cruiser Association

<b>FUTURE NAI EVENTS (Tentative)</b>	
• 2009	Seattle, Washington
• 2010	Long Beach, California
• 2011	St. Petersburg, Florida
• 2012	San Francisco, California

<b>NACA FLAGS</b>
NACA flags are available for purchase. Only \$25.00 each Call Bob Ehlers at 619.222.9446

**Coastal Explorer Trophy\* (NACA Championship)**

10/31/2008

Best eight of first eight or 9 contests entered

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Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	6135	Dale King	KINGS X	SCCA	9	7641	955
2	800	Garry Adalian	JONATHAN	SDCA	9	7429	929
3	20	Tom Collins	MISTY SEA	SCCA	9	7283	910
4	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	9	7048	881
5	370	Mike Henry	PEACHY KEEN	IPBAN	9	6914	864
6	705	Herbert Dover	COASTWATCHER	SMBPF	9	6823	853
7	937	Edward Denaci	MICROSHIP II	SDCA	9	6649	831
8	755	George Jackman	SPECIAL EFFECT	SCCA	9	6418	802
9	2123	Bill Anderson	THE TILLIE	IPBAN	9	6353	794
10	771	Tom Scott	SCOTT'S'N'WATER II	SCCA	9	6125	766
11	2095	David Padgett	SLIP AWEIGH	IPBAN	8	5976	747
12	839	Fred Cole	MOUSE TRAP	IPBAN	9	5958	745
13	933	David Weimer	JUST DESERTS	SDCA	9	5930	741
14	919	Bob Lindal	SUZY Q	IPBAN	9	5843	730
15	739	Craig Ryan	BLACK JACK	SCCA	9	5764	720
16	936	Bob Ehlers	JB & ME	SDCA	9	5672	709
17	2115	Jeff Calabrese	LIVING WELL	SDCA	9	5176	647
18	964	Burnell Blockhus	LOLITA	SMBPF	9	5132	642
19	619	Don Larson	TEWASI	IPBAS	8	5038	630
20	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	8	4951	619
21	591	Robert Erly	LOIS	SDCA	9	4874	609
22	5024	John Walker	PRIME TIME	SCCA	8	4746	593
23	2140	Team Lurie/Livingston	SUNRISE QUEEN	SMBPF	8	4636	580
24	983	George Babbit	GENERAL QUARTERS	IPBAS	6	4413	736
25	844	Irving Rubinstein	LORELEI	SDCA	7	4394	628
26	2085	Kim Lorenz	TIRELESS	IPBAN	5	4298	860
27	2007	Michael Fontaine	TUFFY	SDCA	8	4253	532
28	2057	Bonnie Diefendorf	TIME OUT	PLRANC	5	4179	836
29	941	Tom Chandler	RM II HYDE	SCCA	8	4065	508
30	958	Jim Anderson	FIDALGO	IPBAS	6	4004	667
31	889	Owen Ritter	OUTBOUND	IPBAN	6	3960	660
32	805	Ralph Salerno	ANCORA	SDCA	9	3905	488
33	981	Michael Elovitz	LOVIT	SDCA	9	3873	484
34	955	Bill Grady	THOR	IPBAN	4	3808	952
35	2071	Noel Diefendorf	TIME OUT	PLRANC	5	3691	738
36	883	Fay Baynard	PHASE OUT	SPYC	5	3630	726
37	6239	Daryl Creighton	FREE SPIRIT	SCCA	7	3497	500
38	732	Bill Findley	ANOTHER PROMISE	SCCA	6	3317	553
39	984	Steve Hazlerig	SOLARA	IPBAN	4	3219	805
40	348	Dean Lentgis	KALOS FILOS	IPBAN	4	3195	799
41	2018	Chuck Silvernail	SOLMAR	IPBAN	6	3137	523
42	736	JD Smith	SAFARI	SCCA	6	3126	521
43	677	Bill Doherty	ALDEBARAN	SDCA	5	3092	618
44	132	Robert Johnson	SCHOTTISCHE IV	IPBAN	6	3017	503
45	909	Scott Strandjord	REDEMPION	IPBAN	4	2938	734
46	6123	Peter Dawson	GRIFFIN	SPYC	4	2862	716
47	857	Jerry Downer	NOR'WESTER	IPBAS	4	2837	709
48	6224	Team Frankel/Terris	KINDRED SPIRIT	SMBPF	6	2798	466
49	803	Fred Schreuder	FAIR LADY	PLRANC	5	2756	551
50	724	Lynn Montgomery	LIKELY LADY	IPBAN	4	2729	682
51	821	Jerry Wellnitz	VENTANA	SDCA	3	2701	900
52	6231	Marla Brown	SLIP AWEIGH	SCCA	5	2560	512
53	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	4	2558	640
54	74	Robert Roth	NIGHTWATCH	SCCA	4	2520	630
55	6237	Maurice McGough	QUOTIDIAN	SPYC	5	2498	500

\*Sponsored by Rose Point Navigation Systems 425.605.0985

**Coastal Explorer Explorer Trophy\* (NACA Championship)**

Best eight of first eight or 9 contests entered

10/31/2008

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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>
56	761	Dick Devlin	IRISH MIST	SDCA	4	2131	533
57	6209	Andy Gerde	WINDY-I	IPBAN	4	1974	494
58	697	Gordon Dickson	SEA BEAR II	IPBAN	3	1927	642
59	704	Pete Healy	JINKIES	SCCA	3	1909	636
60	959	Bruce Cullen	FANTOME	IPBAN	3	1904	635
61	2134	Ron Uebbing	HI-YA	WLECA	2	1764	882
62	6205	Mary Baird	FAIR LADY	PLRANC	4	1751	438
63	6215	George Gregg	NOBLE	IPBAS	5	1683	337
64	703	Edward Hedges	JO-SEA	IPBAN	3	1668	556
65	6247	Noreen Mullins	FINALLY	WLECA	2	1598	799
66	6122	Don Murrury	KARA ANNE	SPYC	2	1598	799
67	6133	Janice Berner	APRES SOL	SPYC	2	1598	799
68	6132	Mike Lovchuk	AMORE CHARLES	SPYC	3	1550	517
69	6219	Dennis Sheehan	40 CUBITS	IPBAS	2	1474	737
70	607	Jeff Swan	CLAIRE MARIE	IPBAN	2	1457	728
71	6021	Gary Coles	SOPHISTICATED LADY	WLECA	2	1432	716
72	4058	Terry Baker	CHOPPERS II	IPBAN	3	1404	468
73	865	Bill Rumbold	SUNDANCE	IPBAN	2	1393	696
74	6234	Ken Case	RAZZLE	IPBAN	2	1280	640
75	442	Cliff Casad	TAURUS II	IPBAN	2	1181	590
76	6143	Neil McClelland	FOREVER	IPBAGG	2	1162	581
77	6223	Joe Roubal	SWELL DANCER	SCCA	3	1114	371
78	5086	Bob Gautschi	SIRENA	IPBAGG	2	1100	550
79	950	Bob Good	MINERVA IV	IPBAGG	2	1100	550
80	6242	Loretta Schutter	SISSY DOLL	IPBAN	2	1082	541
81	891	Leo Longenecker	REALITY CHECK	IPBAN	2	1019	510
82	6210	Glenn Ryan	AMNESIA	IPBAN	2	1018	509
83	5177	Schell Harmon	HALF SCHELL	IPBAN	3	1011	337
84	6216	Chuck Irwin	LAUGHIN PLACE	IPBAS	1	991	991
85	2056	Dave Charnet	DOLPHIN (WLECA)	WLECA	1	954	954
86	861	Raymond Gorski	GREAT BEAR	IPBAN	1	939	939
87	712	William Stewart	TUITION FREE	WLECA	2	932	466
88	6110	David Cover	MOONDANCE	IPBAS	2	844	422
89	2120	Jim Richards	EXPLORER	IPBAN	1	828	828
90	352	Russ Knapp	KARU	IPBAN	1	820	820
91	6222	Ran Wyder	FAIR LADY	PLRANC	2	818	409
92	725	Michael S. Chiles	CHILES PLAY	SCCA	2	813	406
93	720	Doug Lightheart	WINDRUSH IV	IPBAGG	2	787	394
94	818	John Murphey	HOMBRE	IPBAN	1	772	772
95	6142	Charles Billings	NOBSKA	IPBAN	1	772	772
96	967	Karen Lieberman	KNOT FOR SALE	SPYC	2	766	383
97	5151	Dale Ellis	CHACKIT UP	WLECA	1	736	736
98	917	Duane Hampton	FRESH START	SCCA	2	725	362
99	2016	Dan Frank	MOON SHINE	IPBAN	1	717	717
100	6236	Rich Dixon	TWO DADS DREAM	IPBAN	2	713	356
101	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	2	656	328
102	6241	Phil Osterli	NORDIC SPIRIT	IPBAN	1	646	646
103	655	Rupert Hansen	VIKING	SDCA	1	643	643
104	6101	Bill Baxter	MY LIZZY TOO	IPBAN	1	628	628
105	6235	Tom Wolleback	LYSGAARD	IPBAN	1	618	618
106	6246	David Miller	SEA NYMPH II	IPBAS	1	605	605
107	6233	Robin Coleman	CLOUD 9	SCCA	2	600	300
108	6119	Rich Vale	MEGA BYTES	WLECA	2	600	300
109	892	Jim Kilingsworth	DAISY	IPBAN	1	592	592
110	6139	Bud Smith	PATTY WAGON	IPBAN	1	578	578

\*Sponsored by Rose Point Navigation Systems 425.605.0985



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109	892	Jim Kilingsworth	DAISY	IPBAN	1	592	592
110	6139	Bud Smith	PATTY WAGON	IPBAN	1	578	578
111	2020	Larry Reierson	NORTHERN COMFORT	IPBAN	1	550	550
112	6103	Del Hoffman	CAMEA BRANDON	IPBAN	1	550	550
113	6214	JR Collier	SPELLBOUND	IPBAS	1	522	522
114	6227	Myron Scherer	STARLING	WLECA	1	518	518
115	2081	James Loneragan	CASA DEL PERRO DOS	SDCA	1	506	506
116	6238	Gary Dove	MOON SHINE	IPBAN	1	502	502
117	2004	John Adair	PACIFIC STAR	IPBAS	1	494	494
118	2150	David Garland	LUCKY DOG	IPBAN	1	494	494
119	564	Theodore Schultz	BAYOU CADILLAC	WLECA	1	473	473
120	851	Bob Wheeler	CAROUSEL	IPBAS	1	467	467
121	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	1	454	454
122	6107	Vern Smith	PATTY WAGON	IPBAN	1	445	445
123	3424	Bob Bruins	OCEAN PEARL	IPBAN	1	439	439
124	6244	Dick Schultz	HONEY BEAR	IPBAS	1	386	386
125	6232	John Carrosino	RENDEZVOUS	IPBAN	1	383	383
126	963	Dan Robinson	LUCKY GIRL	IPBAN	1	383	383
127	6140	John Rodgers	NIRVANA	IPBAN	1	373	373
128	6250	Mike Dwight	ENCHANTER	SCCA	1	357	357
129	5002	Paul Williams	MYSTIFIED	SCCA	1	346	346
130	6218	Dick Sapp	CASCADIA	IPBAS	1	343	343
131	2976	Tex Dominy	AFTER 5	IPBAN	1	300	300
132	6243	Firman Smith	LYRIC	IPBAN	1	300	300
133	296	Paul Pettit	ROSIE	SDCA	1	300	300
134	6245	Robert Malicki	ENDEVOUR	WLECA	1	300	300

\*Sponsored by Rose Point Navigation Systems 425.605.0985

**2008 North American Cruiser Association 500 Club**

NACA #	CONTESTANT	ASSN.	DATE	CONTEST	% ERROR
937	Ed Denaci	SDCA	11/17/07	Harbor 4 of 4	0.4872
955	Bill Grady	IPBA/N	01/14/08	First of Season	0.2820
833	Dale King	SCCA	03/28/08	Schulz Easter Catalina	0.4160
2085	Kim Lorenz	IPBA/N	04/12/08	Eagle Harbor Navigation Contest	0.4288
959	Bruce Cullen	IPBA/N	04/26/08	West Sound Easy Pickin's	0.2076
370	Mike Henry	IPBA/S	04/26/08	West Sound Easy Pickin's	0.2126
857	Jerry Downer	IPBA/S	04/26/08	West Sound Easy Pickin's	0.3032
939	Don Larson	IPBA/S	04/26/08	West Sound Easy Pickin's	0.3899
944	Bill Anderson	IPBA/N	04/26/08	West Sound Easy Pickin's	0.4070
919	Bob Lindal	IPBA/N	04/26/08	West Sound Easy Pickin's	0.4572
982	George Babbitt	IPBA/S	04/26/08	West Sound Easy Pickin's	0.4761
833	Dale King	SCCA	07/12/08	Craig -Donaldson Leg	0.2250
755	George Jackman	SCCA	07/12/08	Craig -Donaldson Leg	0.4160
20	Tom Collins	SCCA	07/12/08	Craig -Donaldson Leg	0.4930
833	Dale King	SCCA	07/14/08	Craig - Overall	0.4060
800	Garry Adalian	SDCA	07/26/08	Bluewater 3 of 4	0.4385
755	George Jackman	SCCA	08/22/08	Pabst	0.4780
20	Tom Collins	SCCA	09/19/08	Shoreline Invitational	0.4160

**RMS Queen Mary**

10/31/2008

Best 10 of first 11 contests entered

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	800	Garry Adalian	JONATHAN	SDCA	11	9332	933
2	6135	Dale King	KINGS X	SCCA	9	8397	933
3	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	10	8292	829
4	937	Edward Denaci	MICROSHIP II	SDCA	11	8189	819
5	705	Herbert Dover	COASTWATCHER	SMBPF	11	8109	811
6	755	George Jackman	SPECIAL EFFECT	SCCA	11	7961	796
7	771	Tom Scott	SCOTTS'N'WATER II	SCCA	11	7881	788
8	20	Tom Collins	MISTY SEA	SCCA	9	7839	871
9	370	Mike Henry	PEACHY KEEN	IPBAN	10	7698	770
10	2123	Bill Anderson	THE TILLIE	IPBAN	10	7644	764

**St. Petersburg YC Perpetual**

10/31/2008

Best 4 of first 5 contests entered

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	937	Edward Denaci	MICROSHIP II	SDCA	5	3876	969
2	6135	Dale King	KINGS X	SCCA	5	3850	962
3	955	Bill Grady	THOR	IPBAN	4	3808	952
4	370	Mike Henry	PEACHY KEEN	IPBAN	5	3734	934
5	2085	Kim Lorenz	TIRELESS	IPBAN	5	3637	909
6	800	Garry Adalian	JONATHAN	SDCA	5	3590	898
7	20	Tom Collins	MISTY SEA	SCCA	5	3587	897
8	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	5	3500	875
9	2057	Bonnie Diefendorf	TIME OUT	PLRANC	5	3443	861
10	705	Herbert Dover	COASTWATCHER	SMBPF	5	3409	852

**Herbert L. Stone Perpetual**

10/31/2008

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

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	6135	Dale King	KINGS X	SCCA	6	5768	961
2	800	Garry Adalian	JONATHAN	SDCA	6	5475	912
3	20	Tom Collins	MISTY SEA	SCCA	6	5313	886
4	937	Edward Denaci	MICROSHIP II	SDCA	5	4749	950
5	2057	Bonnie Diefendorf	TIME OUT	PLRANC	5	4179	836
6	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	4	3842	960
7	370	Mike Henry	PEACHY KEEN	IPBAN	4	3827	957
8	955	Bill Grady	THOR	IPBAN	4	3808	952
9	705	Herbert Dover	COASTWATCHER	SMBPF	4	3694	924
10	2071	Noel Diefendorf	TIME OUT	PLRANC	5	3691	738

**George M. Codrington Perpetual**

10/31/2008

Best 5 of first 7 contests entered

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	6135	Dale King	KINGS X	SCCA	7	4860	972
2	937	Edward Denaci	MICROSHIP II	SDCA	7	4749	950
3	370	Mike Henry	PEACHY KEEN	IPBAN	7	4682	936
4	800	Garry Adalian	JONATHAN	SDCA	7	4643	929
5	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	7	4642	928
6	20	Tom Collins	MISTY SEA	SCCA	7	4451	890
7	755	George Jackman	SPECIAL EFFECT	SCCA	7	4445	889
8	705	Herbert Dover	COASTWATCHER	SMBPF	7	4374	875
9	2085	Kim Lorenz	TIRELESS	IPBAN	5	4298	860
10	933	David Weimer	JUST DESERTS	SDCA	7	4200	840

Complete standings are available on NACA website at: <http://www.predictedlog.org>



## 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 \_\_\_\_\_

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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



## Get Serious!

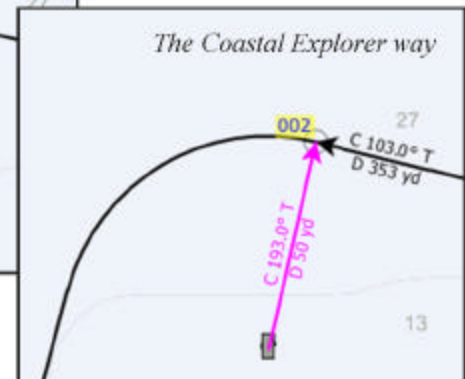
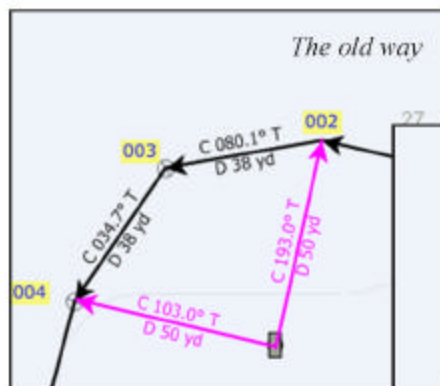
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