



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 04, Issue 06

December, 2004

NAI 2004 According to Haluk Akol

A long time after Mrs. O'Leary's cow started the big fire and some time after Al Capone gunned down his dear friends, I arrived in Chicago.

That was in May, 1945. I was nineteen and was completely impressed, overwhelmed, and awed by this city. After I graduated from University of Illinois and migrated to California, the wonderful nostalgia for Chicago repeated and filled me with sorrow for going away.

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This time, I am again impressed and delighted with the fantastic hospitality we received. An unbelievable display of wealth, glitter, and generosity was presented. John and Peggy Vignocchi, Lisa Curcio-Gaston, Bill Templeman, and their friends took this NAI as a most important challenge and made it one of the most amazing, exciting, and unforgettable events. We owe them our thanks and expression of deep gratitude for the monumental success they achieved.

Wednesday

It is good to come back to Chicago - a beautiful and exciting city - the lake, skyscrapers, green parks, statues, and Chicago River. The homecoming of NACA members starts soon. We show up at Chicago Yacht Club for the registration.

We greet each other with enthusiasm and friendship. We have been doing this every year about this time. There is music, hors d'oeuvres, and cocktails. More friends show up. This is truly a group of nice people and good friends, not fierce competitors one would expect.

Looking out, we see big waves jumping over breakwaters, wind whistling, boats swinging uncomfortably at anchor.

Eventually, the boat drawing starts. Each contestant goes through a sequence of a number, fishes a fluorescent bug from a bowl of water, and, finally, in an envelope, gets the secret name of a vessel. A complicated but interesting procedure. Wet fingers for each contestant.

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North American Cruiser Association

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

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

Feel free to call any of us with your thoughts and ideas!

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From the Editor

My apologies to:

1. Bill Templeman for my not being computer savvy enough to figure out how to put his "bingo sheet" in this issue to go along with his delightful article on page 3.
2. For the delay in publication of this issue. I'm taking my retirement very seriously and have been traveling since the end of August; I finally made my way back home in the middle of December. I did, however, think of you all as I fished on the Little Abitibi and went into the bush to pick wild blueberries in northern Ontario, Canada, and cruised around the Hawaiian Islands.

A giant thank you goes to Karen Jepsen for filling the Chief Scorer position and obtaining the NACA standings for this issue.

I am updating the *Cruiser Log* mailing labels. If there are any corrections to be made, please let me know.

Don't be shy about writing down your stories or opinions. Articles are greedily read by all of us, many of whom pay dues every year just to read them. We love the grand adventures, little adventures, opinions, controversies and anecdotes. Just put your thoughts on paper or computer and send them to me.

Elaine Townsend
 Editor/Publisher

New, New *Cruiser Log* Publication Deadlines

Submit by:

January 15
 March 15
 May 15
 July 15
 September 15
 November 15

For publication in:

February
 April
 June
 August
 October
 December

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

Commodore's Corner

This is the easiest article to write for *Cruiser Log*, as it is my last article as commodore. I have had this article in my head for the whole year, but the content has really been reinforced over the last few months.

I work for several volunteer organizations, ranging from yacht clubs, neighborhood committees, and USPS®, to name a few, and not one of these organizations has the dedication to the organization that one encounters and benefits from as NACA. No matter how large or small the problem, someone is willing to tackle and solve. With the support that one receives, being commodore of NACA is an extremely pleasant job. This is a *great* organization, and I am really proud to be a part of it. I am confident that the new bridge will be well-supported and that the staff commodores will continue their valuable guidance.

As I reflect on NACA's twenty-fifth year, it was a wonderful year, and one I will personally remember. The Chicago NAI was certainly the highlight of the year, but the support and help with many dif-

ficult situations are what I will really remember.

In closing, there are a few issues that I leave behind unresolved:

1. The use of electronics onboard during a predicted log contest is a growing issue. It can be a great learning tool, but historically there are many problems to resolve.
2. The wording in the Rule Book (amended 1990) "...the Rules of the Road *except* for..." needs to be reviewed.
3. The use of radar during a contest needs to be resolved.

With USPS® finally teaching GPS, I hope that these procedure issues can be resolved in the near future.

Finally, it has been a pleasure and an honor to be your commodore for 2004. I would like to extend the very best holiday wishes and a great boating season for 2005 to all.

Bill Stewart
Commodore

Looking Over My Shoulder

NAI results from the designer's perspective:

The scores were shocking! For the best predicted loggers in the country, the results were a complete surprise. Chicago's freshwater "mill pond" turned out to be a real bear – obviously nowhere near what the contestants expected. *Why???*

Well, let's start with the design of the contest. I am the culprit. I did it. What was in my mind? It was to provide, first of all, a contest that would test the skills of the very best. Second, to give our out-of-town guests an overview of the fantastic Chicago waterfront. Looking at the "bingo card" score sheet tells us that the contest *was* challenging. Listening to the remarks and compliments of our guests, I

know we succeeded at showing off the beauty of the city. But what was not expected was the tyranny of the body of water called Lake Michigan.

Wednesday, the day of the boat draw, began as a beautiful summer day. The unkind weathermen, however, revealed the shifting and increasing winds, predicting northerlies. By mid-day, I was looking out at waves beginning to pound the breakwater. With a northerly fetch of 300 miles and gusts to 25 mph, I knew we were in for some tough water. By then, I also knew there would be no calibration runs on Thursday morning, and I began to wonder if we would get lucky enough to calibrate on Friday morning. The contestants, guests, and

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History Repeats Itself

In the NAI's that took place in Chicago in 1995 and 2004, a peculiar set of situations occurred.

In 1995, the perennial favorite, Tom Collins, finished near the top but was beaten by a fellow Southern Californian, Herb Dover, for first place. Paul Pettit came in at the bottom, beating Haluk Akol, who finished last.

In 2004, the favorite and champion, Tom Collins, finished in second place, beaten by another fellow Southern Californian, Pete Healey, for first place. Again, Paul Pettit escaped last place by beating Haluk, who again came in lost and last.

The only one who did not follow the pattern was the boat, *Top Hatt* - last in NAI 1995 but first in 2004. Otherwise, history repeated itself; as Friedrich Nietzsche (1844-1900), German philosopher, said, "Time is a circle; everything recurs!"

Haluk Akol
Predicted Log Racing Association
of Northern California

Hurricane Report

...I just came back from a boat trip down the Mississippi and on to St. Petersburg. There was lots of damage around Mobile Bay and eastward. We could see workboats all around the oil and gas rigs (we were in the Gulf most of the way). No great damage at New Orleans and not much around Destin. We were about three to four miles off the coast along Pensacola and Santa Rosa Sound. This is a white/pink sand area. There used to be shrubs and trees all along. Now it's all sand, trees all gone. St. Petersburg got very high winds, very high tides, but not too much boat damage that I could see or hear about. The docks were all okay...

Bill Templeman
CYC and SPYC

In Memoriam

It is with a heavy heart that Cruiser Log is publishing news of the passing of Clem Hartley. He will be truly missed. Ed Jepsen received this obituary from Clem's daughter, Kay Hartley-Bransom.

Clement Madison Hartley III was born on November 8, 1937. He graduated from University of California at Davis with a Bachelor of Science degree in Agricultural Economics. His first boat was a Bristol 27' sailboat, purchased in 1975.

He was introduced to predicted log racing by Martha Miller (who died last year at age 91), winner of the NAI at Newport, Rhode Island, in 1987. Clem was active in Predicted Log Racing Association of Northern California (PLRANC) for a good many years and served as commodore in 1994, again in 1998, and in 2001. Clem had been active as scorer during most of that time until his death.

Clem was Season Champion in 2001 and was a frequent winner. He would probably have been among the top three racers in PLRANC this year. He will be sorely missed by all of us in PLRANC and NACA, where he has been national scorer for the past several years.

Clem lived alone on his boat, *Valiant*, in Marina Village Yacht Harbor and was a member of Oakland Yacht Club, located adjacent to the harbor.

PLRANC Commodore Fred Schreuder arranged for a memorial gathering of friends at Oakland Yacht Club on November 7, 2004 at 2:00 p.m. Clem leaves a sister, Carolyn Hartley (California); a son, Patrick Hartley (New York); and a daughter, Kay Hartley-Branson (Oregon).

At Fiddler's Green, where seamen true,
When here, they've done their duty,
The bowl of grog shall still renew,
And pledge to love and beauty.
-Captain Frederick Marryat

Genesis

Every other summer, Southern California Cruiser Association (SCCA) travels down to Ensenada, Mexico, for the Corredores Contest. The next day, we have Opening Day ceremonies for Todos Santos Island Yacht Club, run by the ladies of SCCA. This year, my mom, Peggy Bent, was the “Commodorable”, and I was the “Chaplainette”. While my benediction went into detail on those among our group needing forgiveness and exactly why, that might be a little much to share with NACA. Still, I thought you might enjoy the “biblical reading” I used. Although it includes a few inside references to things that happened during the race, I think some people might enjoy it.

Reading from the book of Genesis, Chapman’s version:

And God created the heavens by which to navigate and the earth to provide yachtsmen with safe harbors. But the devil created the seas. He created currents to torment the log racers and swells to distress their stomachs. He created the winds, which brought forth the pestilence of sailboats upon the oceans. And he placed just one marlin, who loves to leap and taunt, off the shores, so that man would learn the meaning of futility.

And God took the best of man from Him and created woman, so that man would have someone to blame for his misfortune. He gave woman a patient temperament, so that she would not be the first to commit the sin of murder.

And He saw that it was good.

And just as God created whiskey to keep the Irish from ruling the world, He created speed changes to keep JD from winning a log race and fax machines to keep Craig Ryan humble.

And He saw that it was good.

And God created puppy dogs like Shylo and Getty

to keep man from venturing out too far into the devil’s ocean, knowing that he needs to be back to shore at least every eight hours, or there will be real meaning to the term poop deck.

And He saw that it was good.

And God created dolphin to entertain log racers who have had to drop out of the contest. Dolphin just dance and frolic in your wake, unlike human friends, who switch to their handheld radios and mock your lame performance.

And He saw that it was good.

And now, the closing prayer:

God, grant me the senility to forget the people I never liked anyway, the good fortune to run into the ones that I do, and the eyesight to tell the difference.

Finally, Lord, thank you for the smooth seas and beautiful weather You have given us all season. You have made it truly obvious that God is a log racer.

Jan Ryan
Southern California Cruiser Association

“The secret of staying young
Is to live honestly,
Eat slowly,
And lie about your age.”
–Lucille Ball

Did You Know?
Los Angeles’ full name is
“El Pueblo de Nuestra Señora la Reina
de los Angeles de Porciuncula”

Looking Over My Shoulder
(Continued from page 3)

our own Chicago people watched five- to seven-foot waves breaking from the north into the break-water a thousand yards away from the club. They shared my trepidation.

Luck was with us. By Thursday, winds started to clock around and diminish. We were able to calibrate on Friday morning – seas still running at three to five, then down to two to four, and laying down as the day progressed.

Well, believe it or not, Chicago Yacht Club has a guardian angel. By Saturday, Lake Michigan was approaching “mill pond” status, seas about one to three feet. It was this that sent everyone off guard. This is the “why”. The contestants did their calculations and calibrations based on the northerlies, and they did not adjust enough. Little did they know how much our “mill pond” varies hour by hour!

Statistics: this is interesting (if statistics are ever interesting). *No* boat finished *late*! That’s right – *no* boat finished after 1400 hours. Every boat was *fast - fast - fast*, all the way from the start.

The contest was designed basically north/south on purpose. The “mill pond” has a usual subtle current from the north, along the Chicago shore, but this current can reverse itself or can intensify, depending on the winds. Designing the contest, I knew these variable currents would test the best of skippers.

Purposely, the contest had sixteen legs, zigzag, but only five scoring legs. I wanted and hoped that some contestants would break the 0.500% score. That didn’t happen; in fact, once again, Chicago’s NAI would turn in the worst scores of all NAIs! Of the sixteen legs, two legs were easterly, seven were northerly, and seven were southerly. You would think that if the skippers misjudged the northerly, it would offset southerly. Again, it didn’t happen.

Trying to make sense of the numbers, I played “what if?” Well, what if *all* legs were scored – no intermediates to offset fast/slow? Interestingly, the end result was the same as with the scoreable five legs.

Pete Healy: 323 total seconds out of 14,008 seconds = 1.30639%

Tom Collins: 494 total seconds out of 15,972 seconds = 2.02228%

Bob VanLandingham: 384 total seconds out of 16,433 = 2.33676%

Larry Marks: 475 total seconds out of 16,091 seconds = 2.95196%

Without question, Haluk made some math errors or entry errors, so for statistics, I eliminated his numbers.

The average error per leg per skipper was 33 2/3 seconds, based on sixteen legs. Wow! That’s not so good; that’s an average of 533 seconds per boat.

Now let’s look at the fast/slow legs:

4 zero second legs
(plus, Haluk had a zero leg!)
26 slow legs
144 fast legs

Something was sure happening out on that “mill pond”, don’t you think? Okay, there was a north/south condition, but what about the easterly legs? The start to the first interim mark was only 0.75 nm, and the second leg to Mark 1 was only 2.50 nm. The north/south current shouldn’t have that much effect! Oh, yes! First leg, nine boats fast; second leg, eleven out of twelve boats fast, with an average of 28 seconds error for the 2.50 nm. For

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Definition of rhumb line:
Most direct course between two bars

Definition of deviation:
Unusual behavior in the fo’c’sle

A Bad Day for PLRANC

The last contest was at Marin Yacht Club on Saturday, October 2, 2004. On Friday, when my crew member, Gil McCoy, and I passed the Bay Bridge, I called Clem Hartley, our Vice Commodore, on the radio, assuming he was ahead of me. No answer. Then I called him on his cell phone and got his answering machine. I left a message to call me back as soon as possible.

By late Friday afternoon, Clem still had not arrived, so we called his home phone on board his vessel and again got his answering machine. That meant his yacht was still at the marina in Oakland. Saturday morning, we called the harbormaster at the Marina Village Yacht Harbor and asked him to check this out. He went over to his boat, *Valiant*, and saw Clem sitting in a chair, apparently asleep. When he did not answer the door, the police were called. They broke into the boat and found Clem dead in his chair. Since the last time anyone saw or talked to him was the previous Wednesday, he may have died that Wednesday night. I just found out today that he died of cancer. Clem was 66 and was the heart and soul of PLRANC.

Some members promptly cancelled their race. During the contest, I had to go down below, and, coming back up, I walked straight into the window of the entrance door. I forgot I had closed it. But the window did not crack! Later that evening, I fell on the cement dock, with my arms full of dinner stuff. Not a great day. The results were: 1st place: Jerry Goldman of San Rafael Yacht Club, with a 2.47% net error; 2nd place: Haluk Akol of Berkeley Yacht Club, with a net error of 2.77%, and in 3rd place: Bonnie Dieffendorf of Marin Power Squadron, with a net error of 3.42%. Very poor scores!

Previously, we had a contest out of Coyote Point Yacht Club on September 18, 2004. Clem Hartley was there but was coughing badly. He had done so for weeks. I was in the hospital with a bad angina attack, but the doctors decided I did not have a heart attack and sent me home after twenty-four hours of testing, so I missed that contest. However,

our Port Captain and my good friend, Carter West, came to the rescue, ran this contest on Jerry's boat, and had a credible performance. As it was, the weather was lousy, with heavy winds. After the race, the contestants just went home.

The 2004 season is now over. Our next general meeting is at Oakland Yacht Club, where the new officers will be voted on and sworn in. We will then try to go on next year as best as we can without Clem Hartley.

Clem and I worked together for two years and were the best of friends. I will miss him terribly.

Fred Schreuder
Commodore
Predicted Log Racing Association
of Northern California

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Looking Over My Shoulder
(Continued from page 6)

the two legs from the start to Mark 1, the average error was 45.25 seconds over 3.25 nautical miles. You would think by now the fleet would get a clue. No way! I ran the course northerly for 12.25 miles, with four intermediate marks. The score for the leg, Interim C to D, a distance of only 1.85 nm, was really bad. Eleven boats out of twelve were fast, really fast, with an average error of, get this, 73 seconds! Pete, and *only* Pete, was slow by five seconds! How's that?

Now, the leg that kicked *me* in the face was to Interim D, a pin prick in the water, precisely 1,600 feet due east of the Hollywood Avenue breakwater light on shore. I knew I would skunk everyone with this mark! Sure, skunk them! Not a chance! This was the *best* of the legs! Three zeroes! Three ones, a two, and a four! I hang my head in shame; I got skunked!

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Dear NACA Friends of Bill Menees

The following letter was received from "Friends of Bill Menees"; the e-mails were received from Bill's niece, Ora Menees, who has set up a communication network to keep us informed of Bill's progress.

The purpose of this letter is a heartfelt request for your support and prayers and to join us in believing for a miracle. The request is for Bill Menees, captain of *Alaska Hunter* and member of Port Orchard Yacht Club. Bill has been a lifetime resident of Port Orchard, Washington, and has established his family and business in the area for fifty-two years.

Bill and his wife Becki went through a life challenge when they lost their four-year-old daughter Chelan to cancer and now have another life challenge to conquer.

Three years ago, Bill was diagnosed with prostate cancer that has been successfully managed. In August, Bill was diagnosed with a "second primary" cancer, consisting of a life-threatening form of sarcoma. He has a large, fast-growing tumor in the back of his upper right leg, which has wrapped itself around the sciatic nerve, muscle, and main blood supply to the leg, thereby producing a debilitating, painful, and dangerous situation.

Bill has finished two rounds of an aggressive chemotherapy and will be receiving one more treatment. His doctors are waiting to determine if the tumor growth can be arrested. In any case, Bill is facing one of two possible surgeries: removal of the thigh muscles and ligaments from the affected leg and replacement with artificial ligaments or total amputation of his leg and partial hip. Either surgery will be a drastic change of life. Bill may have more than a year of rehabilitation.

Bill is a plumber, with his own successful business for twenty-seven years. Because of his condition, he can no longer work and has no further income at this point. Bill and Becki have health insurance; however, many medical expenses are not covered and are mounting up quickly.

A trust fund has been established by "Friends of Bill Menees" to assist in medical expenses only. If

you feel you would like to support Bill and Becki with a financial gift, it would be gratefully received. The family will be informed by the trust of all gifts. You can mail your gift to:

The Meness Trust
PO Box 706
Port Orchard, WA 98366

"Friends of Bill Menees"

October 20, 2004

Hi, All!

Yesterday, Uncle Bill went in because he was getting some clotting in his blood in his right leg. The doctor didn't give him any blood thinners but told him to keep hot packs on it regularly and keep his leg elevated. The clots are caused by the chemotherapy. Uncle Bill went in today to have an MRI. They will get the results Thursday and travel to Seattle to see Dr. Bruckner to review the MRI and determine what to do next. Surgery is possible. We won't know until Thursday what the surgery will entail, when it will be, or if it is needed at all.

Keep those great prayers going! Thank you all for your support. I can't tell you how much it means to have this support. I've personally been there and had my own fight with cancer. Just knowing that people were out there praying for me gave me so much more reason to fight.

November 13, 2004

The latest news is that Uncle Bill is scheduled for surgery with Dr. Bruckner on December 3rd. The doctors feel confident that there is little tumor on the back of his leg. The front of his leg is a different story, and I can't tell you much about that right

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GPS-Aided Contests

The following is correspondence between David Weimer, Vice Commodore of San Diego Cruiser Association and Tom Collins of Southern California Cruiser Association:

Hi, Tom:

San Diego Cruiser Association is going to venture forward next year and try some GPS-aided contests.

Do you have any published material/instructional material that might assist us in developing a GPS-aided contest?

Thanks,
David

David,

Thanks for your question. I think it is important to move our sport forward into the twenty-first century. Therefore, I think your question is well timed. I invite Elaine Townsend to publish it in *Cruiser Log*, in order to possibly encourage more log racing organizations to consider such advancements to our sport. I welcome your interest and hope you will keep me abreast of any activities you pursue in this regard.

No, we don't have any specific published matter that you requested on the application of GPS to log racing. However, it is relatively simple.

There are a number of levels of usage we employ. Primarily, we have allowed the use of GPS to create "virtual buoys". This is particularly important for our races that take us "26 miles" across the channel to Catalina. Because of the depth and the lack of need for same, there aren't any buoys for most of the trip. Because of that, we used to have a single leg account for more than 80 percent of the contest. By incorporating virtual buoys through the use of GPS, we are able to create multiple additional checkpoints on the crossing. This makes the races more interesting, while at the same time making them more fair through the use of more legs of approximately the same distance, rather than one

winner-takes-all leg.

The most basic method of allowing GPS use is to allow viewing of only latitude and longitude. (Prohibited functions are excluded by obscuring them with tape applied to the display.) However, unless the course is exactly due north/south or east/west, it is very hard to steer to and locate a virtual mark using latitude and longitude alone. But, nevertheless, we have done just that. A bit more civilized method is to also allow the use of Cross Track Error and Distance to Go. That is easy enough that no one can really complain that it is too hard. By allowing the use of Course Over the Ground, an astute skipper can determine the resultant crab angle. In certain instances, he can then compute the apparent offsetting effect of the current on his boat.

On a couple of races, we have allowed the use of speed readout from speed logs, GPS, and LORAN but without any other position or course information permitted from the GPS. This hasn't given the low scores one might expect, apparently because the total error is dependent on correctly predicting the distance, accurate time calculations, and precisely running the course predicted. So, just having the sometimes fluctuating GPS speed readout alone is not a slam-dunk on overall performance.

Another innovation we have recently been applying to our contests is, I believe, even more important than using GPS. That is allowing an "Open Actual Log". This means that throughout the contest, the skipper can see what times have been recorded for marks called and try to make some corrections based on his errors to that point. This requires a good deal of skill in interpreting the data, because the error could have been from something other than current (buoy mislocation, prediction error, boat speed, etc.) Simply applying a correction based on the last leg's error could compound the net error.

(Continued on page 13)

Dear Friends of Bill Menees
(Continued from page 8)

now, either. The surgery will be done at Overlake in Seattle.

We have no idea how long he will be there for recovery. Basically, what I've been told is what is known. I really wish I could tell you how much they think they're going to remove, if they might possibly remove the leg. Nothing is known until they get in there and take a look at things. So, pray that they'll get in there, cut all the icky stuff out, close him up, and he'll be as good as new!

This weekend Uncle Bill and Aunt Becki headed to the ocean with Bobbi and Jerry to go clam digging. They'll be home sometime Monday.

November 24, 2004

Here's the scoop. As for visiting, they want visitors. Do give Uncle Bill some time to get his head wrapped around the idea that he just had surgery and whatever the outcome is. It is really tough to tell how he will be feeling. If you head over, be open to being sent away for an hour or two to give him some rest. I know it's tough to get to Seattle sometimes but make the trip. He will *love* you for it.

If you have any questions or worries about visiting him, please call me at (360) 297-2282 (evening is best). I will be happy to answer any of your questions.

On a *very* happy note, Uncle Bill just had his banquet for his predicted log race ventures, and he took all the top awards! He was awarded Skipper of the Year, first place overall, first place team for International Power Boat Association, and first in his class! That is a serious accomplishment! I think it's *awesome*! Keep the happy thoughts and prayers coming.

December 3, 2004

It is a wondrous evening! Uncle Bill's surgery was

exactly the miracle that we all were hoping for! The surgeons were able to remove all of the tumor. They kept it intact and passed it along to pathology for testing. Results will be back in about two weeks. The removal was tedious but clean. There were no nerves damaged, and his blood supply is great. Doctor will probably be sending him home by Saturday, depending upon his pain level.

A thank you to all for all your wonderful and happy thoughts and prayers. He couldn't have gotten through this without all of you!

December 5, 2004

Uncle Bill is now home! He arrived yesterday and is doing very well, moving around very easily, using crutches. Aunt Becki told me that before the surgery, he had been given an epidural for pain control, and, while on the surgery table (face down), he woke up in the middle of it, pushed himself up, and said, "Wow, that was fast!" The surgeon then said, "You need to lay back down", and they continued on with the surgery, after making sure he had enough medication to keep him out.

She also told me that the tumor they removed was about the size of a nerf football. They took only two hamstrings and a small portion of the groin muscle (can't remember what it is called). He will have 100% recovery and usage of his leg!

If you'd like to have updates of how Bill is doing, send your e-mail address to me at: *billmenees@hotmail.com*.

Merry Christmas to all and a Happy New Year!

Ora Menees :)

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



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 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 According to Haluk Akol
(Continued from page 1)

In the semi-confusing boat drawing scene, Tom Collins, the reigning champion is crowned king, with a gold crown, a cape, and a scepter of authority. Another exciting moment in NAI history. Too bad I don't have my camera, and I am stuck near the door, not able to express personally my loyalty to His Highness.

We draw the boat *Mirage*, a beautiful Carver of fifty feet, with Volvo engines. Sonny Litowski, the owner, conducts a tour of the vessel. We are impressed and hopeful of success.

Speed trials of Thursday are postponed because of high winds. We will do other things.

Thursday

The annual NACA meeting is short and sweet. There are no earth-shattering discussions or decisions. Then there is the skippers meeting. Interesting. Bill Templeman answers a myriad of questions, some not so agreeable to contestants.

He says, "The answer is NO, NO, NO!" to contestants who want to use their own printing time keepers. I smile under my moustache. Since somebody walked away with my Casio CP-10 card printer (because they liked the elegant walnut box), I have been using Doris' atomic clock with gigantic numbers. It prints nothing.

Bill clarifies many situations and, with gentle persuasion, agrees to eliminate some questionable turns.

The wind is still blowing, but less forcefully. Neptune decided to give us a break.

In the afternoon, I spend foolish hours to assemble my homemade navigation tools. A pelorus drawn on plywood and ingenious, ridiculous range finders to keep us 350 feet away from the cribs when we go around. I get exhausted and discouraged. My friend Clem does not like these contraptions.

At five o'clock, we pile up in the yellow school bus (capacity 71) and go to Belmont station of Chicago Yacht Club.

We enjoy the barbecue dinner, delicious desserts, and the live music by the no-smile blonde at the keyboard and her shaved-head accomplice playing the stainless steel cooking utensils.

Clem, John, and I sit at a table near the bar next to Larry Marks and Toby, our good friends from Boston. John Molchan brings me a strong scotch to pull me out of my doldrums. It works!

Then we ask Ben Shaw to join us. He looks a little older but still has the same courageous, independent spirit. He comes with his two handsome grandsons, Chris and Greg Yalanis, stalwart supports for an ancient warrior.

Nobody at Belmont knows the whereabouts of my friend Joe Vosatka, who lives around here. He saved the day in our 1989 NAI third place by resurrounding the tachometers in the beautiful boat, *Wandering Star*.

Friday

We meet Captain Sonny and the observers, Bob and Adrienne, to go for the speed trials. The weather is beautiful, no big winds or waves. Nothing.

Checking our speeds along the one-mile breakwater, everything seems to go as planned. We are encouraged. We take a cab to the hotel.

The Chicago Hilton is huge and massive but with a

(Continued on page 13)

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NAI 2004 According to Haluk Akol
(Continued from page 12)

tremendous charm. A thousand and some rooms, marble everywhere, exquisite chandeliers, and gold. The Normandie Room has wood paneling and furniture saved from the famous ocean liner; the Grand Ballroom is very, very large and hard to describe, awe-inspiring but beautiful. This hotel is an ancient masterpiece, accepting us as friends and offering personal interest and warmth not expected from a giant.

The building is finished in 1927 and named The Stevens. Taken over by the army to house many troops during the war, it is later acquired by Stephen Healy to be refurbished until Hilton gets it several years later to make it magnificent.

Sometime before the contest, I tell all this to Pete Healy and his wife Rita. She says, "Our son is named Steve Healy!" We all smile, surprised by the coincidence.

Saturday

Again, beautiful weather, beautiful boats, beautiful people. We all do our best, going north and then south, then north again around the cribs.

And, of course, our Pete Healy wins it all, fair and square. It is possible that obscure and ancient spirits may have some influence in worldly happenings. The rest of us trail behind, happy to finish, happy to be part of NAI, happy to get a silver bowl for the twenty-fifth anniversary of NACA, regardless of how we do in the contest.

Joe LeBlanc gets the well-deserved Gandelman trophy for his sustained service and contribution to NACA. Ben Shaw gives an eloquent speech, accepting the trophy for Joe.

I finally find my friend Joe Vosatka through Captain Sonny. He comes with us on the boat and to the trophy dinner.

Later, we say farewell to everybody and part grace-

fully into the treacherous fog of unknowns of another year until St. Petersburg, Florida.

Haluk Akol Predicted Log Racing Association of Northern California

GPS-Aided Contests (Continued from page 9)

Adding intermediate waypoints to a contest that features an open actual log (the times at the intermediate waypoints are recorded on the back of the actual log) takes a lot of the guesswork out and really helps to make the race into a game of skill. Now the skipper has sufficient information to try to determine just exactly what is influencing his performance and to make some adjustments before the leg is finished. Plus, it helps to level the playing field, so that the Newbies have just as much information about what is happening on the course as do the Old Salts, who have run the course a hundred times and have all their "secret data".

The bottom line is to keep the contest fun. No one runs a log race because they have to. They do it because they want to do it. And they will want to do it only if they have fun and somehow are rewarded by learning something along the way. From my point of view, the fastest way to discourage a log racing participant, new or old, is to frustrate them. On the other hand, give them a challenge they feel they can meet, and they will probably keep coming back for more.

Thanks for your letter. Please let me know if you have any more questions on this subject.

Tom

"The cure for everything is salt water -- sweat,
tears, and the ocean."
Isak Dinesen

“C”

NACA respects the opinion of each member. The following article is Chris Yalanis' opinion. I have tried to heed all grammar, italics, parenthesis, etc. We hope it sparks further discussion. - Editor

'C' is for Change and 'C' is for Character: Can we have both?

At this year's NAI, hosted by the Chicago Yacht Club (a wonderful event – I can't say enough good things about it!), several of us engaged in a 'spirited' discussion after the skippers meeting. The subject was whether or not a computer *should* be allowed to run on board a contestant's boat during the entirety of the contest. Specifically, the computer would have its GPS and tracking software on during the entire race. It would not be accessible to the skipper or any of the contestants (it would be closed or covered or both), in accordance with our rules.

At odds over the issue were two distinct camps whose reasoning was separated (read 'argued with passion') essentially along the lines of *necessity* – that is, *whether or not it was necessary to have the computer on board at all*. What follows are some of the arguments supporting the varying opposing claims of necessity.

Against 'C' or 'It's not necessary to have the computer on.'

1. Having a computer on does not add materially to the race for the skipper, and
2. Things not necessary to the skipper should not be on board, and
3. Things that can be used to cheat should not be on board,
4. Computers could somehow be used to cheat.

For 'C' or 'Computers should be allowed'

- A. Having a computer running on board allows for the contestant to significantly improve his/her abilities by allowing data to be recorded for future analysis and training use, and

- B. Having a computer running on board can improve our sport in the future, and
- C. Things that don't affect the spirit of the race should be allowed on board, and
- D. Don't accuse me of cheating.

You've probably sensed from my phrasing above, and thus it should be noted at this point in this article, that I was not an un-biased observer of the discussion. In fact, I was a strong supporter of the claim that computers ought to be allowed.

"On guard" (*sound byte – clash of swords*)

I will proceed by simply arguing the 'for' position, as I don't believe the 'against' position is morally or logically coherent. I can't attempt to reasonably explain it to the audience except to say that I heard comments like "this is not a practice event – this is the main event" and "someone could connect their computer to a wireless beeper using Bluetooth technology to a PDA or watch and therefore send themselves signals, such as a vibrating alert, to let them know to change their speed, course, etc." Clearly, in my mind at least, the main positions supporting the 'against' had to do with the possibility of cheating and the fact that the skippers *shouldn't have* a computer or any other type of training aid which could be used in the future to benefit themselves.

So, in favor of allowing computers, I offer the following. First, having a computer on board with said technology would provide some significant benefits to the contestant, the race itself, and our sport. In fact, I predict that within a few years every boat will have a computer running with just such this software. I will explain.

Imagine you've just run a race. Now, imagine that you can review your race on your computer. That is, exactly what track/course did you run? Were you steering in the intended direction? Did you

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“C”

(Continued from page 14)

turn too widely? Were you going slower or faster than expected? Did you compensate correctly for that disruption due to the sailboat that decided to cut through? Obviously, there is a great deal of information to be gleaned from such a computer recording. All of it would benefit the skipper and his crew.

Hey – it’s not as if professionals in other sports don’t do the same thing. Do you think Tiger Woods watches videos of his golf swing? Serena Williams, of her tennis swing? I’ll bet Arnold Palmer and Martina Navratilova wish they’d had this stuff too during their glory years!

Here’s another benefit for everyone. Now, imagine that you’re sitting at the ‘peel off’. And, as the numbers are being peeled, so the actual courses of the fourteen competitors are being shown on a video screen. Leg by leg, we see the courses of the competitors along with their times and all the things I mentioned above. In addition to being highly amusing, this information provides another terrific benefit.

Imagine there was a dispute over a particular issue. Imagine, for instance, that a skipper accuses another of not yielding to the inside boat during a turn. Well, now the judges have the facts. Imagine again that someone is clearly changing their direction to bleed off speed...evidence of cheating? So, this technology may be used in many ways to support and further our sport. (I should note that in cases of protest and cheating, the portions of the legs in question should be blanked out to minimize embarrassment to the contestant.... Hey, maybe the fact that one could be caught would help prevent cheating.)

In summary, ‘C’ is for change. We should embrace it when it leads us closer to ‘The Good’.

Now, before I close, I must address the second ‘C’ – ‘Character’. The main argument that I heard against the third ‘C’, the Computer, was that it

could be used to (the fourth ‘C’) ‘Cheat’. Frankly, I am not a conspiracy theorist. In fact, I can think of a number of less expensive, more devious, and more accurate ways to cheat than using a computer like this. But that’s not the point. You see, I don’t NOT cheat because I’m afraid of getting caught – *I don’t cheat because I don’t want to*. I mean, what’s the point? Sure, they had some nice gifts for the winner this year – but who wants to wear a watch that’s weighted down by dishonor?

It’s impossible for us to prevent all cheating in our sport. Unfortunately, it will continue to happen. It’s thanks to all those parents who taught their children it was more important to win than to win well. Sure, we should take prudent means to prevent cheating (which we do with observers, scrutinizers, boat owners, etc.) We can do this by including the **USE OF COMPUTERS IN THE FUTURE!**

I don’t want to continue to beat this now-dead horse. I think you see the point. We can have Change and Computers with Character and without Cheating.

Respectfully submitted,

Chris Yalanis
Narragansett Cruiser Association

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Future NAI Events

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

Highlights of *Misty Sea* Log Huntington Harbor to Puerto Vallarta

Predicted Log:

We are beginning our third trip to Mexico on our 46' Bertram Sportfisher, *Misty Sea*. This will be our third extended cruise there in our own boat. We are no strangers to Mexico, as we have enjoyed brief one- to three-week trips aboard friends' boats on various occasions since the early eighties. Extended cruises on our own boat are different, because we will be gone for about seven months, living on the boat as we cruise down the west coast of Mexico.

We will depart our dock in the Long Beach area October 30th. We will probably start heading north beginning in March, with layovers again in each of the places we stayed on the way down, with plans to arrive back in the United States sometime in May. These are our immediate plans, but as cruisers often say, "Our plans are cast in Jell-O."

Actual Log: *Misty Sea*

We departed Huntington Harbor on schedule and had an uneventful 90-mile ride to San Diego and were provided a slip for the night by San Diego Yacht Club. We did not take on fuel as we have done in the past, because, rather than diesel costing less than \$1.00 per gallon as in previous years, it was being quoted at \$2.67 per gallon. We understood it was less expensive in Ensenada, Mexico. This is a complete reversal from previous years.

Early Sunday morning, we departed San Diego for a good ride to Ensenada. Incidentally, on days when we have a considerable distance to travel, we usually plan to get underway at first light, about a half hour before sunrise. One thing we definitely

try to avoid is entering a harbor or anchoring after dark. Even with radar and our GPS position displayed on a chart plotter, on a moonless night it is impossible to see and avoid small buoys and whatever else might lurk in the dark. Plus, the outdated Mexican charts can't be trusted, since they often show we are anchored on shore.

Fuel in Ensenada was only \$1.58 per gallon, which saved us over \$500 by not fueling in San Diego. Ensenada is the last conveniently available fuel dock before Cabo San Lucas, a distance of over 700 nautical miles. Fuel is usually available in Turtle Bay, but in the past, it has been unreliable and expensive (over \$3/gal). We carry 640 gallons in our tanks and also placed 160 gallons in bladders on the cockpit deck so that we would not need to depend on fueling in Turtle Bay. Incidentally, the boat's brochure states our range at cruising speed (20+ knots) is under 300 miles. However, by slowing down to less than maximum displacement speed ($1.34 \times \text{square root of waterline length}$), we are able to more than double our fuel range.

We planned to lay over just a day in Ensenada to secure tourist visas and clear the papers for the boat. Strong offshore winds of up to 35 knots were forecast, so we delayed our departure a day.

The trip down the outside of the Mexican Baja peninsula can be a rough one. It is a wide-open coastline, with no protection from northwesterly weather, which can include large swells that originate as far north as Alaska. Further compounding that is the rugged coastline, with very few protected anchorages in which to take cover. So, a careful eye to weather and route planning to avoid the roughest areas is indicated. Our winds were not benign, with 15 to 25 knots. Fortunately, we were going down-coast with the prevailing seas following behind us, giving us a good deal of yaw as the large seas overtook us. We were glad we weren't going north.

The pleasure you get from a boat
is often reckoned to be
in inverse proportion to its size.
Anonymous

(Continued on page 17)

*Highlights of Misty Sea from Huntington Harbor to
Puerto Vallarta
(Continued from page 16)*

About 80 miles south of Ensenada, we saw a large whale crossing perpendicular to our bow just a couple of hundred yards ahead and brought the boat to a stop to let him pass. But instead, he turned to swim over to us and proceeded to swim completely around our boat within about twenty feet. It was quite a thrill for us. He was substantially larger than the boat and definitely not the usual gray whales we often see. Judging by the shape of his dorsal fin and ridged back, we think it was a rare fin whale. The following day, we found ourselves alongside a pod of three humpback whales. Later, we spotted quite a few migrating California gray whales. All in all, it was some very good whale watching.

The leg to Turtle Bay was a 36-hour run, so it was an overnight underway for us. About 30 miles before reaching Turtle Bay, we passed through the Dewey Channel, a three-mile wide passage between a mainland point and some offshore islands. It is usually rife with lobster-pot buoys, so a careful eye is called for. There was also a very strong current running that caused the buoys to intermittently submerge and surface. You guessed it - we had a connected pair surface just in front of the bow, with no way to avoid a wrap in spite of our efforts to stop in time. The water was below 70 degrees, too cold for me. So, we took the easy way out and pulled the line up with a boat hook and cut it. As we proceeded on, we were both watching very carefully to avoid any more pots. We gave a good berth to one pair, but, as we passed by, we were too late to observe they had a very long attaching line floating on the surface. Wrapped again, twice in ten minutes.

We arrived at Turtle Bay just at dusk. Turns out they now have a boat that looks like a miniature tug that will come to you at anchor and pump fuel. Having transferred fuel from the bladders, we were nearly full, but we topped off 60 gallons, so we could learn more about this new service. They have a fast pump and an accurate meter, and the

fuel was \$2.26 a gallon, not bad for Turtle Bay. We also had them dive and clear the remaining line from the pots off of our props.

We had another overnight from Turtle Bay to Bahia Santa Maria. Once in that anchorage, a Mexican fisherman, with his wife and child aboard, approached us in his panga (a large outboard-powered open Mexican boat). In Spanish, he asked if we wanted to buy any lobsters at \$3 apiece. We indicated we would take five, provided they were alive, and he said he would return with them in time for dinner. Joanne, therefore, didn't prepare anything, and when he didn't show, we ended up heating a can of beef stew. Darn, I had my taste buds set for lobster. I suppose he found they weren't still live.

We made another overnight run to Cabo San Lucas, arriving at 0600, just as the fuel dock was opening. We took on 320 gallons of diesel and left. (Running 7.7 instead of 8 knots on that leg more than tripled our range.) We were into the bay, fueled, and back out to sea in less than an hour. In the old days, we used to love Cabo, and we spent many enjoyable weeks there. But now, we find it is an overpriced aberration that most cruisers happily pass up. With the likes of Planet Hollywood, Hard Rock Café and Senor Frogs, it is a sort of glitzy place, not even reminiscent of a Mexican town.

We are underway for Puerto Vallarta. Combined with our run to Cabo, it will be a double overnight trip this time, because we chose not to go through the check-in/check-out procedure and expense with the Port Captain just to anchor out for a night. Also, we have learned that in Cabo, the agriculture inspector was checking arriving boats and confiscating all United States beef because of concerns of mad cow disease. That would have made Joanne very unhappy, because our freezer has a six-month

(Continued on page 18)

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Did You Know?

All 50 states are listed
across the top of the Lincoln Memorial
on the back of the \$5 bill.

*Highlights of Misty Sea from Huntington Harbor to
Puerto Vallarta
(Continued from page 17)*

supply of meat in it.

The trip from Cabo San Lucas at the southern tip of the Mexican Baja Peninsula to Puerto Vallarta in Banderas Bay on the mainland coast of Mexico is a passage of over 300 ocean miles. In the middle of the crossing, we are more than 100 miles from the nearest land. As I write this, it is 4:30 in the afternoon, and we are 75 miles from Cabo. The seas are two to three feet, giving a comfortable slow rocking motion. The wind is a quartering breeze off our port stern, blowing a gentle ten knots out of the north, yielding two or three knots over the deck. The tropical ocean is 81 degrees, and far from land, the air temperature is usually within a couple of degrees of the water temperature, warmer in the day and cooler in the night.

We have Sirius satellite radio playing their Movin' EZ channel, which is mostly favorite oldies. We are moving at a comfortable fuel-conserving speed of 8 knots. At this speed, the motion of the boat is smooth, and the sound from the engines is a soft, gentle purr. We have the radar alarm set to alert us if any object approaches within three miles. It really seems unnecessary, because, as I scan around the perfectly clear horizon under a bright sunny sky, I feel that I can see 50 miles, and there is absolutely nothing to see. Gives one a feeling of solitude on this vast ocean.

Joanne is relaxing on the long bench-seat in front of the helm on the flybridge, drifting in and out of a gentle afternoon nap. Quite frankly, I can't recall any more pleasant, relaxing, enjoyable experience in my recent memory. This is really what it is all about.

Of course, I will carefully savor this moment, with the knowledge that it is a large and mighty ocean and these idyllic conditions can change in the blink of an eye. But, for the moment, this is just about as good as it gets.

Interestingly, this far from land, we have a pair of booby birds, a species of seagulls, flying low over the ocean and circling the boat. We first noticed them traveling along with us about an hour ago. We are now 80 miles from nearest land, and it would seem that they are putting themselves at jeopardy. But if they follow the pattern of previous encounters, about dark they will probably land on the bow railing and settle down to enjoy the ride for the night. We have even had tiny land birds seek refuge on our boat on this long passage. Moving about the bridge, seemingly without fear of us as they walk over our feet, they fly off when they sense we are within range of land at our destination.

The sun will be setting soon, and it looks like conditions are just right for a "green flash". We have seen it only a few times and never the really big flash we have heard of. It happens just as the last of the sun drops through a clear sky into the ocean; that last tiny bit of sun turns green for just a moment. It definitely creates a worthy excuse for preparing a refreshing beverage and sitting down to gaze at the normally beautiful ocean sunset. Just one more of the rigors of life at sea!

Tomorrow, we will complete this first 1100+ mile leg of our journey when we pull into Banderas Bay and then take a slip at Paradise Village Marina. You can reach us via e-mail with any comments or questions at k6dbz@winlink.org.

Tom & Joanne Collins
Misty Sea

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

12/15/2004

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Last Year Dues Paid</u>	<u>Boat</u>	<u>Assn</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Average Points</u>
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	808	Rubin, Chuck	2004	BIG-C	NECA	6	4673	935
6	677	Doherty, Bill	2004	ALDEBARAN	SDCA	7	4645	929
7	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	7	4536	907
8	940	Strachan, George	2003	INUIT	IPBA G	6	4517	903
9	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	7	4510	902
10	296	Pettit, Paul	2004	ROSIE	SDCA	7	4507	901

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

12/15/2004

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Last Year Dues Paid</u>	<u>Boat</u>	<u>Assn</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Average Points</u>
1	20	Collins, Tom	2004	MISTY SEA	SCCA	7	6675	954
2	808	Rubin, Chuck	2004	BIG-C	NECA	6	5472	912
3	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	6	5213	869
4	810	Lisowski, Sonny	2004	MIRAGE	CYC	6	5196	866
5	775	Schwalm, Glendon	2004	PRESENT TIME	SPYC	6	4864	811
6	878	VanLandingham Jr.,	2004	SIRIUS I	SPYC	5	4825	965
7	940	Strachan, George	2003	INUIT	IPBA G	5	4517	903
8	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	5	4507	901
9	2140	Livingston/Lurie, Team	0	QUEEN EXODUS	SMBPF	5	4276	855
10	961	Beaman, Tom	2004	TESTAROSSA II	PLRANC	5	3949	790

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

12/15/2004

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Last Year Dues Paid</u>	<u>Boat</u>	<u>Assn</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Average Points</u>
1	20	Collins, Tom	2004	MISTY SEA	SCCA	5	3886	972
2	808	Rubin, Chuck	2004	BIG-C	NECA	5	3874	968
3	878	VanLandingham Jr.,	2004	SIRIUS I	SPYC	5	3860	965
4	800	Adalian, Garry	2004	JONATHAN	SDCA	5	3675	919
5	296	Pettit, Paul	2004	ROSIE	SDCA	5	3616	904
6	2140	Livingston/Lurie, Team	0	QUEEN EXODUS	SMBPF	5	3573	893
7	940	Strachan, George	2003	INUIT	IPBA G	5	3552	888
8	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	5	3545	886
9	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	5	3540	885
10	810	Lisowski, Sonny	2004	MIRAGE	CYC	5	3528	882

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

12/15/2004

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Last Year Dues Paid</u>	<u>Boat</u>	<u>Assn</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Average Points</u>
1	677	Doherty, Bill	2004	ALDEBARAN	SDCA	11	9057	906
2	800	Adalian, Garry	2004	JONATHAN	SDCA	11	8774	877
3	20	Collins, Tom	2004	MISTY SEA	SCCA	9	8540	949
4	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	10	8328	833
5	296	Pettit, Paul	2004	ROSIE	SDCA	11	8308	831
6	933	Weimer, Dave	2004	JUST DESERTS	SDCA	11	8283	828
7	761	Devlin, Dick	2004	IRISH MIST	SDCA	11	8174	817
8	705	Dover, Herb	2004	COASTWATCHER	SMBPF	11	7807	781
9	782	Timmerman, Dick	2004	VAGABOND	IPBA N	10	7773	777
10	671	Hensley, Jack	2004	JUBILEE	IPBA N	11	7729	773

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

NACA TROPHY ResultsBest eight of first eight or nine contests.

Page 1 of 5

12/15/2004

<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	9	7657	957
2	800	Adalian, Garry	2004	JONATHAN	SDCA	9	7279	910
3	771	Scott, Tom	2004	SCOTTS N WATER II	SCCA	9	7099	887
4	677	Doherty, Bill	2004	ALDEBARAN	SDCA	9	7077	885
5	957	Menees, Bill	2004	ALASKA HUNTER	IPBA N	9	6930	866
6	842	Klett/Elbon, Team	2004	KLETTITAT	IPBA N	9	6853	857
7	933	Weimer, Dave	2004	JUST DESERTS	SDCA	9	6688	836
8	296	Pettit, Paul	2004	ROSIE	SDCA	9	6650	831
9	775	Schwalm, Glendon	2004	PRESENT TIME	SPYC	9	6462	808
10	761	Devlin, Dick	2004	IRISH MIST	SDCA	9	6424	803
11	782	Timmerman, Dick	2004	VAGABOND	IPBA N	9	6338	792
12	705	Dover, Herb	2004	COASTWATCHER	SMBPF	9	6305	788
13	2018	Silvernail, Chuck	2004	SOLMAR	IPBA N	9	6246	781
14	909	Strandjord, Scott	2004	REDEMPTION	IPBA N	8	6241	780
15	950	Good, Bob	2004	MINERVA IV	IPBA G	9	6202	775
16	671	Hensley, Jack	2004	JUBILEE	IPBA N	9	6194	774
17	964	Blockhus, Burnell	2004	LOLITA	SMBPF	9	6188	774
18	878	VanLandingham Jr., Robert	2004	SIRIUS I	SPYC	8	6160	770
19	376	Templeman, Bill	2004	EMPTY POCKETS	CYC	9	6142	768
20	839	Cole, Fred	2004	MOUSE TRAP	IPBA N	9	6045	756
21	352	Knapp, Russ	2004	KARU	IPBA N	9	6038	755
22	453	Goldman, Jerry	2004	HOMBRE ORO	PLRANC	9	6007	751
23	810	Lisowski, Sonny	2004	MIRAGE	CYC	9	5930	741
24	961	Beaman, Tom	2004	TESTAROSSA II	PLRANC	8	5902	738
25	937	Denaci, Edward	2004	MICROSHIP II	SDCA	9	5899	737
26	49	Akol, Haluk	2004	LEYLA	PLRANC	9	5805	726
27	2141	Hazelrig, Steve	0	SALARA	IPBA N	9	5789	724
28	857	Downer, Jerry	2004	NOR' WESTER	IPBA S	9	5710	714
29	919	Lindal, Bob	2004	SUZY Q	IPBA N	7	5682	812
30	570	Hartley, Clem	2004	VALIANT	PLRANC	9	5621	703
31	704	Healy, Pete	2004	JINKIES	SCCA	8	5588	698
32	844	Rubinstein, Irving	2004	LORELEI	SDCA	9	5486	686
33	808	Rubin, Chuck	2004	BIG- C	NECA	6	5472	912
34	889	Ritter, Owen	2004	OUTBOUND	IPBA N	7	5446	778
35	805	Salerno, Ralph	2004	ANCORA	SDCA	9	5410	676
36	739	Ryan, Craig	2004	BLACK JACK	SCCA	9	5396	674
37	370	Henry, Mike	2004	PEACHY KEEN	IPBA N	9	5372	672
38	655	Hansen, Rupert	2004	VIKING	SDCA	9	5278	660
39	936	Ehlers, Bob	2004	JB & ME	SDCA	9	5270	659
40	619	Larson, Don	2004	TEWASI	IPBA S	9	5260	658
41	2140	Livingston/Lurie, Team	0	QUEEN EXODUS	SMBPF	7	5214	745
42	803	Schreuder, Fred	2004	FAIR LADY	PLRANC	9	5151	644
43	940	Strachan, George	2003	INUIT	IPBA G	6	5086	848
44	2095	Padgett, David	2004	SLIP AWAY	IPBA N	9	5050	631
45	5133	Lambert, Neville	0		IPBA N	9	4997	625
46	639	Terris, MD, Gerry	2004	FAMILY AFFAIR	SMBPF	9	4988	624
47	949	Vignocchi, John	2004	RIPRAP	CYC	8	4741	593
48	720	Lightheart, Doug	2004	WINDRUSH IV	IPBA G	9	4723	590
49	2057	Diefendorf, Bonnie	2004	TIME OUT	PLRANC	8	4671	584
50	941	Chandler, Tom	2004	RM II HYDE	SCCA	7	4640	663
51	921	Alberts, Bob	2004	BOB'S BABE	SDCA	9	4608	576
52	875	Vildibill, Nancy	2004	OVER FORTY	SPYC	9	4600	575
53	5086	Gautschi, Bob	0		IPBA G	9	4544	568
54	732	Findley, Bill	2004	ANOTHER PROMISE	SCCA	9	4499	562
55	591	Erly, Robert	2004	LOIS	SDCA	9	4483	560

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56	755	Jackman, George	2004	SPECIAL EFFECT	SCCA	6	4464	744
57	623	Frampton, Patrick	2002	EBONESS	IPBA G	7	4424	632
58	550	Fiorentino, Bob	2004	GIO'JA	NECA	6	4396	733
59	132	Johnson, Robert H.	2004	SCHOTTISCHE IV	IPBA N	8	4347	543
60	662	Sayer, Jeff	2004	WAYWARD SUN	IPBA S	6	4304	717
61	2071	Diefendorf, Noel	2004	TIME OUT	PLRANC	8	4253	532
62	976	Lewis, Dave	2004	DAVEY'S LOCKER II	SMBPF	9	4231	529
63	2089	Rude, Donald	2004	BELLA VITA	IPBA N	8	4216	527
64	2121	Catlett, Bill	0	LISA MICHELLE	SCCA	7	4206	601
65	821	Wellnitz, Jerry	2004	VENTANA	SDCA	6	4190	698
66	898	Spence, Dick	2004	KICHIGAI	IPBA N	6	4168	695
67	2115	Calabrese, Jeff	2004	LIVING WELL	SDCA	9	4065	508
68	428	Meyer, Virginia	2004	TRACY M	NCA	5	4012	802
69	182	Le Blanc, Joe	2004	SANJEN	NECA	6	3873	646
70	154	Meyer, Norman	2004	TRACY M	NCA	5	3812	762
71	967	Lieberman, Karen	2004	KNOT FOR SALE	SPYC	7	3764	538
72	724	Montgomery, Lynn	2004	LIKELY LADY	IPBA N	5	3751	750
73	774	Hull, Leonard	2004	MAR-LEN	NCA	5	3660	732
74	697	Dickson, Gordon	2003	SEA BEAR II	IPBA N	8	3645	456
75	443	Brazil, John	2004	NEM	CYC	5	3534	707
76	958	Anderson, Jim	2004	FIDALGO	IPBA S	6	3477	580
77	2128	Palermo, Ed	0	CHAOS	NECA	6	3437	573
78	818	Murphey, John	1999		IPBA N	4	3427	857
79	855	Gaston, Lisa Curcio	2004	TIM'S TOO	CYC	6	3400	567
80	2006	Stephens, Bill	2004	BETWEEN BOATS	NCA	5	3372	674
81	5082	Chilson, Dick	0		SCCA	6	3358	560
82	2081	Loneragan, James	2004	CASA DEL PERRO DOS	SDCA	6	3351	558
83	736	Smith, J D	2004	SAFARI	SCCA	9	3265	408
84	2127	Schachter, Mike	0		SCCA	4	3211	803
85	2159	Glantzberg, Fred	2004	SERENDIPITY	SPYC	4	3202	800
86	669	Brooke, Tom	2004	GREAT ESCAPE II	IPBA N	4	3166	792
87	809	Sabuncuoglu, Sinan	2004	ALISERRA	PLRANC	5	3155	631
88	67	Rohrbaugh, Duke	2004	YOU GOTTA BELIEVE	SPYC	6	3099	516
89	74	Roth, Robert	1997	NIGHTWATCH	SMBPF	4	3057	764
90	2001	Lewis, Bill	2004	SPINNER TWO	SDCA	5	3019	604
91	54	Jepsen, Ed	2004	ROUGH & READY	PLRANC	6	3018	503
92	2085	Lorenz, Kim	2004	TIRELESS	IPBA N	4	2899	725
93	959	Cullen, MD, Bruce	2004	CAROLINE II	IPBA N	4	2823	706
94	55	Haines, Donald	2004	ONE MORE CHIME	SDCA	7	2813	402
95	717	Rothe, Bob	1999	STARLIGHT EXPRESS	IPBA N	4	2805	701
96	238	Shaw, Ben	2004	SHAWNEE	NCA	5	2762	552
97	574	Marks, Larry	2004	DADS' WATCH	NECA	6	2504	417
98	953	Swigard, Phil	2004	EVENTIDE	IPBA N	4	2405	601
99	2149	Mueller, Mike	0	PERSUS	IPBA N	4	2403	601
100	5128	Harkness, Sally	0		IPBA N	5	2303	461
101	2110	Yalanis, Chris	2004	NIKOLAIKI	NCA	5	2275	455
102	951	Leedy, Mike	2003		IPBA N	4	2258	564
103	865	Rumbold, Bill	2004	SUNDANCE	IPBA N	4	2233	558
104	915	Rosendale, John	2004	MISTIC BLUE	IPBA N	4	2231	558
105	2976	Dominy, Tex	0		IPBA N	5	2129	426
106	712	Stewart, Bill	2004	TUITION FREE	WLECA	3	2106	702
107	408	Kahlo, Jack	2004	SWEET AGNES	SCCA	4	2079	520
108	765	Hutchinson, Jim	2004	BET-T-ANN	SDCA	5	2079	416
109	5118	Banks, Conrad	0		SCCA	3	2064	688
110	2160	Hendershot, Jack	0	LA TORTUGA	SMBPF	4	2031	508

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111	2169	Harbert, John	0	NIMME DIPPER	WLECA	4	2006	502
112	891	Longenecker, Leo	2004	REALITY CHECK	IPBA N	3	2005	668
113	971	Waters, Wayne	2004	MIRAGE	SDCA	3	1913	638
114	897	Yalanis, Greg	2004	BETTER DAYS	NCA	5	1881	376
115	2134	Uebbing, Ron	2004	HI-YA	WLECA	2	1863	932
116	348	Lentgis, Dean	2004	KALOS FILOS	IPBA N	2	1859	930
117	3437	Zuvich, Jerry	0	NO WORRIES	IPBA N	2	1849	924
118	607	Swan, Jeff	2004	CLAIRE MARIE	IPBA N	2	1769	884
119	2010	Armstrong, Dale	2001		IPBA N	2	1719	860
120	2152	Galbraith, Mark	0		PLRANC	2	1682	841
121	222	Thompson, John	2004	DAWDLER	WLECA	2	1675	838
122	2133	Grubinski, Dave	0	SYNERGY	WLECA	2	1668	834
123	683	White, David	2001	LAZY GAL	IPBA N	2	1660	830
124	596	Yarrington, C T	2004	ENDURANCE II	IPBA N	3	1645	548
125	2004	Adair, John	2004	PACIFIC STAR	SCCA	3	1602	534
126	926	Butzbach, Tom	2004		PLRANC	3	1571	524
127	917	Hampton, Duane	2000		SCCA	4	1545	386
128	2132	Edinger, Larry	0	SUB-A TUB	WLECA	2	1541	770
129	2170	Ciesinski, Tim	0	ADVANCED THERAPY	WLECA	2	1540	770
130	4058	Baker, Terry	0		IPBA N	3	1506	502
131	691	Shultz, Ted	2004	BAYOU CADILLAC	IPBA N	2	1502	751
132	2144	Merritt, Don	0	ANN MARIE	IPBA N	4	1500	375
133	2161	Elovitz, Mike	2004	LOVIT	SDCA	3	1491	497
134	5195	Griffiths, Colin	0	IDLE OURS	WLECA	2	1474	737
135	2145	Pilon, Don	0	ELENA 1	IPBA G	4	1426	356
136	2158	Babbitt, George	0	GENERAL QUARTERS	IPBA S	2	1401	700
137	308	Grana, Raymond	2004	MICKEY	CYC	2	1399	700
138	6021	Coles, Gary	0	SOPHISTICATED LADY	WLECA	2	1376	688
139	978	Wilson, Dave	2004	SKOOKUM	IPBA N	3	1374	458
140	2041	Larson, Ron	0	FREEDOM	IPBA S	2	1327	664
141	2033	Deline, Robert	2004	VENTURE	SDCA	2	1257	628
142	856	Price, Colleen	2004	GRAND FINALE	IPBA S	2	1249	624
143	6012	Burwell, John	0		IPBA N	2	1205	602
144	2123	Anderson, Bill	0		IPBA N	2	1195	598
145	43	Lurie, Melvin	2004	SUNRISE QUEEN	SMBPF	2	1181	590
146	3522	Jensen, Roy	0	MICKEY JAY II	IPBA N	2	1165	582
147	710	Townsend, Elaine	2004	ILEINA MAKAI	SDCA	3	1153	384
148	5024	Walker, John	0		SCCA	2	1149	574
149	848	Tyrcha, Tom	2004	PERFECT LADY	CYC	2	1138	569
150	916	Zessin, Larry	2004	JENNIFER ROSE	IPBA S	3	1138	379
151	2153	Kennamer, Sherri	0	TARA	IPBA S	3	1093	364
152	960	Townsend, Richard	2004	VENTANA	SDCA	2	1069	534
153	2069	Wright, Dave	0	CHASER	WLECA	2	988	494
154	386	Gray, Thurston	2000	WISCH BONE	NCA	1	980	980
155	942	Cox, Ivan	2004	VOYAGER	SCCA	1	976	976
156	2156	Wesssel, Mike	0	SALTY QUACKER	IPBA N	1	972	972
157	5151	Ellis, Dale	0		WLECA	1	965	965
158	2155	Weisberg, Cheif	0	OLD MAN IV	IPBA N	1	949	949
159	981	Abele, Brian	2004	SUMMERCAMP	CYC	2	933	466
160	2147	Woolrage, Dave	0	DAYBREAK	SCCA	2	908	454
161	2167	Gilbert/Brown, Team	0		SMBPF	3	900	300
162	432	Sullivan, Alyce	2004	KDM	NCA	1	897	897
163	5070	Wood, Darrel	0		IPBA N	1	890	890
164	955	Grady, Bill	2004	THOR	IPBA N	1	851	851
165	696	Landis, Richard	2004	BONITA	CYC	1	837	837

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166	6029	Arthur, Ralph		R & R	IPBA N	1	827	827
167	2157	Talmey, Tim	0	LA SIRENA	IPBA G	1	799	799
167	2056	Charnet, Dave	0	DOLPHIN	WLECA	1	799	799
169	2171	Matthews, Martin	0	BACKWASH	WLECA	2	794	397
170	2044	Cutler, Brian	2004	BUONA VITA	SCCA	1	793	793
171	912	Lloyd, Bud	2004	DIAMOND GIRL	SCCA	1	761	761
172	2116	Thomas, Mike	0	INSHALLAH	IPBA N	1	743	743
173	6017	Osenbaugh, Butch	0	WHAT ABOUT BOB	WLECA	2	734	367
173	979	Ryan, Gary	2004	ORION II	WLECA	2	734	367
175	2165	O'Connell, Gerry	0	HB FARNUM II	NCA	1	726	726
176	2111	Seltzer, Harris	2004	LIFE'S TOO SHORT	CYC	1	703	703
176	3104	Nelson, Jim	0	SAMMY JO	IPBA G	1	703	703
178	5170	Williamson, Leroy	0		IPBA N	1	698	698
179	703	Hedges, Ed	2004	JO-SEA	IPBA N	1	683	683
180	2058	Daane, Cal	2004	JENEVER	SDCA	2	677	338
181	2146	Snedden, Don	0	REEL ESCAPE	SCCA	1	646	646
182	2138	Abel, Mark	0	LEXUS	SMBPF	2	643	322
183	2142	Libby, Mark	0	SALTY QUACKER	IPBA N	1	618	618
184	816	Burwell, Bill	2004	GAVIA	IPBA N	1	601	601
185	2148	Narraway, Kim	0	MARIA DEL MAR	IPBA G	2	600	300
185	2166	LeBlanc, Sandy	0	SANJEN	NECA	2	600	300
187	6028	Handfield, John		COMMITTED	NCA	1	591	591
188	3621	Olsson, Sam	0	SLO TROLL	IPBA N	1	578	578
189	801	Hansen, Stephen	2000	HAPPY ENDING	IPBA N	1	564	564
190	3424	Bruins, Bob	0	OUR PLEASURE	IPBA N	1	558	558
191	5177	Harmon, Schell	0		IPBA N	1	516	516
192	5073	Neill, Gene	0	TROUBLE MAKER	IPBA N	1	511	511
193	6030	Mazza, Ray		CURRENT AFFAIR	IPBA N	1	490	490
194	6032	Dawson, Peter		GRIFFEN	SPYC	1	466	466
194	2163	Gaston, Rick	0	TIM'S TOO TWO	CYC	1	466	466
194	2168	Lazar, Ed	0	ONE MORE TIME	WLECA	1	466	466
197	5169	Wickward, Gordon	0		IPBA S	1	439	439
198	2150	Garland, Dave	0	LUCKY DOG	IPBA N	1	432	432
199	2139	Waddell, Doug	0	MAQUINNA	IPBA N	1	426	426
200	560	Chiles, Jo	2004	CHILES PLAY	SCCA	1	397	397
201	2039	Bamberg, Dave	0		IPBA N	1	393	393
202	5182	Formica, Pete	0		SDCA	1	386	386
203	5200	Peterson, Jon	0	PELLICON	IPBA S	1	376	376
204	880	Burton, Jerry	2004	SEA CLOUD	IPBA S	1	360	360
205	824	Greene, Steve	2004	FULLMOON	SDCA	1	343	343
206	2143	Jessen, Ray	0	TARNHELM	IPBA N	1	320	320
207	972	Cline, Jim	2004	NUNZIATA	SCCA	1	300	300
207	814	Mescall, Jim	1996	CAVEAT EMPTOR	CYC	1	300	300
207	5152	Sobczynski, Conrad	0		WLECA	1	300	300
207	2164	FARRAHI, JIM	0	DIRTY BABY	CYC	1	300	300
207	832	West, Carter	0		PLRANC	1	300	300
207	6031	Blair, Pat		SIRENA II	IPBA G	1	300	300
207	5201	Gilham, Elizabeth	0	HAKUNA MATATA	IPBA S	1	300	300
207	2151	Cotey, Don	0		IPBA S	1	300	300
207	6033	Ellis, Tom		SILLE 2	SPYC	1	300	300
207	651	Priestley, Richard	2004	SKAL	SPYC	1	300	300
207	2118	BM 1C, Ragsdale	0	OLD MAN IV	IPBA N	1	300	300
207	3466	Alford, Dary	0		IPBA S	1	300	300



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