



# Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 04, Issue 04

July, 2004

## Twenty-fifth Anniversary of NAI

The history of power cruiser racing dates back to the earliest days of motor-driven craft. The American Power Boat Association (APBA), organized in 1903 and incorporated in 1918, led the cruiser racing, with help from United States Power Squadrons and United States Coast Guard Auxiliary.

About 1930, a new system of power cruiser competition, the predicted log contest, was developed. Here started a highly structured and complicated set of rules, regional chairmen, and sanctioning fees. The 1955 book of rules and instructions was seventy-five pages of tight control.

### Inside This Issue:

<i>Who's Who in NACA</i>	2
<i>Cruiser Log Deadlines</i>	2
<i>NAI Schedule</i>	2
<i>Mr. Bill, Mr. Bill</i>	3
<i>In Memoriam</i>	3
<i>E-Mail Update</i>	3
<i>Association News</i>	4
<i>Quote from the Woods</i>	4
<i>Who's Steven Wright?</i>	4
<i>NAI Stuff</i>	4-7
<i>Barusch Stuff</i>	8-10
<i>Mel Changes His Mind</i>	11
<i>Tom's Opinion</i>	12
<i>Ryans' Song</i>	13
<i>Spring Fling</i>	14
<i>What Dogs Teach Us</i>	14
<i>The Perfect Clock</i>	15
<i>Where Do You Stand?</i>	16-19
<i>500 Clubbers</i>	19

Log contests under APBA were known as the Cruiser Division and were headed by James D. Paris in New York, King Brugman in Los Angeles, and, lastly, Walter Del Mar in 1976. APBA created some classy trophies, but the rules restricted local desires and needs.

This is the twenty-fifth year of the current North American Cruiser Association (NACA), which was formed in 1979 at our first North American Invitational (NAI), held in Detroit, Michigan. During these past twenty-five years, thanks to many dedicated cruiser people, we became a strong, vibrant, and vigorous activity. Our success is much due to allowing each area to deal with local problems concerning NACA guidelines.

As we look to the future, we face the need to deal with technology changes to our equipment and the cost of our sophisticated and more complex boats. The challenges of the next twenty-five years will be met, because we are sailors, boaters, and seamen and will survive.

I am looking forward to August, when Chicago Yacht Club will host NAI 2004 and help celebrate this twenty-fifth anniversary. Some may recall when CYC racer Nicholas C. Giovan set many winning scores.

Racer, navigator, wheelman, observer, crew, and guests - these are the people and friends who make the stories and memories of twenty-five great years.

**Walter Del Mar**  
Southern California Cruiser Association



## 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

<b>Submit by:</b>	<b>For publication in:</b>
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

There are two types of people in this world: generalists and specialists. Generalists are more interested in what people are talking about, and specialists are interested in what they are saying.

As a physicist, I have spent my entire adult life as a specialist. However, I am quickly finding that a commodore must be a generalist if he is to remain sane! I have two commodore jobs this year (they were suppose to be staggered, but life doesn't always work the way we plan). I am also the United States Power Squadrons® District Assistant Education Officer, and, about half way through this year, I am beginning to wonder why and if I really ætired.

Being on the board or bridge of several volunteer organizations, one quickly appreciates the dedication and service that NACA gets from its members, bridge, and past commodores.

Two people who do an outstanding job for NACA are:

Tracy Wichmann, on the Yearbook  
Elaine Townsend, on *Cruiser Log*

I receive publications from several organizations;

none are more professional-looking than our NACA yearbook and newsletter. Thank you, Tracy and Elaine.

The yearbook is soon to arrive, and NAI 2004 planning is running very smoothly. We will have a participant from all the associations at NAI in Chicago this year. Best of luck to all the competitors and their teams.

The article on predicted log racing referenced in my last column was featured in the May issue of the BoatU.S.® magazine. Please use this article as a springboard to let people know about predicted logging and local contests in your association's membership recruitment.

Please get your scores to Clem Hartley. It is nice to see the year's scores as they happen, instead of a big clump at the end of the year.

Finally, let the NAI 2004 Committee know your intentions. Advanced information allows planning that makes things run smoothly. Let's everyone enjoy the event.

**Bill Stewart**  
Commodore

## In Memoriam

Deepest sympathy goes to Peggy Vignocchi of Chicago Yacht Club. Her father passed away on Sunday, May 16, 2004.

Longtime New England Cruiser Association member Ann Harrold, wife of Bob Harrold, died after a fall broke her hip. Our thoughts are with you, Bob.

## Change of Address

Please update your NACA directory to reflect the following change:

Fay Baynard has changed her e-mail address to:  
PhaseOut618@msn.com

You can use this address to send her e-mail and to send instant messages, using MSN Messenger or MSN Explorer's Online Contacts.

## Association News

**NECA** - Joe and Sandy LeBlanc are happy to have before-dinner cocktails in daylight again.

The LeBlancs are also proud to announce that they have welcomed two more grandchildren into their family. On March 22, 2004, Danielle LeBlanc was born to Matt and Colleen, making them the idyllic family. Danielle shares the same red hair coloring as her father Matt and brother Benjamin. Ason was born to Alison and Andrew on May 4, 2004. Big sister Eve will enjoy mothering him.

Welcome to new members Noel Carmichael, Paul McDougall, and Jack Mullane.

NECA's web site is still alive and kicking, and they have purchased their new domain name. Catch their web site at: [www.home.switchboard.com/NECA-Predicted-Logging](http://www.home.switchboard.com/NECA-Predicted-Logging).

New teaching credentials were awarded to Joe LeBlanc, Bob Fiorentino, Carl Johnson, and Larry Marks, who started PLC School. Six students participated in their first class.

Chuck Rubin offers information about these helpful websites:

For NOAA Charts: <http://www.chartmaker.ncd.noaa.gov>  
For Tides and Currents: <http://www.tbone.bikol.sc.edu/tide>

## Quote from the Woods

"I'm just a golfer, man. I chase a little white ball around and work on my farmer tan."

*Tiger Woods, after someone suggested that he was the biggest celebrity in the Hamptons, the site of the recent U.S. Open.*

## NAI 2004 is Cruisin' to Chicago

This year, Chicago Yacht Club will host the North American Invitational in Chicago, Illinois, from August 3 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 was June 1, 2004, so if you didn't made your reservations early, you may have to make other arrangements. 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.

Contestants should have received their registration packets by now. If you have any questions, please contact:

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

## Who's Steven Wright?

*If you're not familiar with the work of Steven Wright, he's the guy who once said:*

I woke up one morning and all of my stuff had been stolen...and replaced by exact duplicates.

If everything seems to be going well, you have obviously overlooked something.

Borrow money from pessimists - they don't expect it back.

The early bird may get the worm, but the second mouse gets the cheese.

Depression is merely anger without enthusiasm.

## Going to NAI 2004? Things to Do When You Aren't on the Water

While you are in Chicago, take advantage of all the city has to offer! Since there are far too many attractions and events to detail here, we've included an extensive list of informative websites that will help you plan your trip and *enjoy our home!*

The Chicago Visitor Center is at the historic Water Tower Pumping Station (one of the few buildings to survive the Chicago Fire in 1871), located at 163 E. Pearson at Michigan Avenue (Tuesday-Friday, 10:00 a.m. - 6:00 p.m., Saturday, 10:00 a.m. - 6:00 p.m., Sunday, 12:00 noon - 5:00 p.m.). You'll find a wealth of information here.

If you want to plan your trip before you leave home, check out this overview of things going on in the city while you are in town. Check out the Chicago Visitor's Bureau; for a complete listing of events, just type in the dates you'll be in town.

[http://www.chicago.il.org/event\\_calendar.html](http://www.chicago.il.org/event_calendar.html)

### Transportation

Taxis are always available at your doorstep, and we'll call them for you when you are ready to leave the yacht club, but don't hesitate to take advantage of our public transportation. You can purchase a Visitor Pass for the buses and trains at:

<http://www3.yourcta.com/product.asp?catalog%5Fname=CTA&category%5Fname=&product%5Fid=vp>. This site also offers comprehensive route maps.

Chicago offers **free** trolley service to many attractions and shopping locations in the city. You can even catch a trolley right outside your hotel. For a route map, click here:

<http://www.cityofchicago.org/Transportation/trolleys/TrolleyMaps.html>

### Shopping

State Street, with the historic Marshall Field's and Carson Pirie Scott stores (worth seeing just for the architecture) is only two blocks west of your hotel.

<http://www.statestreetchicago.cc/shopping.htm>

Your hotel is located on Michigan Avenue, but the "Magnificent Mile" – known for stores like Nordstrom's, Neiman Marcus, Bloomingdale's, Saks Fifth Avenue, and vertical shopping centers like Water Tower Place, One Mag Mile, and Chicago Place in the north end of Michigan Avenue – is north of the Chicago River. Hop on a bus or a free trolley or take a taxi for easy access to this "dangerous" area.

<http://www.themagnificentmile.com/>

### Dining

While Chicago Yacht Club has many events planned for you, there is an endless list of amazing restaurants in the city, many of which are easily accessible from the yacht club or your hotel.

<http://www.zagat.com/browse/index.asp?MID=kw14overture>

### Museums and Galleries

Art in Chicago could be an endless list. Check out these sites for details:

Embrace Art in Chicago: Summer 2004

[http://www.877chicago.com/summer\\_greetings.html](http://www.877chicago.com/summer_greetings.html)

Art Institute of Chicago – virtually across the street from your hotel. This world class museum is a "must see", and this summer, they are featuring the art of George Seurat.

<http://www.artic.edu/aic/index.html>

<http://www.artic.edu/aic/exhibitions/seurat/seurat.html>

Chicago's Museum Campus, which includes the Field Museum of Natural History, the Shedd Aquarium, and the Adler Planetarium (all amazing museums), is just south of your hotel. Check out the featured exhibits this summer at:

<http://fieldmuseum.org/>

<http://sheddaquarium.org/>

<http://www.adlerplanetarium.org/>

(Continued on page 12)

☐ Please enter my reservations for the 2004 North American Invitational Championship events shown below.

☐ Indicate the number of persons in your party who will attend each event.

☐ **Please print your information. Thank you.**

#	Cost	Total Cost	Date	Event	Note
N/A	Open Dining	N/A	Tuesday, August 3, 2004	Registration 1500-1900	Open dining available at the Club (using Visa/MasterCard)
	Complimentary	N/A	Wednesday, August 4	Cocktail Reception 1800-2030	Located under tented patio
	\$30.00		Thursday, August 5	Belmont Buffet Dinner 1800-2200	Located at Belmont Station
	\$50.00		Saturday, August 7	Awards Dinner and Presentation 1830-2200	Located in Main Dining Room
	Total				Prices include service and sales tax

**1. Please return this form by July 15 with your check payable to:** Chicago Yacht Club  
Attn: NAI 2004  
400 East Monroe  
Chicago, Illinois 60603

**2. You may present a credit card to the Chicago Yacht Club upon arrival and receive a guest pass.**

Complete this form below for each person in your group. This information will be used to prepare name badges and event admittance tags.

- (1) Name to be shown on badge
- (2) Indicate: Boat Owner, Contestant, Navigator, Helmsman, Crew Guest, Association Officer, IBPA Staff, etc.
- (3) Indicate Association: CYC, IPBA/S, IPBA/G, IPBA/N, NECA, NCA, PLRANC, SCCA, SMBPF, SDCA, SPYC, NACA, WLECA
- (4) If officer of an association, indicate title
- (5) Check if person will attend Registration 8/3
- (6) Check if person will attend Cocktail Party 8/4
- (7) Check if person will attend Belmont Buffet Dinner 8/5
- (8) Check if person will attend Awards Dinner 8/7
- (9) Check if paid with reservation request

[illegible]

## Official NAI 2004 Shirt Order Form

Lands' End Business Outfitters is an official sponsor of the NAI 2004, hosted by Chicago Yacht Club.

We have a fabulous choice of shirts, available in Men's or Women's in a wide range of sizes, all with the official NAI 2004 Chicago Logo embroidered on them.

Item	Sizes Available	Unit Cost
Heavyweight Denim Long Sleeve Shirt, Color: Light Antique Indigo	Men's Reg. S-XXL Women's Reg. S-XL	\$49.00
Chambray Short Sleeve Shirt Color: Bleached Indigo	Men's Reg. S-XXL Women's Reg. S-XL	\$40.00
Mesh Polo Shirt Color: White	Men's Reg. S-XXL Women's Reg. XS-XL	\$32.50

Item	Size	Quantity	Cost	Total
Grand Total				

Make check payable to Chicago Yacht Club

Send form with payment by July 15, 2004 to:  
Chicago Yacht Club  
Attention: NAI 2004  
400 East Monroe Street  
Chicago, IL 60603

## 2004 Barusch According to Bob Lindal

I compete in predicted log contests with a three person team: my brother Doug is mostly on the helm, I navigate, and Jeff Ewell helps us both, especially to avoid errors - mostly on the water, but also in the prep work.

Doug is the salesman in the family, and Jeff and I are engineers. I do the calculations and plotting with Jeff's assistance, and Doug is in charge of the fun part - the social side. In International Power Boat Association (IPBA), "Log Racing Is a Social Event". We have found that we do better when we have a three man team. There are fewer mistakes, better decisions on the water, and another set of experienced eyes.

We are obviously pleased with our second win in three years of both the Barusch and Castagna. The major credit has to go to the other racers on the IPBA team, especially Lynn Montgomery, Dean Lentgis, and Jerry Downer, who had raced in San Diego before. Their past experience and advice was a major factor. None of my team or the other IPBA/ North team, Bill Menees, Pete Werbelo and Jeff Swann, with whom we combined to win the Castagna team trophy, had even been on the water in San Diego before.

Our club and IPBA are very open and share knowledge, even in inter-club and intra-club races. For instance, Queen City Yacht Club holds a study session during the week prior to every race, and we all review our strategies and current predictions. Furthermore, it is open to everyone. We believe it is an excellent way to encourage new racers and demystify the sport. I have been racing for only five years; Bill Menees, for four. The sharing of knowledge by the veterans is a major factor in both our successes.

For the Barusch, we were also fortunate to have drawn two experienced boaters and United States Power Squadrons members, Bob Hubbard and Steve Bakalis, as observers. They were well organized and meticulous. This proved especially true when another boat protested our passing a buoy,

even though they were nearly a mile behind us in four-foot seas. When questioned by the judge, our observers said, "I don't recall on which side they passed that particular buoy, but I am sure they passed every buoy on the proper side." That protest would have definitely dropped us from the top spot.

We were very unsure when we found we had drawn the oldest boat in the fleet, Paul Pettit's 36-foot Grand Banks, *Rosie*, and that we had to limit the amount of throttle adjustment to about 6%, rather than the allowable 10%. However, the boat had won a lot of races over the years, so it had to be a good racing boat - which it was. It was slow but steady and easy to handle; in a four-and-a-half hour race, you don't want to have to fight the wheel or the seas. Even the lack of throttle adjustment proved a blessing. If we had more, we most likely would have made the classic log racing mistake of over-correcting.

We saw that there was almost no (!) current on Channel Buoy R32, and we had predicted a lot of help. We added only about 5% for the balance of the leg, since we didn't know what the maximum would feel like; we hadn't run *Rosie* that fast. That was a great leg - only four seconds, but fast. Any more throttle would have hurt us. The next leg had the same situation of less current help than predicted. We did add a little more throttle but still did not add the maximum. We could have used more but added only a little, as we were twenty seconds slow, and a full 10% adjustment would have made us fast. *Rosie* saved the day.

We enjoy the challenge of log racing and the camaraderie of a "gentlepersons" sport. It is a great way to enjoy boating and makes us all better boaters. Whether it is a club or power squadron race, a race sponsored by one of the associations, or a major event like the Barusch/Castagna, the same camaraderie and friendly competition makes the sport an enjoyable pastime.

**Bob Lindal**

**International Power Boat Association**



## 2004 Barusch According to Tom Collins

Last weekend, I joined Southern California Cruiser Association (SCCA) log racer Tom Scott to participate as his navigator in the PCYA Barusch/Castagna invitational contest, which was hosted by the San Diego Yacht Club. PCYA stands for Pacific Coast Yachting Association, which, in the earlier days, was a coordinating authority for West Coast yacht racing. Now, that responsibility falls to the various regional organizations that have evolved. However, PCYA still sponsors the Barusch Contest, which is the West Coast equivalent of the North American Invitational (NAI) contest that is sponsored by the North American Cruiser Association (NACA).

The Barusch contest is quite similar to the NAI. There are about fourteen contestant vessels, supplied mostly by the local log racers and drawn by lottery at a welcoming cocktail reception. However, each West Coast predicted log racing association furnishes two contestants, instead of just one, as in the NAI. Typically, contestants are those who finished highest in the previous season scoring. One primary difference from the NAI is that the event is one day shorter, commencing with a cocktail reception on Thursday evening, Friday morning time trials, and the contest on Saturday, followed by the awards banquet that evening.

The course and rules are handled very much like the NAI, with each host club introducing specific rules applicable to those used locally and a course suited to their surroundings. This local flavor that is applied to the contests makes them interesting, because it gives us an opportunity to see how our sport is played differently in other regions.

One noticeable difference in this contest was the form of the contest instructions. In SCCA, our instructions typically give the course description in the form of a one-line identification for each check-point or waypoint, whereas San Diego Cruiser Association presented their instructions for the Barusch in the form of a long narrative. Their procedure has probably evolved due to the need to route

the course along the bay, with its many obstacles and different landmarks. In our open ocean races in SCCA, we are fortunate to have even just a few buoys to mark, so a narrative is unnecessary. Following the narrative can be a challenge in itself.

This course was thirty-five nautical miles, with about half the distance inside San Diego Bay, in supposedly known currents; the other half was outside, in the open ocean, in decidedly unknown currents. There was a good deal of challenge in deciphering both currents. Further, one IPBA Puget Sound racer was overheard commenting on the size of the open ocean seas, which really seemed to me to be quite benign for a typical Southern California afternoon.

The results were revealed on a leg-by-leg basis approximately concurrent with each course of the dinner. They had uncovered the results for leg four by the time the main entrée was served. We had a pretty good race to that point; first place, based on the errors that were listed on the basis of total seconds of error. Unfortunately, our score on the last two legs was less than commendable. I suspect we picked up some kelp on the next to the last leg. Not a lot, unfortunately - just enough to slow us down, with only a slightly detectable vibration. Since the rules permitted a kelp stop timeout, we probably should have taken one, even though we weren't certain about the vibration. "Woulda, coulda, shoulda!!"

The Barusch was pretty much a clean sweep for IPBA. Guess they have really learned how to read their currents in the Puget Sound.

**Tom Collins**  
Southern California Cruiser Association

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Did You Know?

Almonds are a member of the peach family.

## Barusch Results

Place	Vessel	Contestant	Organization	Error
1	<i>Rosie</i>	Bob Lindal	IPBA-N	1.00582%
2	<i>Ventana</i>	Dean Lentgis	IPBA-GG	1.16737%
3	<i>Bet-T-Ann</i>	Bill Menees	IPBA-N	1.21691%
4	<i>Living Well</i>	Garry Adalian	SDCA	1.38880%
5	<i>Just Deserts</i>	Dick Spence	IPBA-S	1.45145%
6	<i>Spinner Two</i>	Jerry Downer	IPBA-S	1.58634%
7	<i>Irish Mist</i>	Fred Schreuder	PLRANC	1.73140%
8	<i>Jonathan</i>	Dave Lewis	SMBPF	1.99693%
9	<i>Yankee</i>	Tom Scott	SCCA	2.02459%
10	<i>Stardust</i>	Jerry Goldman	PLRANC	2.04131%
11	<i>Full Moon</i>	Bob Good	IPBA-GG	2.20430%
12	<i>Lovit</i>	Paul Pettit	SDCA	2.24371%
13	<i>Microship II</i>	Gerald Terris	SMBPF	3.89954%
14	<i>JB &amp; Me</i>	Pete Healy	SCCA	5.64614%

## Castagna Navigation Team Trophy Results

Association	Contestants	Team Error
1 International Power Boat Association/North	Bob Lindal Bill Menees	1.0976045%
2 International Power Boat Association/South	Jerry Downer Dick Spence	1.4690282%
3 International Power Boat Association/Gulf of Georgia	Bob Good Dean Lentgis	1.6975945%
4 San Diego Cruiser Association	Garry Adalian Paul Pettit	1.8269573%
5 Predicted Log Racing Association of Northern California	Jerry Goldman Fred Schreuder	1.892575%
6 Santa Monica Bay Power Fleet	David Lewis Gerry Terris	2.9441069%
7 Southern California Cruiser Association	Pete Healy Tom Scott	3.9014373%

## Reversal of an Opinion Regarding Guest Racers

At the last NACA board meeting, held at California Yacht Club in Marina del Rey in 2003, I spoke in favor of permitting several additional racers on a racing skipper's boat. Each guest racer could submit to the observer, just prior to the end of each leg, a notation to add or subtract a number of seconds from the guest racer's original predictions for the leg.

The prime reason for the corrections was that the guest may have believed that the skipper was not steering a straight course, should have made certain speed modifications because of wind, currents, or other unforeseen conditions, and should have made these and other changes that would have resulted in a better score for the leg. It was felt that giving the guest racer the right to make these corrections would result in a score that he would have achieved had he been operating the vessel. It was also determined at the meeting that the program would be tested in Santa Monica Bay Power Fleet's 2004 racing schedule.

I now believe, as a result of additional examinations of a considerable number of factors involved, that it would be a most harmful and detrimental action for predicted log racing if additional racers were permitted on the same vessel under the proposed program for the following reasons. I'm assuming for this article that there would be three guest racers with the skipper, but it would be applicable to any number of guests.

1. The need for modifications in speed or steering might not be noticed until near the end of a leg, too late for the skipper to correct. Guest racers could make the corrections when they submit prediction changes at the end of each leg. The guests would have this advantage over the skippers of all other boats as well, for no skippers could make late meaningful changes near the end of the leg.
2. Guest racers with potential winning skippers could have a better chance than guest racers

with skippers with a lower rating, and the guest racers could have an even better chance over the other skippers with lesser racing skills than their skipper.

3. If a skipper makes an unusual correction or does something unusually good, he will not only have the excellent score he deserves, but his three guest racers, who can change, if necessary, may also have outstanding scores. This could result in four winners on a boat, where there should have been only one.
4. What if the skipper can steer a better course than any of the guest racers could have? It would not be fair to score guests on a steered course they would not have been able to accomplish on their own.
5. A skipper who may have finished in a top spot because of steering, speed modifications, or other changes may now be second, third, or fourth, because his guest racers may have noticed his major changes and used them and added or subtracted a few additional seconds from each leg.
6. If three guest racers are with a skipper who has an excellent score, even though the guests did not make any significant changes at the end of each leg, they could place second, third, and fourth. Competing skippers who otherwise might have been second, third, and fourth may now come in fifth, sixth, and seventh, defeated by only a single racing boat with three racers who were basically mere passengers.

I now believe that this procedure would completely change the appeal and fairness of predicted log racing by giving different advantages and procedures to racers on the same boat. Every racer would also be affected by advantages given to guest racers on other boats. Predicted log racing results and scoring should be based only on the abilities and ac-

*(Continued on page 13)*

## Maintaining Integrity

There have been comments made recently regarding maintaining integrity in our sport. It was noted that Indy 500 cars had not been permitted to use jet engines and that sail racing still used traditional methods. Concern was expressed that use of new technology would dilute the integrity and traditional goals of predicted log racing.

If technical innovation in those other sports had not been permitted, Indy cars would still use leaf spring suspension, and they wouldn't have carbon fiber brakes or durable modern engines. They would still use a blackboard, instead of a radio to communicate with the pit. And the pit crew wouldn't be permitted to monitor the car's performance on the track using telemetry.

America's Cup sailboats would still have wooden hulls and masts, instead of carbon fiber. Their sails would be cotton, instead of Dacron and Mylar. The tactician wouldn't be using a computer linked to GPS to determine strategy. And there wouldn't be digital displays on the mast indicating speed over the ground and velocity made good to be viewed by the crew.

My point is that technical innovations have been incorporated into these and other fine traditional sports. It is natural for a sport to evolve with technology. Even my father's old wooden shaft golf clubs didn't look anything like those in use today and approved by the PGA. In fact, the PGA reports that since 1995 the average drive distance has been increasing by 7-1/2 feet per year due to titanium clubs! The use of such innovations hasn't destroyed the integrity of those sports. It has helped to keep them interesting.

However, in "traditional" predicted log races, we still allow only those instruments that existed seventy-five years ago. That's equivalent to driving the Indy 500 in one of those original cars or racing the America's Cup in a wooden boat with cotton sails, or golfing with wooden clubs.

Our traditional goal has been to test a skipper's navigational skill over a prescribed course. However, today, the skipper has far more instruments aboard than were in existence when the sport began. And, in a sense, taking all that information into account makes his task even more challenging. Accurately using all of those instruments is requisite for safe and precise modern-day navigation on or off of the course. We should have at least some contests that test the skipper's navigational skill in using all available data sources. We need to keep up with the times just as they do in other traditional sports. Because that is how we will attract new skippers to our sport.

**Tom Collins**

**Southern California Cruiser Association**

*Going to NAI 2004? Things to Do When You Aren't on the Water*

*(Continued from page 5)*

Further south, down Lake Shore Drive in the beautiful Hyde Park neighborhood, is the Museum of Science and Industry:

<http://www.msichicago.org/>

Chicago offers a "City Pass", a cost-saving way to access some of the City's greatest attractions:

[http://citypass.net/cgi-bin/citypass/city\\_fly?mv\\_arg=chicago&rand=8858](http://citypass.net/cgi-bin/citypass/city_fly?mv_arg=chicago&rand=8858)

### **Architecture**

Chicago is unsurpassed for architecture. Here are a few ways to enjoy the city and learn more about it's architecture:

Architectural Tours: <http://www.architecture.org/downtown.html#01>

Architectural Cruises: <http://www.cruisechicago.com/cflady/arcsell.html>

### **Theatre**

The City has dozens of both Broadway type and lo-

*(Continued on page 14)*

## From the Songwriting Team of Jan and Craig Ryan

*With Craig as commodore this year, SCCA has “The Singing Commodore”. You may recall that Craig and I created a song, Hurricane Peg, for the NAI in 1999, sung to the tune of Big Bad John. The lyrics chronicled the adventures of SCCA Team Peggy Bent, as if we had gone out that year and raced in a hurricane. “The crew was screaming, trying to hang on. Big Peg was laughing, and then...they were gone”.*

*This year, at the dinner following the races, we have had tunes sung to Gilligan’s Island and Green Acres, with the lyrics changed to fit the people and events of the day. Since so many people in the organization know the legendary Mel Lurie, I thought others might get a kick out of the song Craig sang after the May race. The race was written by our host, Mel Lurie. It is sung to the tune of the Mr. Ed theme song.*

*Jan Ryan  
Southern California Cruiser Association*

### The Ballad of Mel Lurie

(Sung to the tune of the theme song from the television series, *Mr. Ed*)

A course is a course, of course, of course  
And racers can follow a course, of course  
That is, of course, unless the source  
Is the famous Mel Lurie

Mel Lurie was the source, he plotted the course  
He gave it to Tom Scott to be endorsed  
We’re always on a steady course  
Thanks to Mel Lurie

The buoys are a source of great resource  
To tell you the currents along the course  
But Black Jack couldn’t have done much worse  
No thanks to Mel Lurie

The kayaks were out, in force, of course  
They had to be right on the course, of course  
And who plowed through them, with no remorse?  
It’s the famous Mel Lurie

Chorus:  
Racers all put the beers away  
Won’t give you time of day  
But when you talk to Mel Lurie  
He always has something to say

Once off of the course, of course, of course  
The wives are all filing divorce, of course  
And who do they blame, of course, of course?  
It’s the famous Mel Lurie



*Reversal of an Opinion Regarding Guest Racers  
(Continued from page 11)*

tions of each participant; no racer should receive a score based on or modified by the actions of another competing racer. If two are racing as a team, that is an entirely different concept, as their team will receive only a single score, based on their joint efforts.

**Mel Lurie**  
**Santa Monica Bay Power Fleet**

## Did You Know?

There are 293 ways to make change for a dollar.  
A dragonfly has a life span of 24 hours.  
A goldfish has a memory span of three seconds.  
An ostrich’s eye is bigger than its brain.  
Tigers have striped skin, not just striped fur.  
Two thirds of the world’s eggplant is grown in  
New Jersey.  
There are more chickens than people in the  
world.

## Spring Fling

On Saturday, April 3, 2004, New England Cruiser Association stepped out for a Spring Fling! It was drizzling when the hardy group of ten rendezvoused on the sidewalk of the Colonial Theater in Boston, Massachusetts for the 2:00 p.m. matinee of "Movin' Out".

With seats located in the third row right of the balcony, Patricia DeLauri, true to character, commented, "It was a long hike to the balcony on a double helix stair, decorated in the classical style".

Choreographed by the award winning Twyla Tharp, the show was set to the music of Billy Joel and loosely described the story of five high school friends who came of age during the Vietnam War years. Staged on scaffolding behind the action, the band played a fine rendition of Billy Joel's original music that allowed the cast dancers to give a stunning performance of their skills. Although the story was very abstract, it was an enjoyable afternoon of culture.

The weather cleared after the show, enabling the group to saunter to a local Thai restaurant in Chinatown for dinner.

.....

*Going to NAI 2004? Things to Do When You Aren't on the Water*  
(Continued from page 12)

cal theatres. Take advantage of half-price tickets by visiting one of the Hot Tix booths. You can also purchase full-price tickets here if your choice isn't offering half-price tickets. This website offers availability on a day-by-day basis, but it also shows the locations of their ticket offices:  
<http://hottix.org/>

Have fun – this is the greatest city in the world!

Peg Vignocchi  
Chicago Yacht Club

## What Dogs Teach Us

If a dog were the teacher, you would learn stuff like:

1. When loved ones come home, always run to greet them.
  2. Never pass up the opportunity to go for a joy-ride.
  3. Allow the experience of fresh air and the wind in your face to be pure ecstasy.
  4. When it's in your best interest, practice obedience.
  5. Let others know when they've invaded your territory.
  6. Take naps.
  7. Stretch before rising.
  8. Run, romp, and play daily
  9. Thrive on attention, and let people touch you.
  10. Avoid biting when a simple growl will do.
  11. On warm days, stop to lie on your back on the grass.
  12. On hot days, drink lots of water and lie under a shady tree.
  13. When you're happy, dance around and wag your entire body.
  14. No matter how often you're scolded, don't buy into the guilt thing and pout...run right back and make friends.
  15. Delight in the simple joy of a long walk.
  16. Eat with gusto and enthusiasm. Stop when you have had enough.
  17. Be loyal. Never pretend to be something you're not.
  18. If what you want lies buried, dig until you find it.
  19. When someone is having a bad day, be silent, sit close by, and nuzzle them gently.
- .....

### 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!

Only \$25 (includes shipping and handling)

Call Valeria Scott 925-454-9676



## The Perfect Clock

Hi, Tom,

I have a question for you:

Do these little Radio Shack WWV clocks adjust for daylight savings time? Mine hasn't done so, and I reset it manually. I have noticed that since the weekend, it hasn't picked up the signal, either. Might be because I manually set it, or the signal is not reaching it. I have noticed that on other occasions, it has done this, but after a change in weather, it will receive the signal again. The little tower symbol is there, showing that it is in the auto mode. The instruction booklet doesn't mention anything about daylight savings time adjustments.

Also, what happens with predicted log races now... do you run them on PDT or PST?

Thanks,  
**Mike Schachter**

Mike,

The "atomic" or radio-controlled digital clock needs to be able to receive the VLF radio signals from WWV, the National Bureau of Standards in Fort Collins, Colorado. The signal is worldwide but is sensitive to weather, interference, and shielding from proximate wiring, etc. The antenna is in the loop-shaped stand, so be sure that it is opened. Try putting the clock near a window or even up on the flybridge (but don't set it on a metallic surface). The clock attempts to update only six times a day, so don't get impatient. The WWVB signal is on 60 kHz, the same frequency as the 110 VAC wiring, so keep it away from any AC wiring, outlets, or lamp

cords, especially when running on the inverter. The owners manual that came with the clock has more information.

Incidentally, I was checking the Radio Shack website yesterday, and I noticed the clock is on sale right now for \$19.95. It is catalogue number 63-964 and is on sale both through the catalogue and in the stores. I particularly like this model, because it is compact, thin, has large digits (approximately 1/2" high), and has a lock switch on the rear. If you use this model, after everything is set the way you want, be sure to turn the lock switch on and tape it over, so that the observer can't accidentally push any buttons and screw up the time.

The SCCA Rule Book states that we use WWV time, corrected to local time, so, therefore, yes, we do use PST and PDT as appropriate (the clock will automatically make that correction for you). The rules also state that the clock shall be set to within fifteen seconds of WWV, which is a no-brainer if one uses this for the observer's clock. You could even have two - one as a backup, in case the batteries go dead in the middle of a race. However, that reminds me of an old joke: Ask a man with one watch what time it is, and he will tell you exactly. Ask a man with two watches, and he will never be quite sure. However, in this case he will probably be doubly sure!

Regards,  
**Tom Collins**  
**Southern California Cruiser Association**

### NEW COMPETITORS

Order copies of "Enjoy Log Racing"  
Each helpful copy is full of facts and fun.  
Only \$5 (plus shipping & handling)  
Call Valeria Scott 925-454-9676

### Did You Know?

The characters Bert and Ernie on Sesame Street were named after Bert the cop and Ernie the taxi driver in Frank Capra's "It's a Wonderful Life".

**Top 10 CODRINGTON TROPHY Results**

Best 5 of first 5, 6, or 7 contests

06/24/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Contests Entered	Total Points	Average Points
1	20	Collins, Tom	2004	MISTY SEA	SCCA	6	4873	975
2	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	7	4742	948
3	800	Adalian, Garry	2004	JONATHAN	SDCA	6	4580	916
4	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	7	4510	902
5	2018	Silvernail, Chuck	2004	SOLMAR	IPBA N	6	4427	885
6	677	Doherty, Bill	2004	ALDEBARAN	SDCA	6	4416	883
7	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	6	4402	880
8	296	Pettit, Paul	2004	ROSIE	SDCA	6	4305	861
9	937	Denaci, Edward	2004	MICROSHIP II	SDCA	6	4294	859
10	761	Devlin, Dick	2004	IRISH MIST	SDCA	6	4197	839

**Top 10 STONE TROPHY Results**

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

06/24/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Contests Entered	Total Points	Average Points
1	20	Collins, Tom	2004	MISTY SEA	SCCA	6	5778	963
2	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	6	5213	869
3	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	4	3816	954
4	940	Strachan, George	2003	INUIT	IPBA G	4	3552	888
5	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	4	3525	881
6	775	Schwalm, Glendon	2004	PRESENT TIME	SPYC	4	3362	841
7	878	VanLandingham Jr.,	2004	SIRIUS I	SPYC	3	2895	965
8	800	Adalian, Garry	2004	JONATHAN	SDCA	3	2885	962
9	720	Lightheart, Doug	2003	WINDRUSH IV	IPBA G	4	2833	708
10	2018	Silvernail, Chuck	2004	SOLMAR	IPBA N	3	2805	935

**Top 10 ST. PETERSBERG TROPHY Results**

Best 4 of first 4 or 5 contests

06/24/2004

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Average Points
1	20	Collins, Tom	MISTY SEA	SCCA	5	3886	972
2	800	Adalian, Garry	JONATHAN	SDCA	5	3675	919
3	296	Pettit, Paul	ROSIE	SDCA	5	3616	904
4	940	Strachan, George	INUIT	IPBA G	4	3552	888
5	453	Goldman, Jerry	HOMBRE ORO	PLRANC	5	3545	886
6	771	Scott, Tom	SCOTTS N WATER II	SCCA	5	3540	885
7	2018	Silvernail, Chuck	SOLMAR	IPBA N	5	3522	881
8	761	Devlin, Dick	IRISH MIST	SDCA	5	3513	878
9	919	Lindal, Bob	SUZY Q	IPBA N	5	3482	871
10	677	Doherty, Bill	ALDEBARAN	SDCA	5	3468	867

**Top 10 QUEEN MARY TROPHY Results**

Best 10 of first 10 or 11 contests

06/24/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Contests Entered	Total Points	Average Points
1	20	Collins, Tom	2004	MISTY SEA	SCCA	6	5778	963
2	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	7	5610	801
3	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	7	5574	796
4	800	Adalian, Garry	2004	JONATHAN	SDCA	6	5269	878
5	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	6	5220	870
6	677	Doherty, Bill	2004	ALDEBARAN	SDCA	6	5084	847
7	2018	Silvernail, Chuck	2004	SOLMAR	IPBA N	6	5019	837
8	296	Pettit, Paul	2004	ROSIE	SDCA	6	4950	825
9	49	Akol, Haluk	2004	LEYLA	PLRANC	7	4939	706
10	937	Denaci, Edward	2004	MICROSHIP II	SDCA	6	4896	816



**NACA TROPHY Results**Best eight of first eight or nine contests.

Page 1 of 3

06/24/2004

<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	6	5778	963
2	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	7	5610	801
3	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	7	5574	796
4	800	Adalian, Garry	2004	JONATHAN	SDCA	6	5269	878
5	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	6	5220	870
6	677	Doherty, Bill	2004	ALDEBARAN	SDCA	6	5084	847
7	2018	Silvernail, Chuck	2004	SOLMAR	IPBA N	6	5019	837
8	296	Pettit, Paul	2004	ROSIE	SDCA	6	4950	825
9	49	Akol, Haluk	2004	LEYLA	PLRANC	7	4939	706
10	937	Denaci, Edward	2004	MICROSHIP II	SDCA	6	4896	816
11	761	Devlin, Dick	2004	IRISH MIST	SDCA	6	4842	807
12	370	Henry, Mike	2004	PEACHY KEEN	IPBA N	8	4789	599
13	671	Hensley, Jack	2004	JUBILEE	IPBA N	7	4766	681
14	919	Lindal, Bob	2004	SUZY Q	IPBA N	6	4687	781
15	889	Ritter, Owen	2004	OUTBOUND	IPBA N	6	4577	763
16	755	Jackman, George	2004	SPECIAL EFFECT	SCCA	6	4464	744
17	782	Timmerman, Dick	2004	VAGABOND	IPBA N	6	4412	735
18	933	Weimer, Dave	2004	JUST DESERTS	SDCA	6	4407	735
19	2141	Hazelig, Steve	0	SALARA	IPBA N	6	4386	731
20	898	Spence, Dick	2004	KICHIGAI	IPBA N	6	4168	695
21	704	Healy, Pete	2004	JINKIES	SCCA	6	4083	681
22	950	Good, Bob	2004	MINERVA IV	IPBA G	5	3834	767
23	844	Rubinstein, Irving	2004	LORELEI	SDCA	6	3802	634
24	739	Ryan, Craig	2004	BLACK JACK	SCCA	6	3779	630
25	842	Klett/Elbon, Team	2004	KLETTITAT	IPBA N	5	3658	732
26	803	Schreuder, Fred	2004	FAIR LADY	PLRANC	6	3592	599
27	352	Knapp, Russ	2004	KARU	IPBA N	5	3561	712
28	940	Strachan, George	2003	INUIT	IPBA G	4	3552	888
29	570	Hartley, Clem	2004	VALIANT	PLRANC	6	3527	588
30	732	Findley, Bill	2004	ANOTHER PROMISE	SCCA	6	3472	579
31	818	Murphey, John	1999		IPBA N	4	3427	857
32	775	Schwalm, Glendon	2004	PRESENT TIME	SPYC	4	3362	841
33	720	Lightheart, Doug	2003	WINDRUSH IV	IPBA G	5	3358	672
33	5082	Chilson, Dick	0		SCCA	6	3358	560
35	5133	Lambert, Neville	0		IPBA N	5	3351	670
36	909	Strandjord, Scott	2004	REDEMPTION	IPBA N	4	3349	837
37	591	Erly, Robert	2004	LOIS	SDCA	6	3313	552
38	821	Wellnitz, Jerry	2004	VENTANA	SDCA	5	3246	649
39	2121	Catlett, Bill	0	LISA MICHELLE	SCCA	6	3230	538
40	936	Ehlers, Bob	2004	JB & ME	SDCA	5	3213	643
41	2127	Schachter, Mike	0		SCCA	4	3211	803
42	878	VanLandingham Jr., Robert	2004	SIRIUS I	SPYC	4	3195	799
43	2115	Calabrese, Jeff	2004	LIVING WELL	SDCA	6	3169	528
44	921	Alberts, Bob	2004	BOB'S BABE	SDCA	5	3140	628
44	655	Hansen, Rupert	2004	VIKING	SDCA	5	3140	628
46	839	Cole, Fred	2004	MOUSE TRAP	IPBA N	5	3127	625
47	2085	Lorenz, Kim	2004	TIRELESS	IPBA N	4	2899	725
48	857	Downer, Jerry	2004	NOR' WESTER	IPBA S	5	2893	579
49	623	Frampton, Patrick	2002	EBONESS	IPBA G	4	2864	716
50	724	Montgomery, Lynn	2004	LIKELY LADY	IPBA N	4	2798	700
50	805	Salerno, Ralph	2004	ANCORA	SDCA	5	2798	560
52	958	Anderson, Jim	2004	FIDALGO	IPBA S	5	2777	555
53	941	Chandler, Tom	2004	RM II HYDE	SCCA	4	2749	687
54	2057	Diefendorf, Bonnie	2004	TIME OUT	PLRANC	4	2703	676
55	2095	Padgett, David	2004	SLIP AWAY	IPBA N	5	2667	533

**NACA TROPHY Results**

Best eight of first eight or nine contests.

Page 2 of 3

06/24/2004

Place	NACA#	Contestant	Dues Paid	Boat	Assn.	Entered	Points	Avg
56	5086	Gautschi, Bob	0		IPBA G	5	2642	528
57	2081	Lonergan, James	2004	CASA DEL PERRO DOS	SDCA	5	2637	527
58	697	Dickson, Gordon	2003	SEA BEAR II	IPBA N	5	2601	520
59	662	Sayer, Jeff	2004	WAYWARD SUN	IPBA S	3	2595	865
60	736	Smith, J D	2004	SAFARI	SCCA	6	2580	430
61	619	Larson, Don	2004	TEWASI	IPBA S	4	2564	641
62	132	Johnson, Robert H.	2004	SCHOTTISCHE IV	IPBA N	4	2525	631
63	953	Swigard, Phil	2004	EVENTIDE	IPBA N	4	2405	601
64	961	Beaman, Tom	2004	TESTAROSSA II	PLRANC	4	2372	593
65	67	Rohrbaugh, Duke	2004	YOU GOTTA BELIEVE	SPYC	4	2365	591
66	54	Jepsen, Ed	2004	ROUGH & READY	PLRANC	4	2284	571
67	959	Cullen, MD, Bruce	2004	CAROLINE II	IPBA N	3	2207	736
68	717	Rothe, Bob	1999	STARLIGHT EXPRESS	IPBA N	3	2146	715
69	2071	Diefendorf, Noel	2004	TIME OUT	PLRANC	4	2140	535
70	408	Kahlo, Jack	2004	SWEET AGNES	SCCA	4	2079	520
71	967	Lieberman, Karen	2004	KNOT FOR SALE	SPYC	4	2032	508
72	2149	Mueller, Mike	0	PERSUS	IPBA N	3	1935	645
73	971	Waters, Wayne	2004	MIRAGE	SDCA	3	1913	638
74	2089	Rude, Donald	2004	BELLA VITA	IPBA N	4	1902	476
75	348	Lentgis, Dean	2004	KALOS FILOS	IPBA N	2	1859	930
76	2976	Dominy, Tex	0		IPBA N	4	1829	457
77	669	Brooke, Tom	2004	GREAT ESCAPE II	IPBA N	2	1798	899
78	915	Rosendale, John	2004	MISTIC BLUE	IPBA N	3	1783	594
79	765	Hutchinson, Jim	2004	BET-T-ANN	SDCA	4	1779	445
80	875	Vildibill, Nancy	2004	OVER FORTY	SPYC	4	1698	425
81	683	White, David	2001	LAZY GAL	IPBA N	2	1660	830
82	809	Sabuncuoglu, Sinan	2004	ALISERRA	PLRANC	3	1631	544
83	2004	Adair, John	2004	PACIFIC STAR	SCCA	3	1602	534
84	926	Butzbach, Tom	2004		PLRANC	3	1571	524
85	4058	Baker, Terry	0		IPBA N	3	1506	502
86	691	Shultz, Ted	2004	BAYOU CADILLAC	IPBA N	2	1502	751
87	976	Lewis, Dave	2004	DAVEY'S LOCKER II	SMBPF	2	1486	743
88	891	Longenecker, Leo	2004	REALITY CHECK	IPBA N	2	1431	716
89	2145	Pilon, Don	0	ELENA 1	IPBA G	4	1426	357
90	5128	Harkness, Sally	0		IPBA N	3	1208	403
91	6012	Burwell, John	0		IPBA N	2	1205	603
92	2123	Anderson, Bill	0		IPBA N	2	1195	598
93	710	Townsend, Elaine	2004	ILEINA MAKAI	SDCA	3	1153	384
94	5024	Walker, John	0		SCCA	2	1149	575
95	916	Zessin, Larry	2004	JENNIFER ROSE	IPBA S	3	1138	379
96	2153	Kenamer, Sherri	0	TARA	IPBA S	3	1093	364
97	865	Rumbold, Bill	2004	SUNDANCE	IPBA N	2	1026	513
98	951	Leedy, Mike	2003		IPBA N	2	978	489
99	2156	Wessel, Mike	0	SALTY QUACKER	IPBA N	1	972	972
100	5118	Banks, Conrad	0		SCCA	1	953	953
101	2155	Weisberg, Cheif	0	OLD MAN IV	IPBA N	1	949	949
102	596	Yarrington, C T	2004	ENDURANCE II	IPBA N	2	938	469
103	2010	Armstrong, Dale	2001		IPBA N	1	916	916
104	2147	Woolrage, Dave	0	DAYBREAK	SCCA	2	908	454
105	2152	Galbraith, Mark	0		PLRANC	1	897	897
106	2158	Babit, George	0	GENERAL QUARTERS	IPBA S	1	861	861
106	705	Dover, Herb	2004	COASTWATCHER	SMBPF	1	861	861
108	607	Swan, Jeff	2004	CLAIRE MARIE	IPBA N	1	837	837
109	2144	Merritt, Don	0	ANN MARIE	IPBA N	2	810	405
110	2157	Talmey, Tim	0	LA SIRENA	IPBA G	1	799	799

**NACA TROPHY Results**

Best eight of first eight or nine contests

Page 3 of 3

06/24/2004

<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	2044	Cutler, Brian	2004	BUONA VITA	SCCA	1	793	793
112	978	Wilson, Dave	2004	SKOOKUM	IPBA N	2	786	393
113	912	Lloyd, Bud	2004	DIAMOND GIRL	SCCA	1	761	761
114	5170	Williamson, Leroy	0		IPBA N	1	698	698
115	55	Haines, Donald	2004	ONE MORE CHIME	SDCA	2	686	343
116	703	Hedges, Ed	2004	JO-SEA	IPBA N	1	683	683
117	2058	Daane, Cal	2004	JENEVER	SDCA	2	677	339
118	2146	Snedden, Don	0	REEL ESCAPE	SCCA	1	646	646
119	856	Price, Colleen	2004	GRAND FINALE	IPBA S	1	645	645
120	917	Hampton, Duane	2000		SCCA	2	638	319
121	2142	Libby, Mark	0	SALTY QUACKER	IPBA N	1	618	618
122	816	Burwell, Bill	2004	GAVIA	IPBA N	1	601	601
123	2148	Narraway, Kim	0	MARIA DEL MAR	IPBA G	2	600	300
124	3621	Olsson, Sam	0	SLO TROLL	IPBA N	1	578	578
125	3424	Bruins, Bob	0	OUR PLEASURE	IPBA N	1	558	558
126	5177	Harmon, Schell	0		IPBA N	1	516	516
126	2001	Lewis, Bill	2004	SPINNER TWO	SDCA	1	516	516
128	964	Blockhus, Burnell	2004	LOLITA	SMBPF	1	473	473
128	960	Townsend, Richard	2004	VENTANA	SDCA	1	473	473
130	5169	Wickward, Gordon	0		IPBA S	1	439	439
131	2150	Garland, Dave	0	LUCKY DOG	IPBA N	1	432	432
132	43	Lurie, Melvin	2004	SUNRISE QUEEN	SMBPF	1	430	430
133	2039	Bamberg, Dave	0		IPBA N	1	393	393
134	639	Terris, MD, Gerry	2004	FAMILY AFFAIR	SMBPF	1	386	386
134	5182	Formica, Pete	0		SDCA	1	386	386
136	3522	Jensen, Roy	0	MICKEY JAY II	IPBA N	1	380	380
137	880	Burton, Jerry	2004	SEA CLOUD	IPBA S	1	360	360
138	2041	Larson, Ron	0	FREEDOM	IPBA S	1	343	343
138	2138	Abel, Mark	0	LEXUS	SMBPF	1	343	343
138	824	Greene, Steve	2004	FULLMOON	SDCA	1	343	343
141	2143	Jessen, Ray	0	TARNHELM	IPBA N	1	320	320
142	2118	BM 1C, Ragsdale	0	OLD MAN IV	IPBA N	1	300	300
142	2151	Cotey, Don	0		IPBA S	1	300	300
142	3466	Alford, Dary	0		IPBA S	1	300	300

**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 06/24/04 are:

<b>NACA</b>	<b>Name</b>	<b>Org</b>	<b>Date</b>	<b>Contest</b>	<b>NM</b>	<b>Error</b>
#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

## **North American Invitational 2004**

### **Chicago Yacht Club**

**August 4 – 7, 2004**

### **Schedule of Events**

#### **Tuesday, August 3**

Early Arrivals

Chicago Hilton & Towers

1500 – 1900

Registration

Chicago Yacht Club  
Boardroom

#### **Wednesday, August 4**

All Day

Registration

Chicago Yacht Club  
Boardroom

1800 – 2030

Cocktail Party  
& Boat Drawing

Chicago Yacht Club  
Patio/Mac Bar

#### **Thursday, August 5**

0800 – 1300

Boat Familiarization

Chicago Yacht Club  
Docks

1130 – 1430

Lunch Available

Chicago Yacht Club

1400 – 1500

NACA Annual Meeting

Chicago Yacht Club

1500 – 1600

Skippers' Meeting

Chicago Yacht Club

1600 – 1700

Observers & Scrutinizers  
Meeting

Chicago Yacht Club

1800

Barbecue

Chicago Yacht Club  
Belmont Station

#### **Friday, August 6**

Open Day – Enjoy the City of Chicago

#### **Saturday, August 7**

0630 – 0800

Coffee and Donuts

Chicago Yacht Club

0700

Predicted Log Forms due

Chicago Yacht Club

0800 – 1400

2004 NAI Contest

1400 - 1530

“Bitch & Moan” Session

Chicago Yacht Club

1830 - 1930

Cocktails

Chicago Yacht Club

1930 – 2200

Dinner & Awards  
Main Dining Room

Chicago Yacht Club



# *Cruiser Log*

*The Newsletter of the North American Cruiser Association*

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