



# Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 05, Issue 06

December, 2005

## NAI 2005 According to Haluk Akol

Ten years from now, NAI aficionados will look back to St. Petersburg adventure with awe and amazement. No, not for the fickle currents which were twice as strong as predicted, not for the continuous cloud cover in the sunshine state, nor for the threat of another Hurricane Irene to disrupt the festivities.

Those of us still around will remember, with pleasure and nostalgia, the four days and nights of continuous parties and the St. Petersburg Yacht Club members who created such an unusual and wonderful atmosphere. Yes, every night, there was a party. A party of magnified friendship, excellent food and drinks, loud music, many elegant people, and beautiful ladies.

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Wednesday, everything started rather quietly, with the NACA bridge meeting and lunch. We saw many of our perennial good friends, greeted some new ones, and prepared for the boat drawing in the evening.

Registration in the afternoon was somewhat unusual, with several St. Pete ladies in blazers who checked our credentials, took our pictures, and gave us name tags with our smiling faces glued to them. Luckily, none of them questioned me with an unlikely name of Haluk, obviously an immigrant but seemingly not dangerous.

Later in the evening, we climbed up to the second floor to the ballroom for the boat drawing. There was music, hors d'oeuvres, and good drinks for all. No sign of boat drawing activities, just a bunch of pirates milling around. It seems that all the natives were dressed as pirates. Many artifacts such as spy glasses, beads of various colors, flags, old coins, and other looted objects were thrown around.

My buddies, Mel, Bernice, Tracy, Beverly, and I took refuge at a table, had some wine and food, and waited for whatever pirates do to innocent bystanders. Meanwhile, more pirates came by, danced to the loud music, threw more beads and gold coins in the air, but otherwise seemed to be harmless and friendly. I picked up one of the coins and read, "Veni, Vidi, Vici," Caesar's words, and wondered what year it was.

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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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## NACA Objectives

The objective of the North American Cruiser Association (NACA) is to promote the sport of Predicted Log Contests in North America. Pursuant to this objective, NACA will:

1. Publish and distribute a periodic newsletter known as the *Cruiser Log*, which shall contain news and information pertaining to the sport.
2. Schedule and coordinate an annual "North American Invitational" (NAI) Predicted Log Contest.
3. Sanction contests of member associations that are to be scored for NACA points.
4. Maintain and publish scoring and standings of Predicted Log contestants participating in NACA sanctioned contests.
5. Provide perpetual and suitable keeper trophies and other awards for winners of such North American Predicted Log series and events as may be established by NACA.
6. Establish "Recommended Contest Rules" for NACA sanctioned Predicted Log Contests.
7. Generally be responsive to the needs and requirements of member associations and of the sport of Predicted Log Contests.
8. Support boating and Corinthian yachting in general.

### Cruiser Log Publication Deadlines

#### Submit by:

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.

## Predicted Log Learning Guide

Some time ago, United States Power Squadrons (USPS) published a learning guide for predicted log contests. I'm sure many members of NACA are familiar with the publication. Well, the USPS Educational Department's Inland and Coastal Navigation Committee has decided to update the work, and I volunteered to chair the sub-committee that was assigned the task.

The existing learning guide has some excellent technical descriptions and instructions but is, in my opinion, rather complicated in some sections and difficult to follow. Also, the learning guide could use some interesting color illustrations, as well as descriptions of some memorable events to help to sell the sport. The subject of the use of GPS/chart plotters in contests also will be covered in the update.

Because of their experience, NACA members have a unique opportunity here to help update the learning guide with suggestions, volunteer writing of sections, pictures, anecdotes, stories, and tips to good predicted log contest practice. I'm soliciting help in any way from NACA members to produce a sales/technical guide that is interesting, simple, and fun to use. Our close association with USPS in this endeavor could help to recruit more participants from USPS.

If you are interested, please contact me at:  
E-mail: [carljnsn@aol.com](mailto:carljnsn@aol.com)  
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**Carl Johnson**  
**New England Cruiser Association**

...Yet still, even more now, my spirit within me  
Drives me seaward to sail the deep,  
To ride the long swell of the salt sea waves.  
Never a day but my heart's desire  
Would launch me forth on the long sea path...  
-The Seafarer

## Commodore's Corner

The NAI is over for 2005, and it was a great success. St. Petersburg Yacht Club did a fabulous job of putting together an unforgettable week. The weather cooperated, the race course was very interesting, and all had a great time. The finish scores were very close, and that made it even more exciting.

The new bridge members for 2006 were introduced and the flags passed to each with the promise that 2006 will be another great year. The NAI for 2006 will be in the Seattle area, and we will be waiting for further information to come.

Since this will be my final Commodore's Corner, I look back on the year and thank all who helped make it a success. It will be the responsibility of all of us to make an all-out effort to convert some of our marina/club friends from sitting on their boats to enjoying the challenge of learning more about the operation and navigation of their boats in their respective areas.

**Bill Findley**  
**Commodore**

### Future NAI Events

- 2006 Puget Sound, Washington
- 2007 San Diego, California
- 2008 Detroit, Michigan
- 2009 Newport, Rhode Island
- 2010 San Francisco, California

## Alaska 1000 According to John Willister (Part III)

*The Alaska 1000 race started in Nanaimo, British Columbia, on May 31, 2005. This is the third and final part of the article written by John Willister of Southern California Cruiser Association (SCCA), aboard Scotts N Water II for the duration of the race; the verbiage is "from the perspective of those of us aboard".*

### Sunday, June 19, 2005

Anchor down in Kalinin Bay (57° 19' 16.1" N/135° 47' 10.8" W) at 1435 in a gray and misting rain. By 1800, the light rain is still coming down, and, as the mist is rising like smoke from the trees between the valleys and arroyos surrounding the bay into the overcast clouds above, Suzie is preparing dinner. At 1930, the light is starting to dim because of the thick overcast, the rain has stopped, albeit temporarily, and we dine on baked salmon and salad while the county-music CD accompanies the screeching of the eagles diving into the bay trying for their dinners.

Tomorrow we go to Sitka, where Tom and Suzie will meet their son Craig, who will visit during our two layover days there.

### Monday, June 20, 2005

Anchor up at 0745 under partly sunny skies and good visibility. As we turn out of the east side of Salisbury Sound down the Neva Strait, the intermittent light rain follows us but doesn't spoil the scenery through Whitestone Narrows and Olga Strait. At 0950, we still have about eight miles to Sitka and are starting to see signs of civilization again, with building along the shorelines of the many islands.

At 1045, we are at the fuel dock, and by 1200, we are tied up in a slip at the marina complex.

### Tuesday, June 21, 2005

Up at a little past 0600, and after breakfast, we are on our way out of the harbor for a day's salmon fishing. At 0930, Craig hooked up and landed a King salmon that measured thirty-two inches in length. Back at the dock at 1530, with the fish

cleaned and ready to go in the freezer. A great salmon dinner and early to bed.

### Wednesday, June 22, 2005

Another layover day in Sitka and another day of fishing. However, no luck today except for a couple of throw-back halibut and one four-pound rockfish. Back at the dock early, so Suzie could go to town with the ladies while the shops were open. Tom, Craig, and John W said they will wait until the shops are closed and then meet for dinner.

### Thursday, June 23, 2005

Through Whitestone Narrows and Neva Strait between 1100 and 1120 on a flooding minus tide of 3.3 feet and rising, which gave a really nice picture of all the rocks that really are there.

Passed through Sergius Narrows at 1220 with a couple of knots push and fast (14.0 knots) cruise to beat a big ferry coming the other way. We arranged a port-to-port passing on VHF 13 and roared by each other at the east end of the narrows. A fun race, and now it is time for lunch.

Increasing rain and colder for the rest of the trip. Dropped anchor in Appleton Cove (57° 28' 26.6" N/135° 16' 03.7" S) at 1502. Wet and cold...time to start the generator and the heater(s).

At 1655, while at anchor in a side pocket of Apple-

*(Continued on page 5)*

.....

Education is an admirable thing, but it is well to remember from time to time that nothing that is worth knowing can be taught.

-Oscar Wilde

*Alaksa 1000 According to John Willister (Part III)*  
(Continued from page 4)

ton Cove, Tom landed a halibut that measured thirty inches, with a corresponding weight of twelve pounds. As the fish was netted and brought aboard at 1705, cocktail hour had already commenced, so John W prepared a martini (with an olive to make it proper, of course) for Tom and himself. In yachting circles, a martini without an olive would be considered uncouth.

**Friday, June 24, 2005**

At 0720, the sun is breaking through the clouds, and the visibility is clear to the horizon under the broken clouds. Also much warmer this morning compared to yesterday.

A great day for a log race, with the water smooth as glass. There were no hidden currents lurking in the depths of Peril Strait, and we finished a 14.8 nautical mile contest leg with an overall eighteen second error, for a 0.2395% score...our best yet. This puts us back in the hunt.

Docked in Tenakee Spring (57° 46' 40.0" N/135° 12' 17.9" W) at 1305. The dockmaster looks like Willy Nelson and is dressed like an old Crocodile Dundee, complete with bear-claw necklaces and a big knife on his belt. The scenery is beautiful, and we love it. So do about a million green-head flies.

At 1800, we are having a dock party, with everyone contributing to the potluck. The race master's wife, Carolee, gave John W an electronic fly swatter, with which he reverted to his basic primordial male instinct and, within fifteen minutes, had twenty-five confirmed kills. Suzie had about ten more kills, using the car-vac after cleaning up John W's deceased flies. If this sounds a little extreme, one has to experience the local green-head flies, which are the size of small birds.

**Saturday, June 25, 2005**

Off the dock at 0910 under another clear blue sky, with only a few cumulus clouds and very warm for

this area. Again, the water is like glass (for now) as we head out for a thirty-eight mile run to Funter Bay.

Tried to fish for salmon for a while with no luck and also drifted for halibut. At 1140, Tom caught a rock cod, which immediately became an appetizer. Saw over a dozen whales blowing and leaping completely out of the water; some so close we could hear their blowing.

Anchor down and set in Funter Bay (58° 15' 14.1" N/134° 52' 45.1" W) at 1435 in bright sun, a slight breeze, very warm, and lots of green-head flies for company. Elizabeth Gilham, usually on *Tewasi*, rode with us today and reigns supreme as the fly-killer, with over thirty fly carcasses littered around her spot on the bow, where they had disturbed her reading. Within a few minutes, Tom and John W had the dinghy in the water and are setting off with the shrimp and crab traps to kill dinner.

By 1700, the other boats have either arrived or have called in on the VHF as to where we are anchored.

**Sunday, June 26, 2005**

Anchor up at 0605 under a blue sky, with only a few high cirrus clouds and a flat sea.

A beautiful day and much better scores for the last two contest legs on the final race day of the Alaska 1000. A special dispensation was made for these legs, and we were allowed a 10% plus or minus change from our predicted rpm. The currents were completely different than predicted by the Tidal Currents Predictions, so the allowed rpm change gave us all a chance for better scores.

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Definition of an E-Z Out bolt and stud extractor:  
A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

*Alaska 1000 According to John Willister (Part III)*  
(Continued from page 5)

We all finished within a few minutes of 1200, dressed ship, and formed a small parade going into our moorage area. All boats were secured and logs turned in to our scorer, Graham Swindell.

Time to clean up the boats and play tourist for the afternoon and tomorrow until the awards dinner at 1800 Monday night.

Later Tom, Suzie, and John W take a walk in town and wind up at the Red Dog Saloon and listen to the country-western singer crooning to the cruise ship people who have inundated the town.

**Monday, June 27, 2005**

Another beautiful, sunny, and warm day. Boat chores, grocery shopping, and search for another marina for Tom and Suzie to leave the boat for a week while they take a side trip to Skagway.

By late afternoon, it is discovered that all the car rentals in town are sold out. The other marinas don't have electricity for their transient docks, but Auke Bay does. So, tomorrow morning, *Scotts N Water* and one of the other boats are moving to Auke Bay Marina. Only nine miles as the crow flies, but, in this case, the crow draws four feet of water and can't get through the narrow and very shallow passageway directly to Auke Bay. This necessitates a thirty mile run around Douglass Island.

We are back from the awards dinner at 2200. It was a great ending to an interesting adventure, and several new friendships were made. As we are reminiscing about the race, we are thinking of Thol and Randy Simonson from our Southern California Cruiser Association group who did this race several times in years past.

From the standpoint of *Scotts N Water*, our final score and position was not the greatest, but we were not at the bottom. The Prince Rupert trophy for second place in the first half of the race was won by *Scotts N Water* and will reside in Shoreline

Yacht Club of Long Beach for a year.

In the first half of the Alaska 1000, from Nanaimo to Prince Rupert, the order of finish was:

Bob Gautschi	<i>Sirena</i>	Airport YC
Tom Scott and	<i>Scotts N Water</i>	Shoreline YC
John Willister		Hollywood YC
Jack Hensley	<i>Jubilee</i>	Bremerton YC

In the second half of the Alaska 1000, from Prince Rupert to Juneau, the order of finish was:

Bob Gautschi	<i>Sirena</i>	Airport YC
Jack Hensley	<i>Jubilee</i>	Bremerton YC
Doug Lightheart	<i>Windrush</i>	Thunderbird YC

The overall standings for the 2005 Alaska 1000 combined halves, from Nanaimo to Juneau, were:

Bob Gautschi	<i>Sirena</i>	Airport YC
Jack Hensley	<i>Jubilee</i>	Bremerton YC
Don Larson	<i>Tewasi</i>	Gig Harbor YC

Some of the people we met will be at the 2005 NAI race in St. Petersburg, Florida, this coming October. The others, we may see at some time in the future somewhere around the log racing circuit.

As we said our goodbyes to those who were heading in different directions, we left each other saying, "The Alaska 1000 - do it again in 2010 (two thousand ten)."

**John Willister**  
**Southern California Cruiser Association**

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## 2005 NAI Contest Results

Contestant	Vessel	Organization	Total Error
1 Bill Menees	<i>Present Time</i>	IPBA/North	1.339%
2 Bob Good	<i>Amore Charles</i>	IPBA/Gulf of Georgia	1.377%
3 Chuck Rubin	<i>Sea Skimmer</i>	NECA	1.477%
4 Tom Scott	<i>December Morn</i>	SCCA	1.669%
5 Bill Stephens	<i>Sirius I</i>	NCA	1.773%
6 Tom Collins	<i>King Conch</i>	NACA Champion	1.844%
7 Jerry Downer	<i>You Gotta Believe</i>	IPBA/South	1.888%
8 John Vignocci	<i>Phase Out</i>	CYC	2.024%
9 Herb Dover	<i>On Pointe</i>	SMBPF	2.263%
10 Glen Schwalm	<i>Kara Anne</i>	SPYC	2.307%
11 Garry Adalian	<i>Serendipity</i>	SDCA	2.328%
12 Haluk Akol	<i>Last Call</i>	PLRANC	2.644%

## NAI Predicted vs Actual Finish

Contestant	Adjusted Start Time	Adjusted Predicted Finish Time	Adjusted Finish Time	Error Seconds
1 Bob Good	09:03:49	13:30:00	13:30:02	002
2 Herb Dover	08:40:18	13:29:00	13:28:34	026
3 Tom Collins	08:49:48	13:30:00	13:29:08	052
4 Bill Menees	09:06:07	13:30:00	13:30:54	054
5 Tom Scott	09:09:18	13:30:00	13:29:05	055
6 Haluk Akol	08:30:00	13:30:00	13:29:04	056
7 Chuck Rubin	08:55:45	13:30:00	13:28:27	093
8 Bill Stephens	08:41:23	13:30:00	13:28:20	100
9 Garry Adalian	08:19:17	13:30:00	13:27:30	150
10 Glen Schwalm	08:29:26	13:29:00	13:25:22	218
11 Jerry Downer	08:28:04	13:28:00	13:22:58	302

## NACA Trophy Winners

Coastal Explorer Trophy	Bob Good	IPBA/Gulf of Georgia
RMS Queen Mary Trophy	Mike Schachter	SCCA
George M. Codrington Trophy	Bill Menees	IPBA/North
St. Petersburg Yacht Club Perpetual Trophy	Tom Collins	SCCA
Herbert L. Stone Perpetual Trophy	Bob Gautschi	IPBA/Gulf of Georgia

## NAI 2005 According to John Willister

*Written from the perspective of John Willister, navigator for Southern California Cruiser Association (SCCA) contestant Tom Scott.*

Normally, there would have been fourteen entries from the twelve member associations around the United States and Vancouver, British Columbia, the NACA high points individual, and the defending champion from the 2004 NAI that was held in Chicago on Lake Michigan.

For this year, the 2004 defending champion, Pete Healy of SCCA, was recovering from major surgery and could not attend. The contestant from the Western Lake Erie Cruiser Association did not have a crew and, therefore, did not compete on his own.

### Tuesday, October 4, 2005

This was a day for early arrivals to check in at the hotel, just across the street from St. Petersburg Yacht Club (SPYC), and do some pre-registration at the club itself. Others of us had arrived a few days early and started looking at what the bay waters and weather would have in store for us by race weekend.

I had driven down to Punta Gorda and Port Charlotte to visit some friends and then took a good look at the south end of Tampa Bay near the Sunshine Skyway Bridge, under which our whole fleet would pass south and then north on the race course.

Wind, rain, whitecaps, thunder, and lightning. Hope it gets better by race day!

### Wednesday, October 5, 2005

All of us are checking in at the hotel, and the NACA bridge members are having their formal yearly meeting at SPYC. At 1800, there was a welcoming hosted cocktail party at the yacht club, where we all socialized and then drew boats from the local people who had volunteered their boats for the contest.

Approximately two weeks before the contest, I had mentioned to Tom Scott, for whom I was to be navigator, that it would be just great if we could draw our own SCCA member Joe Castagna's boat that he keeps in St. Petersburg. It is a Bayliner 47, with which we are somewhat familiar, since our throttle-man, NACA Commodore Bill Findley, owns a boat that is very similar. As good luck would have it, Tom Scott did draw Joe's *December Morn East*, along with the racing numbers "13". Maybe an omen of things to come...

### Thursday, October 6, 2005

As we are watching tropical depression Tammy work its way up the east coast of Florida and then probably turn across Georgia before diminishing in strength, we are concerned that all our recording of currents in the bay will have been in vain.

We did our measured mile runs and settled on a base speed of 8.984 knots, which was as close as we could get to the nine-knot maximum speed allowed for the contest with an even rpm setting.

Tampa Bay is one of the areas in the United States where there are government current meters at certain locations that record the actual currents in six-minute intervals around the clock. For parts of the previous four months, I had been watching and recording the actual currents and graphing the comparisons with the official predictions.

In general, we had fairly good offsets for the comparative time frame on race day to the maximum predicted ebb time and slack before flood time for many days, except when thunderstorms were occurring or prolonged strong winds were blowing. Now, would race day be a normal day or one of the exceptions, when all of our previous observations would go out the window?

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*NAI 2005 According to John Willister*  
(Continued from page 8)

The yacht club had scheduled events for Thursday and Friday nights that all contestants and their guests could attend, but our group decided to get together at local restaurants.

Our boat crew consisted of Tom Scott as the official contestant and captain, myself as navigator, Bill Findley as throttle man, and John Hoogendam as wheel man. John and Joanne Hoogendam are former Shoreline Yacht Club members who had just moved to Naples, Florida, a few months ago. Along with the four of us was Janie Herman of St. Petersburg, who operated the boat in and out of the slip, as is the custom until out in open water. Also onboard were Nancy Findley, Joanne Hoogendam, Suzie Scott, our official observer and our official scrutinizer. Total body count was ten on board. Good thing Tom drew a big boat.

**Friday, October 7, 2005**

Met for breakfast early, and then Tom and I worked on the race planning until it was time to drive to the south fishing pier on the south side of the Sunshine Skyway Bridge. We wanted to check currents at that point at the same relative time we would be there tomorrow during the race. We would be at that point during the race at 1210 on Saturday, and the tidal difference worked out to be one hour (almost exactly) earlier today, on Friday. We were there taking current readings, compass bearings, and GPS readings at the end of the pier at 1110 on a beautiful and clear, calm mid-morning. We were to discover later, when plotting the end of the pier with our GPS readings, that it was a full 145 yards further northwest than on the charts.

Driving back over the bridge, we saw a buoy about one-half mile away with a huge "V" of swirling water around it. One knot at least, we thought, and later, when downloading the meter reading for that time, the current was more than one knot.

If that is what we saw today, then at the same relative time tomorrow during the race, we had it

cinched! Wrong...

**Saturday, October 8, 2005**

Bright and clear at reveille and hardly any wind to speak of (for now). Off the dock and out near the start mark to drift and see if our current predictions looked accurate. The rate did, but the direction was slightly different, so we changed rpm slightly. We were the fastest boat and, therefore, the last to start at 09:09:18.

Around the course we went for the first few legs, thinking everything was working out as planned. Except...what are those ominous dark clouds with sheets of rain coming down from them doing out there ahead of us?

Going down toward the Sunshine Skyway Bridge, the wind started to pick up, and the calm surface of the water was distorted enough that it was hard to tell any current. Going past one buoy, we did discern that our one-knot plus of current that we had seen on Friday was not there and, therefore, took out half of our planned built-in push. As it turned out later after the fact, we would still be way, way too fast on this portion of the race.

Under the bridge in a driving vertical rain and reduced visibility enough that the main problem was finding the next mark(s). Around several of the next legs, we were in and out of the rain, with the visibility varying from three or four boat-lengths to breaking out into the sun with visibility to the horizon. Each boat in the contest would experience different conditions, depending on where they were in relation to the rain showers. Coming back up the bay, the clouds cleared off and we had sunshine (mostly) until the finish.

Well, as we all had started on our predicted times

*(Continued on page 10)*

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Experience is a wonderful thing;  
It enables you to recognize a mistake every time  
you repeat it.

*NAI 2005 According to John Willister  
(Continued from page 9)*

and almost all had finished fairly close to the 1330 common finish time, the scores should be fairly good. It is time to plug in our actual times in our scoring program.

Now the racing number 13 is starting to show itself. How could such a good start and fairly close finish time have so much error in between? It did, and now it's off to the "bitch and moan" party on the pool deck of the yacht club to console ourselves.

Personally, I don't usually drink during the day until the cocktail hour, but today, after looking at our leg scores, I immediately had a couple of beers. Captain Tom had said he didn't want to know our score until later, but he also knows I don't normally drink during the day, so this had him somewhat worried.

After the cocktail hour, the festivities began with the introductions, a great dinner, some more intro-

ductions, and the presentation of the Gandelman Award. Then, on to the peel-off and the awards. A martini for me, as I was expecting the worst. As it progressed, I began to feel not quite as bad about our relative seconds of error. So, I had another martini to console myself. I knew we weren't going to do great, but the more the errors were announced, I didn't feel we would be embarrassed.

As it turned out, all the contestants made their share of mistakes, but the spread of scores from top to bottom was not that bad. No great scores and no terrible scores.

Our score of 1.669% gave us a fourth place finish, further up the ladder than I had anticipated. All in all, it turned out to be a good day and evening, and I was feeling fairly good about it. Whether that was from the final relative scores or my personal martini consumption, I'm not quite certain, but it surely was fun.

John Willister  
Southern California Cruiser Association

## NAI 2005 Winner Bill Menees and Crew



*NAI 2005 According to Haluk Akol*  
(Continued from page 1)

After a long while, a well-dressed, very good-looking lady pirate stopped all unnecessary commotion and announced the boat drawing coming up. I think she was the leader of all the pirates. She was called Nancy the Wild, and, in no uncertain words, she dictated how a contestant would get a boat.

Each of us, when our number was called, went to a sand pit and hesitantly picked a half-buried skull, which, in turn, guided us to an envelope with the boat name in it. I drew the forty-eight foot aft-cabin *Last Call*, which belonged to Lon Compton, my friend from way back.

We decided to meet at 0800 the next day for speed trials and left the pirates to continue their celebrations. Going down the stairs from the ballroom, I fell and found myself lying on my left side on the floor. A very uncomfortable situation for an eighty-year old warrior. Apparently, the last step was a different color, and I had missed it.

Luckily, my friend Tom Collins happened to be there. He and another strong man gently lifted me up to my feet. I was confused and embarrassed. Tom checked my eyes by shining a light, asked me questions, and decided I would survive. I am very grateful for his help and compassion.

Thursday at eight, we walked down to *Last Call*, Lon Compton's beautiful boat. He was already up and around, ready to go. I followed Mel and Tracy, our navigators, with a slight limp. We met Carolyn and Gail, our observers.

At the measured mile, one of the markers was missing for some reason, so we got lost in the middle of nowhere. Certainly an auspicious beginning for a championship contest. Later, we found two other markers and some other boats going back and forth. In a short time, we calculated that 1180 RPM produced 7.7 knots, our predicted base speed. We were all set.

At three o'clock, we had the skippers meeting. It is amazing how we ask the same questions year after year. This time, however, Bob VanLandingham, Jr. also tells us about certain United States Coast Guard zones and requirements, as well as the two ships scheduled to appear at the Skyway near the bridge at the same time as the NAI contestants. Well done, Bob, thank you.

Casino Night on Thursday was another adventure to be remembered. We went to One Beach Drive, across the street from the yacht club, and, after being scrutinized by the ladies in charge at the entry, we took the elevator to the 28th floor. At the top floor, we were checked again, looking at our name tags and pictures, and admitted to the vast circular bar with the most fantastic view of the harbor and the bay. I said to myself, "This is another time, another world. One is lucky to be here."

I sat next to Dick Devlin and his wife, exchanged good words in a good life. Then, other people like Mel Lurie, Bernice, Tracy, Bev, and Tom Collins drifted in. We enjoyed good drinks and good view and discussed how to spend the ten thousand dollars they gave each of us when we got in.

Soon, we adjourned to the casino next door. There were card tables, and the dice mongers were already operating full speed. A five-piece band was playing music for the dancers. There I sat again with Mel, Bernice, Tracy, and Bev. We also had Ed and Karen Jepsen to keep us company.

I cashed my ten thousand dollars for several chips of various colors and stood at the edge of a black-

(Continued on page 13)

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Membership in NACA keeps everyone who is interested in Predicted Log Contests well informed about the sport throughout North America. Competitors from thirteen member Associations compete for National Trophies simply by competing in their local contests. The champion from each organization competes in the North American Invitational, hosted by a different organization each year.

Your dues entitle you to receive *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:

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\*Your contributions enable us to maintain the perpetual trophies and provide other services to our Member Associations.

*NAI 2005 According to Haluk Akol*  
(Continued from page 11)

jack table between a very aggressive gambler and the wall. Hesitantly, I placed part of my fortune on the table but promptly lost several hands. The aggressive, with two drinks and stacks of chips, kept drinking, laughing loudly, and pushing me against the wall.

So, I abandoned gambling, picked up what was left of my fortune, and went back to the table with the possibility of having dinner. The band kept playing good music of our past, and there were people dancing, drinking, and singing.

I gave the rest of my fortune to Tracy, a good gambler, who went to throw the dice. Then, the music abruptly stopped. Three girls dressed in red, gold, and blue showed up announcing a Las Vegas-type show. They set up a defective tape player for music, which worked after a few false starts. They danced together for quite a while, with the audience applauding and screaming.

Later, we had dinner. Delicious. Music, dancing, and celebration continued, as well as the gambling. A veritable casino night it was. I went back to the hotel after rescuing my friend Mel from a couple of beautiful girls.

Friday was a lazy day. I already had our race calculated at 7.7 knots. I talked briefly to Mel and arranged to meet him in the afternoon. I had lunch at the yacht club with Ken and Barbara Cowan, my dear friends from New England who had taken Doris and me through Cape Cod to Newport and Cutty Hunk (twice) twenty-some years ago. Now, they live in the building across the marina, high above with a fantastic view. My meeting for lunch was a very happy occasion, with delightful memories of the past.

In the afternoon, Mel, Tracy, and I met and discussed briefly the contest course. Later, I glued the pictures of various markers and buoys on the charts. Too tired to do anything else, I skipped the Octoberfest, which I understand, was excellent.

Saturday morning, the sun was shining. We started with quiet confidence, following three other boats at a respectable distance. It is hard to describe exactly how we proceeded, but Lon did a masterful job steering, and Mel and Tracy navigated precisely. We went through a couple of rainstorms, with tons of water dropping on the boat, reducing the visibility to a bad dream in the fog. After five hours, we finished, four boats together only seconds apart. We were 56 seconds fast in five hours.

The awards dinner in the evening was fabulous. Good drinks, excellent food, and elegant people again. It seemed that the end of our memorable visit was happening too soon. I was able to visit with Mrs. Kell Hennessy and his family and express our fond memories of him and our trip to Marblehead, Massachusetts.

Somewhat later, the peel-off started. The winner, Bill Menees, from IPBA/North, is a nice guy and a true champion. With his victory, he ended five years dynasty of California contestants.

We came in a distant last, although well-equipped and staffed with eight counts of winners aboard. Another NAI adventure was over. We were royally pampered, entertained, spoiled, and humored. We were going home now, happy and somewhat tired, hoping to meet again next year.

**Haluk Akol**  
**Predicted Log Racing Association/  
Northern California**

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## Meet Coastal Explorer, Our New Sponsor

On September 15, 2005, Rose Point Navigation systems and North American Cruiser Association (NACA) jointly announced Rose Point Navigation Systems, creator of Coastal Explorer, as the sponsor of the North American Cruiser Association Championship trophy.

The NACA Championship Trophy is considered the top season trophy for predicted log racing in North America. It is awarded annually to the highest scorer in the best eight of the first eight or nine NACA contests entered. It is a beautiful Waterford crystal globe that sits atop a stepped mahogany pedestal, with eight sterling silver plaques around the base, engraved with the annual winners dating back to 1960.

“We are very pleased to be the sponsor of this trophy and to offer a **20% discount** to NACA members,” said Brad Christian, president and founder of Rose Point Navigation Systems. “Many of our customers are predicted log racers. We have specifically added features that make planning a race a lot easier than with other programs, particularly, curved waypoint transitions and a simple and easy way to export a float plan (waypoint list) to MS Excel.” These features, combined with Coastal Explorer’s direct and easy to use planning tools, make it the leading choice for predicted log racing enthusiasts and all other boaters who demand reliable, easy-to-use software.

With a \$399 suggested retail price (less the 20% discount for NACA members) and the ability to use free NOAA Electronic Navigational Charts (NOAA ENC®), Coastal Explorer is the perfect choice for boaters who already have an older software program and wish to update. Coastal Explorer is capable of using raster and vector charts, including S-57 ENC vector chart, Inland Navigation Charts (IENCs) from the U.S. Army Corps of Engineers, and both the recreational and professional Vector digital ocean® charts from NDI. It also supports raster charts from Maptech, NDI, and Softchart International, including the new BSB4 and BSB5 for-

ats that are problematic for some other programs.

“We recognize that many recreational users operate their boats seasonally and must re-learn much of their navigation systems each boating season, due to the complexity of most software and off-season time away,” said Christian. “We have built a program that leverages more user-interface standards than any other system available, and this makes the program easier to learn and use right away.”

Coastal Explorer includes a multi-level undo/redo facility and an easy-to-use find feature; both are features that most computer users are familiar with from various productivity applications, yet are missing from other navigation programs. The find feature utilizes a national database containing over two million named places and can be enhanced with international gazetteers downloaded from the company’s website.

In addition to routes and waypoints, Coastal Explorer allows users to annotate their charts with range/bearing lines, notes, boundary areas and circles, event marks, and tracks of where their vessel has been.

Predicted log racing enthusiasts appreciate the new waypoint styles introduced with Coastal Explorer. It can take a boat’s turning radius into consideration and either show where a pilot should start turning to stay on course, or how much extra time a turn is going to take in a race.

Coastal Explorer is compatible with many NMEA 0183-equipped marine electronic devices, including autopilots, RADARs (for target tracking), AIS receivers, wind instruments, speed, depth, and temperature sensors, and, of course, GPS receivers.

For more information on Coastal Explorer and for a free trial, visit <http://www.rosepointnav.com> or call (425) 605-0985. Be sure to take advantage of the 20% discount for NACA members.

*(Continued on page 20)*

**Top 10 GEORGE M. CODRINGTON TROPHY Results**Best 5 of first 5, 6, or 7 contests

10/31/2005

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg. Points</u>
1	957	Bill Menees	ALASKA HUNTER	IPBAN	7	4853	971
2	950	Bob Good	MINERVA IV	IPBAGG	7	4832	966
3	955	Bill Grady	THOR	IPBAN	7	4808	962
4	20	Tom Collins	MISTY SEA	SCCA	5	4707	941
5	2127	Mike Schachter	SOBRE EL MAR	SCCA	7	4644	929
6	761	Richard Devlin	IRISH MIST	SDCA	7	4628	926
7	49	Haluk Akol	LEYLA	PLRANC	7	4554	911
8	724	Lynn Montgomery	LIKELY LADY	IPBAN	7	4553	911
9	949	John & Peg Vignocchi	RIPRAP	CYC	7	4500	900
10	933	Dave Weimer	JUST DESERTS	SDCA	7	4453	891

**Top 10 RMS QUEEN MARY TROPHY Results**Best 10 of first 10 or 11 contests

10/31/2005

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg. Points</u>
1	950	Bob Good	MINERVA IV	IPBAGG	9	8701	967
2	2127	Mike Schachter	SOBRE EL MAR	SCCA	10	8587	859
3	761	Richard Devlin	IRISH MIST	SDCA	11	8269	827
4	724	Lynn Montgomery	LIKELY LADY	IPBAN	10	8228	823
5	949	John & Peg Vignocchi	RIPRAP	CYC	10	8217	822
6	933	Dave Weimer	JUST DESERTS	SDCA	11	8212	821
7	800	Garry Adalian	JONATHAN	SDCA	11	7995	800
8	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	10	7793	779
9	957	Bill Menees	ALASKA HUNTER	IPBAN	9	7721	858
10	739	Craig Ryan	BLACK JACK	SCCA	11	7712	771

**Top 10 ST. PETERSBERG YACHT CLUB TROPHY Results**Best 4 of first 4 or 5 contests

10/31/2005

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg. Points</u>
1	20	Tom Collins	MISTY SEA	SCCA	5	3891	973
2	950	Bob Good	MINERVA IV	IPBAGG	5	3867	967
3	957	Bill Menees	ALASKA HUNTER	IPBAN	5	3762	940
4	761	Richard Devlin	IRISH MIST	SDCA	5	3677	919
5	2127	Mike Schachter	SOBRE EL MAR	SCCA	5	3608	902
6	296	Paul Pettit	ROSIE	SDCA	4	3606	902
7	724	Lynn Montgomery	LIKELY LADY	IPBAN	5	3606	902
8	775	Glendon Schwalm	PRESENT TIME	SPYC	4	3604	901
9	5024	John Walker	PRIME TIME	SCCA	5	3585	896
10	809	Sinan Sabuncuoglu	ALISERRA	PLRANC	5	3550	888

**Top 10 HERBERT L. STONE TROPHY Results**Total score of 1st, 2nd, and 3rd place finishes in first 7

10/31/2005

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Avg. Points</u>
1	950	Bob Good	MINERVA IV	IPBAGG	7	6760	966
2	5086	Bob Gautschi	SIRENA	IPBAGG	7	5631	804
3	949	John & Peg Vignocchi	RIPRAP	CYC	6	5133	856
4	809	Sinan Sabuncuoglu	ALISERRA	PLRANC	6	5052	842
5	957	Bill Menees	ALASKA HUNTER	IPBAN	5	4853	971
6	2127	Mike Schachter	SOBRE EL MAR	SCCA	5	4613	923
7	49	Haluk Akol	LEYLA	PLRANC	5	4554	911
8	964	Burnell Blockhus	LOLITA	SMBPF	5	4103	821
9	955	Bill Grady	THOR	IPBAN	4	3957	989
10	20	Tom Collins	MISTY SEA	SCCA	4	3891	973

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



# **COASTAL EXPLORER TROPHY\* Results (NACA Championship)**

Best eight of first eight or nine contests.

Page 1 of 4 10/31/2005

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	950	Bob Good	MINERVA IV	IPBAGG	9	7737	967
2	2127	Mike Schachter	SOBRE EL MAR	SCCA	9	7233	904
3	957	Bill Menees	ALASKA HUNTER	IPBAN	9	7197	900
4	933	Dave Weimer	JUST DESERTS	SDCA	9	6864	858
5	955	Bill Grady	THOR	IPBAN	8	6804	850
6	724	Lynn Montgomery	LIKELY LADY	IPBAN	9	6802	850
7	949	John & Peg Vignocchi	RIPRAP	CYC	9	6683	835
8	49	Haluk Akol	LEYLA	PLRANC	9	6625	828
9	809	Sinan Sabuncuoglu	ALISERRA	PLRANC	8	6597	825
10	761	Richard Devlin	IRISH MIST	SDCA	9	6498	812
11	5086	Bob Gautschi	SIRENA	IPBAGG	9	6495	812
12	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	9	6494	812
13	800	Garry Adalian	JONATHAN	SDCA	9	6484	810
14	2095	David Padgett	SLIP AWAY	IPBAN	9	6376	797
15	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	9	6090	761
16	732	Bill Findley	ANOTHER PROMISE	SCCA	9	6076	760
17	919	Bob Lindal	SUZY Q/SEA BEAR	IPBAN	9	6049	756
18	839	Fred Cole	MOUSE TRAP	IPBAN	9	6045	756
19	739	Craig Ryan	BLACK JACK	SCCA	9	5853	732
20	964	Burnell Blockhus	LOLITA	SMBPF	8	5843	730
21	936	Bob Ehlers	JB & ME	SDCA	9	5779	722
22	705	Herb Dover	COASTWATCHER	SMBPF	9	5655	707
23	352	Russell Knapp	KARU	IPBAN	9	5640	705
24	937	Edward Denaci	MICROSHIP II	SDCA	9	5619	702
25	677	William Doherty	ALDEBARAN	SDCA	7	5474	782
26	691	Ted Shultz	BAYOU CADILLAC	IPBAN	8	5391	674
27	2121	Bill Catlett	LISA MICHELLE	SCCA	9	5323	665
28	5128	Sally Harkness	FREEDOM (IPBA N)	IPBAN	8	5237	655
29	2071	Noel Diefendorf	TIME OUT	PLRANC	9	5206	651
30	805	Ralph Salerno	ANCORA	SDCA	9	5122	640
31	591	Robert Erly	LOIS	SDCA	9	5119	640
32	2140	Team Livingston/Lurie	SUNRISE QUEEN	SMBPF	9	5048	631
33	2057	Bonnie Diefendorf	TIME OUT	PLRANC	9	4995	624
34	2115	Jeff Calabrese	LIVING WELL	SDCA	9	4956	620
35	803	Fred Schreuder	FAIR LADY	PLRANC	8	4923	615
36	2007	Michael Fontaine	TUFFY	SDCA	9	4893	612
37	720	Doug Lightheart	WINDRUSH IV	IPBAGG	9	4858	607
38	909	Scott Strandjord	REDEMPTION	IPBAN	6	4817	803
39	889	Owen Ritter	OUTBOUND	IPBAN	8	4769	596
40	55	Donald Haines	ONE MORE CHIME	SDCA	9	4724	590
41	20	Tom Collins	MISTY SEA	SCCA	5	4707	941
42	308	Raymond Grana	MICKEY	CYC	7	4675	668
43	671	Jack Hensley	JUBILEE	IPBAN	6	4615	769
44	348	Dean Lentgis	KALOS FILOS	IPBAN	6	4580	763
45	2144	Don Merritt	ANN MARIE	IPBAN	7	4563	652
46	619	Don Larson	TEWASI	IPBAS	7	4510	644
47	844	Irving Rubinstein	LORELEI	SDCA	9	4470	559
48	921	Bob Alberts	BOB'S	SDCA	9	4456	557
49	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	6	4454	742
50	370	Mike Henry	PEACHY KEEN	IPBAN	7	4349	621
51	376	William Templeman	EMPTY POCKETS	CYC	6	4134	689
52	961	Tom Beaman	TESTAROSSA II	PLRANC	7	4129	590

\*Sponsored by Rose Point Navigation Systems (425) 605-0985

# **COASTAL EXPLORER TROPHY\* Results** Best eight of first eight or nine contests. Page 2 of 4 10/31/2005 (NACA Championship)

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
53	607	Jeff Swan	CLAIRE MARIE	IPBAN	6	4125	688
54	5024	John Walker	PRIME TIME	SCCA	5	4113	823
55	5177	Schell Harmon	HALF SCHELL	IPBAN	6	4103	684
56	6112	John Bemmer	AVENGER	SCCA	6	4066	678
57	6118	Steve Hopkins	HARBOR DOG	CYC	7	4037	577
58	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	6	4001	667
59	2004	John Adair	PACIFIC STAR	SCCA	6	3975	662
60	855	Lisa Curcio Gaston	IN RECESS	CYC	5	3938	788
61	408	Jack Kahlo	SWEET AGNES	SCCA	9	3771	471
62	2082	James David	LEI-SEA	SDCA	6	3737	623
63	959	Bruce Cullen, MD	CAROLINE II	IPBAN	6	3680	613
64	5073	Gene Neill	TROUBLE MAKER	IPBAN	7	3631	519
65	296	Paul Pettit	ROSIE	SDCA	4	3606	902
66	775	Glendon Schwalm	PRESENT TIME	SPYC	4	3604	901
67	655	Rupert Hansen	VIKING	SDCA	7	3599	514
68	662	Jeff Sayer	WAYWARD SUN	IPBAS	4	3508	877
69	6100	Ralph Arthur	R&R	IPBAN	6	3371	562
70	857	Jerry Downer	NOR/WESTER	IPBAS	6	3185	531
71	958	Jim Anderson	FIDALGO	IPBAS	5	3127	625
72	941	Tom Chandler	RM II HYDE	SCCA	6	3087	514
73	623	Patrick Frampton	EBONESS	IPBAGG	6	3059	510
74	771	Tom Scott	SCOTTSIN/WATER II	SCCA	6	3027	504
75	3437	Jerry Zuvich	LADY LAUR	IPBAN	4	3020	755
76	1981	Michael Elovitz	LOVIT	SDCA	7	2999	428
77	2001	Bill Lewis	SPINNER TWO	SCCA	4	2958	740
78	132	Robert Johnson	SCHOTTISCHE IV	IPBAN	6	2957	493
79	2139	Doug Waddell	MAQUINNA	IPBAN	5	2946	589
80	5133	Neville Lambert	NIMUE	IPBAN	4	2942	736
81	878	Robert VanLandingham Jr.	SIRIUS I	SPYC	4	2933	733
82	765	Jim Hutchinson	BET-T-ANN	SDCA	6	2865	478
83	6109	Bob Yates	SEA DAWN	IPBAN	4	2681	670
84	6102	Ron Burley	STILL SHAMELESS	IPBAN	6	2544	424
85	875	Nancy Vildibill	OVER FORTY	SPYC	4	2542	636
86	967	Karen Lieberman	KNOT FOR SALE	SPYC	4	2541	635
87	842	Team Klett/Elbon	KLETTITAT/PUKA KAI	IPBAN	3	2389	796
88	982	George Babbit	GENERAL QUARTERS	IPBAS	3	2365	788
89	6124	Jim Gould	MUTUAL FUN	SMBPF	5	2349	470
90	755	George Jackman	SPECIAL EFFECT	SCCA	3	2286	762
91	453	Jerry Goldman	HOMBRE ORO	PLRANC	3	2267	756
92	697	Gordon Dickson	SEA BEAR II	IPBAN	3	2199	733
93	2148	Kim Narraway	MARIA DEL MAR	IPBAGG	6	2069	345
94	443	John Brazil	NEM	CYC	4	2032	508
95	6101	Bill Baxter	MY LIZZY TOO	IPBAN	4	1965	491
96	4058	Terry Baker	CHOPPERS II	IPBAN	4	1963	491
97	2044	Brian Cutler	BUONA VITA	SCCA	3	1953	651
98	736	J D Smith	SAFARI	SCCA	3	1938	646
99	2128	Ed Palermo	CHAOS II	NECA	2	1930	965
100	2134	Ron Uebbing	HI-YA	WLECA	2	1930	965
101	54	Edward Jepsen	ROUGH & READY	PLRANC	6	1913	319
102	898	Dick Spence	KICHIGAI	IPBAN	4	1888	472
103	6110	David Cover	MOONDANCE/JANESS	IPBAS	4	1875	469
104	6105	Sharon Neglay	MADERA	IPBAN	2	1867	934

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# **COASTAL EXPLORER TROPHY\* Results (NACA Championship)**

Best eight of first eight or nine contests.

Page 3 of 4 10/31/2005

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
105	928	Jane Bloomquist	INDEPENDENCE	CYC	4	1769	442
106	984	Steve Hazlerig	SALARA	IPBAN	3	1736	579
107	963	Dan Robinson	LUCKY GIRL	IPBAN	4	1726	432
108	2160	Jack Hendershot	LA TORTUGA	SMBPF	4	1635	409
109	956	Anne Sacks	ARTANA	SMBPF	2	1620	810
110	6021	Gary Coles	SOPHISTICATED	WLECA	2	1598	799
111	182	Joseph Le Blanc	SANJEN	NECA	2	1598	799
112	810	Sonny Liskowski	MIRAGE (CYC)	CYC	3	1565	522
113	596	C T Yarrington	ENDURANCE II	IPBAN	3	1552	517
114	2159	Fred Glantzberg	SERENDIPITY (SPYC)	SPYC	4	1538	384
115	2085	Kim Lorenz	TIRELESS	IPBAN	2	1503	752
116	3522	Roy Jensen	MICKEY JAY II	IPBAN	2	1476	738
117	818	John Murphey	MADERA	IPBAN	2	1442	721
118	2089	Donald Rude	BELLA VITA	IPBAN	3	1423	474
119	704	Pete Healy	JINKIES	SCCA	3	1383	461
120	821	Jerry Wellnitz	VENTANA	SDCA	2	1359	680
121	5002	Paul Williams	MYSTIFIED	SCCA	3	1356	452
122	865	Bill Rumbold	SUNDANCE	IPBAN	3	1346	449
123	2018	Chuck Silvernail	SOLMAR	IPBAN	2	1344	672
124	3161	Barney Thompson	MAGGIE T	IPBAN	3	1289	430
125	2976	Tex Dominy	AFTER 5	IPBAN	3	1270	423
126	6119	Rich Vale	MEGA BYTES	WLECA	2	1266	633
127	574	Larry Marks	DADS! WATCH	NECA	2	1266	633
128	772	Graham Swindell	WENDY JAY	IPBAGG	2	1265	632
129	74	Robert Roth	NIGHTWATCH	SCCA	2	1242	621
130	916	Larry Zessin	JENNIFER ROSE	IPBAS	2	1232	616
131	951	Mike Leedy	SEA TRUST II	IPBAN	2	1226	613
132	5063	Ralph Jorgenson	SEA SALLY	IPBAN	2	1201	600
133	6123	Peter Dawson	GRIFFEN	SPYC	2	1164	582
134	2111	Harris Seltzer	LIFE IS TOO SHORT	CYC	2	1158	579
135	2059	Ben Bienduga	POPPYSEED	CYC	2	1046	523
136	6111	Elizabeth Gilham	HAKUNA MATATA	IPBAS	2	1009	504
137	743	Richard Johnson	SPIRIT	IPBAN	2	1000	500
138	2056	Dave Charnet	DOLPHIN (WLECA)	WLECA	1	965	965
139	824	Steve Greene	FULLMOON	SCCA	1	956	956
140	6122	Don Murraray	KARA ANNE	SPYC	2	938	469
141	550	Bob Fiorentino	GIO!JA	NECA	2	932	466
142	2169	John Harbert	NIMMIE DIPPER	WLECA	2	932	466
143	2150	Dave Garland	LUCKY DOG	IPBAN	1	923	923
144	2114	Dave Potter	ELYSIAN	SCCA	1	917	917
145	2123	Bill Anderson	TILLIE	IPBAN	1	916	916
146	2092	Robin Maas	ASPEN	IPBAN	1	875	875
147	942	Ivan Cox	VOYAGER (SCCA)	SCCA	1	848	848
148	676	Phil Hardwick	HECTOR	IPBAN	2	831	416
149	2033	Robert Deline	VENTURE	SDCA	2	812	406
150	2010	Dale Armstrong	STOLEN MOMENTS	IPBAN	1	800	800
151	6120	Myron Sherer	STARLING	WLECA	1	799	799
152	6108	Mike Wessel	SALTY QUACKER	IPBAN	1	785	785
153	2149	Mike Mueller	PERSUS	IPBAN	1	779	779
154	912	Bud Lloyd	DIAMOND GIRL	SCCA	1	777	777
155	3424	Bob Bruins	OCEAN PEARL	IPBAN	1	754	754
156	3104	Jim Nelson	SAMMY JO	IPBAGG	1	751	751

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# **COASTAL EXPLORER TROPHY\* Results** Best eight of first eight or nine contests. Page 4 of 4 10/31/2005 (NACA Championship)

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
157	927	Charles Goes	DIGIPLAY	CYC	2	734	367
158	2153	Sherri Kennamer	EMMA ROSE	IPBAS	2	717	358
159	3579	Ray Bouche	GYPSY	SCCA	1	711	711
160	917	Duane Hampton	FRESH START	SCCA	2	703	352
161	3621	Sam Olsson	SLO TROLL	IPBAN	1	683	683
162	6114	Frank Iannuzzi	TUTTA BENE	SCCA	1	671	671
163	2137	Web Palmquist	PACIFIC PLAYER	SCCA	1	643	643
164	978	Dave Wilson	SKOOKUM	IPBAN	2	640	320
165	6128	Vince Firlotte	FANTOME	IPBAN	1	636	636
166	703	Ed Hedges	JO-SEA	IPBAN	1	636	636
167	2102	Lloyd Sergeant	PIERRE!S	CYC	1	633	633
168	6106	Rod Perryman	COMFORT ZONE	IPBAN	1	633	633
169	712	William Stewart	TUITION FREE	WLECA	1	633	633
170	6113	Alan Leingang	ZENTOPIA/MOON SHOT	IPBAS	2	630	315
171	5067	Jim Jeter	GREY DAWN	IPBAN	1	618	618
172	6012	John Burwell	GAVIA	IPBAN	1	603	603
173	2166	Sandy LeBlanc	SANJEN	NECA	2	600	300
174	2167	Team Brown/Gilbert	CAMELOT	SMBPF	2	600	300
175	6121	John Casey	BIG BOAT	WLECA	2	600	300
176	683	David White	CLOSE QUARTERS	IPBAN	2	600	300
177	6125	George Arglen	TA-KEEL-LA	SCCA	1	574	574
178	891	Leo Longenecker	REALITY CHECK	IPBAN	1	573	573
179	5118	Conrad Banks	MEMORY BANKS	SCCA	1	565	565
180	915	John Rosendale	MISTIC BLUE	IPBAN	1	558	558
181	6129	Rich Todt	-	PLRANC	1	556	556
182	887	Ted King	VOYAGER (IPBA N)	IPBAN	1	540	540
183	2120	Jim Richards	EXPLORER	IPBAN	1	516	516
184	6126	Ed Kutchma	PACIFIC PIXIE	SCCA	1	506	506
185	6116	Gary Toler	SEA RESORT	SCCA	1	484	484
186	669	Tom Brooke	GREAT ESCAPE II	IPBAN	1	479	479
187	710	Elaine Townsend	ILEINA MAKAI	SDCA	1	473	473
188	6103	Del Hoffman	CAMEA BRANDON	IPBAN	1	468	468
189	5151	Dale Ellis	-	WLECA	1	466	466
190	892	Jim Kilingsworth	DAISY	IPBAN	1	457	457
191	6127	Dottie Lightner	EVERLIGHT	SCCA	1	437	437
192	2122	Doug Bowers	LU-SEA	IPBAGG	1	434	434
193	2005	Eugene Albright	SHARON LEE III	SCCA	1	415	415
194	6130	Rob Langford	PACIFIC REFUSE	IPBAGG	1	413	413
195	6104	Ray Mazza	CURRENT AFFAIR	IPBAN	1	376	376
196	5169	Gordon Wickward	YANKEE CLIPPER	IPBAS	1	361	361
197	6107	Vern Smith	PATTY WAGON	IPBAN	1	348	348
198	2143	Ray Jessen	TARNHELM	IPBAN	1	345	345
199	6131	Ross Richardson	PACIFIC REFUSE	IPBAGG	1	300	300
200	848	Tom Tyrcha	PERFECT LADY	CYC	1	300	300
201	6117	Rich Skapski	SALTY VEN	IPBAGG	1	300	300
202	5065	Mike Rann	FANTA SEA	IPBAN	1	300	300
203	2118	Ragsdale BM 1C	OLD MAN V	IPBAN	1	300	300
204	2168	Ed Lazar	ONE MORE TIME	WLECA	1	300	300
205	41	Joseph Castagna	DECEMBER MORN	SMBPF	1	300	300
206	2113	Bing Smith	JOLLY MON	SCCA	1	300	300
207	6115	Tom Murphy	TAJA	SCCA	1	300	300

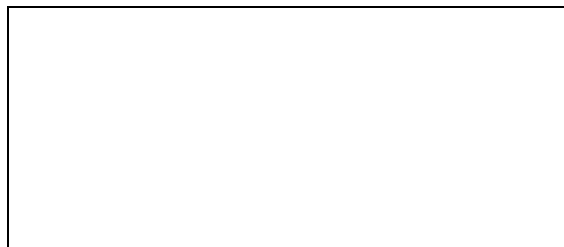
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# Cruiser Log

*The Newsletter of North American Cruiser Association*

Bob Ehlers, Acting Executive Secretary  
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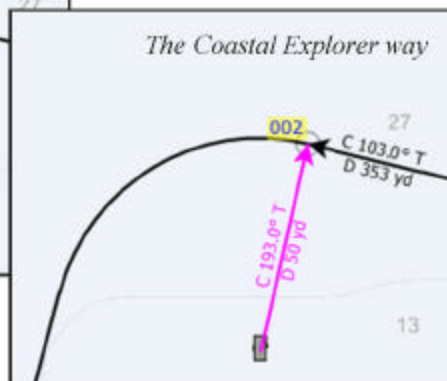
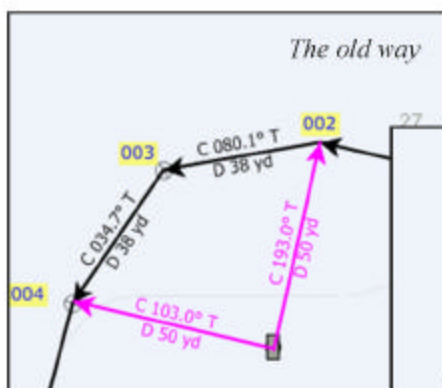
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