



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 06, Issue 03

June, 2006

NAI 2006 Update

Plans are being finalized for the North American Invitational to be held September 6-9, 2006, in Gig Harbor, Washington. International Power Boat Association and Gig Harbor Yacht Club look forward to hosting this event.

To date, Race Master Jerry Downer is anxious to get the name, mailing address, phone number and e-mail address for contestants representing St. Petersburg Yacht Club, Predicted Log Racing Association of Northern California, Narragansett Cruiser Association, and Western Lake Erie Cruiser Association. These associations are requested to send their entries as soon as possible to Jerry at: norwester45@hotmail.com.

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The tentative schedule is for arrival on Wednesday, September 6, 2006, with cocktails and dinner at the yacht club, followed by the boat drawing. Thursday morning will be boat trials, followed by a Burger Bash on the yacht club deck. Immediately following lunch will be the annual NACA meeting and skipper/observer/scrutinizer meetings.

Plans are being made for an optional group dinner for Friday night at a nearby yacht club; information will be forwarded to all contestants and guests when they become available. Saturday morning will be log turn-in and the contest, which will have a common finish at 1400 hours. Cocktails, dinner, and the awards ceremony will be held on Saturday night.

Race packets will be mailed to all contestants on July 10, 2006. Each packet will contain complete contest information, special rules, reservation forms for dinner functions, and order forms for official NAI 2006 merchandise. After the July 10th mailing, all NAI information will be available for downloading on a yet-to-be determined web site.

The following hotels have been booked for NAI participants and guests:

Maritime Inn (on the waterfront in downtown Gig Harbor and an easy .5 mile walk along the waterfront to the Gig Harbor Yacht Club) is holding twelve

(Continued on page 10)



North American Cruiser Association

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

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

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

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NACA Objectives

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

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

Cruiser Log Publication Deadlines

Submit by:	For publication in:
January 15	February
March 15	April
May 15	June
July 15	August
September 15	October
November 15	December

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

Commodore's Corner

Summer already?!! Next thing you know, we will be at Gig Harbor, Washington for NAI 2006. You know what they say about time when you are having fun!

Tracy Wichmann is putting together the 2006 Yearbook. We are looking for those of you who would like to place a business card or more in the book. Time is short, but my card is in the mail. We would like to have all our friends who advertised last year do so again this year, so please get those "cards and letters" in the mail right now. Send them to me, Bob Ehlers, at the address below, or e-mail them to Tracy at: tracy@alum.mit.edu. He will give you direction for the business card, but I will need the donations. One business card is \$25.00. A full page picture of your boat, cat, or ?? is \$150.00. Please be a part of 2006 NACA history by advertising in the Yearbook.

I have sent a second request for membership to those who have not joined NACA for the year 2006. A list of all officers and directors of your regional organizations has disclosed that many are not NACA members. Please encourage your organization directors to join NACA. It's only \$10 for the entire year, and any one of them might get lucky and "win it all". It would be a shame if their races were not being scored for national recognition! An application is in each issue of *Cruiser Log* (page 11 in this one). Send your business cards and advertising to me **my pronto** at:

Bob Ehlers
1135 Alexandria Drive
San Diego, CA 92107
e-mail: robertehlers6@cox.net
Telephone: 619.222.9446

Looking forward to Washington and seeing Lisa be crowned Commodore.

Bob Ehlers
Commodore

Nautical Colloquialism

The following is an excerpt from "When a Loose Cannon Flogs a Dead Horse There's the Devil to Pay: Seafaring Words in Everyday Speech" by Olivia A. Isil.

Rub Salt in the Wound...(another insult)

In the days of sail, salt was critical to preserve meat stores needed for a voyage that could last many months. It was also used as an antiseptic. An unfortunate sailor who had just received a lashing with the infamous cat-o'-nine-tails would then have salt rubbed into his wounds. Metaphorically, one rubs salt into a figurative wound by adding insult to injury.

Attention: Association Scorers

Please send your contest scores to Chief Scorer Craig Ryan as soon after a race as possible, so he can compile NACA standings for publication in the next issue of *Cruiser Log*. Please note his new e-mail address. Send to:

Craig Ryan
2820 Boa Vista Drive
Costa Mesa, CA 92626-3549
714.434.3941
E-mail: his@craigandjan.com

Did You Know?

In the park, if a stature of a person on a horse
has both front legs in the air,
the person died in battle.
If the horse has one front leg in the air,
the person died as a result of wounds
received in battle.
If the horse has all four legs on the ground,
the person died of natural causes.

A Fun Way to Introduce Log Racing

The other day, I was toying with novel ways to introduce people to predicted log racing, and I came to realize that with modern technology, here is now an easy way to do that. Simply put, we can hold races in the marina using outboard-powered dinghies, electric boats, or whatever other water conveyances are available.

The key to doing this in a practical sense is the modern handheld GPS. Costing only slightly more than \$100, the newer units provide a pretty good speed indication. That was the missing ingredient for this type of activity until now. Most small boats don't have a tachometer or other speed-indicating device, and even if they did, slight changes in weight or trim would significantly alter the accuracy of such readings. However, the speed indication from a GPS eliminates all those variables.

The entrants would still need to determine the distances of the various legs between dock fingers or whatever other features there are. They would then predict the time to navigate each leg of the course and create a predicted log. Then on race day, they would need to navigate the predicted course while carefully adjusting the throttle to obtain the speed they predicted.

This activity could not only be a lot of fun but might just whet the interest of some of the entrants such that they might be inclined to come out and try the sport in their big boat.

Now, right away I can hear the purists jumping up and saying that it's not a real log race because you are getting the speed from the GPS. But isn't log racing supposed to test our skills at dead-reckoning? This contest would still involve all the facets of the sport except the conversion of ta-

chometer speed to knots, and, of course, they would miss the thrill of spending seemingly endless hours on the measured mile. Also, they wouldn't need to concern themselves with current or windage adjustments; there usually isn't much of either of those in a marina. Nevertheless, they would still be doing some dead-reckoning navigation and having some fun doing it.

After all, isn't that what our sport is supposed to be all about anyway?

Tom Collins
Southern California Cruiser Association

More on Dinghy Racing

After giving a presentation on predicted log contests to a United States Power Squadron group, a young member of the Sea Scouts asked me if a contest could be devised using dinghies. Why not? We could find some corner of a marina that is not too heavily traveled and give it a try. The first time would probably get only a couple of contestants, but on the third or fourth time out, with a few nice trophies, I'll bet it would work.

John Walker
Southern California Cruiser Association

Future NAI Events (tentative)

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

Duct tape is like 'The Force'.
It has a light side and a dark side,
And it holds the universe together.

Dividers

Here is another excerpt from “Wrinkles in Navigation”, written in 1881 by Squire T.S. Lecky, Master Mariner. Watch for more “gems” in future issues.

To give a “natty man” satisfaction in their use, dividers should be of good quality. The points must be fine and formed of well-tempered *steel* that cannot be bent or blunted. Above all, the *joint* should be good, for if not, it will be provokingly difficult to set the legs to any required distance, on account of the spring and want of uniformity in their motion.

A pair of dividers with an indifferent joint, when being opened or closed, will move by fits and starts, and either go beyond the measurement required or stop short of it. The joint should also be stiff enough in its action to hold the legs in any required position without fear of alteration when handled with ordinary care.

These are the things which require to be tested when making a purchase. Instrument cases always contain a key for tightening up the joints of the dividers when they work slack. What are known as Hair Dividers give *very* exact measurements, but for sea use they are *too* good, and *too* costly.

When a ship is rolling violently, and it becomes necessary to consult a chart, every seaman is aware of the difficulty experienced in keeping the chart and parallel ruler on the table with one hand, whilst with the other he is trying to manipulate the dividers. Some clever fellow, who has evidently been pretty often in this fix, has invented a pair of dividers *for use with one hand*, which are worthy of

coming into general use. They were first shown to the writer by the captain of a schooner-yacht on the Clyde, who claimed to be the inventor. They are opened by a pressure of the palm of the hand on the circular part on the top, which causes the legs to overlap each other and the points to separate

The closing movement is readily controlled by the thumb and forefinger, which, for this purpose, act against the palm pressure. As they are unpatented, they can be ordered from any instrument maker, and can be made with any degree of finish “*to suit the pocket*” of the purchaser.

Did You Know?

It was the accepted practice in Babylon
4,000 years ago
that for a month after the wedding,
the bride's father would supply his son-in-law
with all the mead he could drink.
Mead is a honey beer, and,
because their calendar was lunar based,
this period was called the honey month,
which we know today as
the honeymoon.

EXPERIENCED PREDICTED LOGGERS

Order copies of “Predicted Log Essentials”
Get the competitive edge!
Only \$5 (includes shipping & handling)
Call Bob Ehlers 619.222.9446

NEW COMPETITORS

Order copies of “Enjoy Log Racing”
Each helpful copy is full of facts and fun.
Only \$5 (plus shipping & handling)
Call Bob Ehlers
619.222.9446

A New Dictionary

The Washington Post publishes a yearly contest in which readers are asked to supply alternate meanings for various words. The following were some recent winning entries:

1. Coffee (n.), a person who is coughed upon.
2. Flabbergasted (adj.), appalled over how much weight you have gained.
3. Abdicate (v.), to give up all hope of ever having a flat stomach.
4. Esplanade (v.), to attempt an explanation while drunk.
5. Willy-nilly (adj.), impotent.
6. Lymph (v.), to walk with a lisp.
7. Gargoyle (n.), an olive-flavoured mouthwash.
8. Flatulence (n.) the emergency vehicle that picks you up after you are run over by a steamroller.
9. Balderdash (n.), a rapidly receding hairline.
10. Testicle (n.), a humorous question on an exam.
11. Oyster (n.), a person who sprinkles his conversation with Yiddish Expressions.
12. Circumvent (n.), the opening in the front of boxer shorts.
13. Frisbeetarianism (n.), The belief that when you die, your soul goes up on the roof and gets stuck there.
14. Pokemon (n), A Jamaican proctologist.

The Post also invited readers to take any word from the dictionary, alter it by adding, subtracting, or changing one letter, and supply a new definition. Here are some of those winners:

1. Intaxication: euphoria at getting a tax refund, which lasts until you realize it was your money to start with.
2. Reintarnation: coming back to life as a hillbilly.
3. Giraffiti: vandalism spray-painted very, very high.
4. Sarchasm: the gulf between the author of sarcastic wit and the person who doesn't get it.
5. Inoculatte: to take coffee intravenously when you are running late.
6. Hipatitis: terminal coolness.
7. Osteopornosis: a degenerate disease. (This definition received extra credit.)
8. Karmageddon: it's like, when everybody is sending off all these really bad vibes, right? And then, like, the Earth explodes and it's like, a serious bummer.
9. Glibido: all talk and no action.
10. Dopeler effect: the tendency of stupid ideas to seem smarter when they come at you rapidly.

NACA BLAZER BULLIONS

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

Really good looking!

Only \$25 (includes shipping and handling)

Call Bob Ehlers

619.222.9446

NACA FLAGS

NACA flags are available for purchase.

Only \$25.00 each

Call Bob Ehlers at 619.222.9446

Advantages of Aging

Along with the wrinkles, hair-loss, and clicking knees, growing older does bring some undeniable advantages:

1. You can cunningly pretend not to hear anything you don't want to hear.
2. You can enjoy the cheek of telling the grandchildren not to do what you did.
3. Your extra chin can act as a book rest.
4. From now on, your birthday cake is going to get bigger and bigger as you try to fit all those candles on it.
5. You can whistle while you brush your teeth.
6. You get to be eccentric, and young people have to be polite and patronize your idiosyncrasies.

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

05/04/2006

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Av Points</u>
1	800	Garry Adalian	JONATHAN	SDCA	5	4599	920
2	950	Bob Good	MINERVA IV	IPBAGG	5	3994	799
3	761	Richard Devlin	IRISH MIST	SDCA	5	3817	763
4	936	Bob Ehlers	JB & ME	SDCA	5	3786	757
5	933	Dave Weimer	JUST DESERTS	SDCA	5	3751	750
6	370	Mike Henry	PEACHY KEEN	IPBAN	5	3735	747
7	655	Rupert Hansen	VIKING	SDCA	5	3719	744
8	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	4	3467	867
9	919	Bob Lindal	SUZY Q/SEA BEAR	IPBAN	4	3339	835
10	720	Doug Lightheart	WINDRUSH IV	IPBAGG	5	3331	666

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

05/04/2006

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Av Points</u>
1	800	Garry Adalian	JONATHAN	SDCA	5	4599	920
2	950	Bob Good	MINERVA IV	IPBAGG	5	3994	799
3	761	Richard Devlin	IRISH MIST	SDCA	5	3817	763
4	936	Bob Ehlers	JB & ME	SDCA	5	3786	757
5	933	Dave Weimer	JUST DESERTS	SDCA	5	3751	750
6	370	Mike Henry	PEACHY KEEN	IPBAN	5	3735	747
7	655	Rupert Hansen	VIKING	SDCA	5	3719	744
8	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	4	3467	867
9	919	Bob Lindal	SUZY Q/SEA BEAR	IPBAN	4	3339	835
10	720	Doug Lightheart	WINDRUSH IV	IPBAGG	5	3331	666

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

05/04/2006

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Av Points</u>
1	800	Garry Adalian	JONATHAN	SDCA	5	3824	956
2	950	Bob Good	MINERVA IV	IPBAGG	5	3694	924
3	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	4	3467	867
4	655	Rupert Hansen	VIKING	SDCA	5	3383	846
5	919	Bob Lindal	SUZY Q/SEA BEAR	IPBAN	4	3339	835
6	761	Richard Devlin	IRISH MIST	SDCA	5	3287	822
7	370	Mike Henry	PEACHY KEEN	IPBAN	5	3214	804
8	842	Team Klett/Elbon	KLETTITAT/PUKA KAI	IPBAN	4	3200	800
9	933	Dave Weimer	JUST DESERTS	SDCA	5	3159	790
10	878	Robert VanLandingham Jr.	SIRIUS I	SPYC	4	3138	784

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

05/04/2006

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Av Points</u>
1	800	Garry Adalian	JONATHAN	SDCA	4	3824	956
2	950	Bob Good	MINERVA IV	IPBAGG	4	3694	924
3	720	Doug Lightheart	WINDRUSH IV	IPBAGG	5	3331	666
4	878	Robert VanLandingham Jr.	SIRIUS I	SPYC	4	3138	784
5	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	2	1983	992
6	875	Nancy Vildibill	OVER FORTY	SPYC	2	1944	972
7	655	Rupert Hansen	VIKING	SDCA	2	1935	968
8	955	Bill Grady	THOR	IPBAN	2	1923	962
9	370	Mike Henry	PEACHY KEEN	IPBAN	2	1908	954
10	677	William Doherty	ALDEBARAN	SDCA	2	1895	948

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.

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Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	800	Garry Adalian	JONATHAN	SDCA	5	4599	920
2	950	Bob Good	MINERVA IV	IPBAGG	5	3994	799
3	761	Richard Devlin	IRISH MIST	SDCA	5	3817	763
4	936	Bob Ehlers	JB & ME	SDCA	5	3786	757
5	933	Dave Weimer	JUST DESERTS	SDCA	5	3751	750
6	370	Mike Henry	PEACHY KEEN	IPBAN	5	3735	747
7	655	Rupert Hansen	VIKING	SDCA	5	3719	744
8	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	4	3467	867
9	919	Bob Lindal	SUZY Q/SEA BEAR	IPBAN	4	3339	835
10	720	Doug Lightheart	WINDRUSH IV	IPBAGG	5	3331	666
11	844	Irving Rubinstein	LORELEI	SDCA	5	3279	656
12	842	Team Klett/Elbon	KLETTITAT/PUKA KAI	IPBAN	4	3200	800
13	937	Edward Denaci	MICROSHIP II	SDCA	5	3161	632
14	878	Robert VanLandingham Jr.	SIRIUS I	SPYC	4	3138	784
15	2007	Michael Fontaine	TUFFY	SDCA	4	3134	784
16	677	William Doherty	ALDEBARAN	SDCA	4	3107	777
17	623	Patrick Frampton	EBONESS	IPBAGG	5	2996	599
18	348	Dean Lentgis	KALOS FILOS	IPBAN	4	2951	738
19	2115	Jeff Calabrese	LIVING WELL	SDCA	5	2923	585
20	2095	David Padgett	SLIP AWAY	IPBAN	4	2911	728
21	821	Jerry Wellnitz	VENTANA	SDCA	4	2831	708
22	6143	Neil McClelland	FOREVER	IPBAGG	5	2830	566
23	352	Russell Knapp	KARU	IPBAN	4	2697	674
24	591	Robert Erly	LOIS	SDCA	5	2680	536
25	955	Bill Grady	THOR	IPBAN	3	2675	892
26	6132	Mike Lovchuk	AMORE CHARLES	SPYC	4	2671	668
27	724	Lynn Montgomery	LIKELY LADY	IPBAN	3	2669	890
28	889	Owen Ritter	OUTBOUND	IPBAN	3	2666	889
29	5086	Bob Gautschi	SIRENA	IPBAGG	5	2664	533
30	921	Bob Alberts	BOB'S BABE/SANDBAR	SDCA	5	2628	526
31	6102	Ron Burley	STILL SHAMELESS	IPBAN	5	2364	473
32	765	Jim Hutchinson	BET-T-ANN	SDCA	5	2342	468
33	839	Fred Cole	MOUSE TRAP	IPBAN	3	2322	774
34	2123	Bill Anderson	TILLIE	IPBAN	3	2300	767
35	5177	Schell Harmon	HALF SCHELL	IPBAN	3	2171	724
36	875	Nancy Vildibill	OVER FORTY	SPYC	2	1944	972
37	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	3	1913	638
38	959	Bruce Cullen, MD	CAROLINE II	IPBAN	3	1897	632
39	20	Tom Collins	MISTY SEA	SCCA	2	1885	942
40	1981	Michael Elovitz	LOVIT	SDCA	5	1846	369
41	2144	Don Merritt	ANN MARIE	IPBAN	3	1810	603
42	805	Ralph Salerno	ANCORA	SDCA	3	1716	572
43	4058	Terry Baker	CHOPPERS II	IPBAN	3	1672	557
44	2127	Mike Schachter	SOBRE EL MAR	SCCA	2	1619	810
45	858	Richard Merriman	FREE SPIRIT	SPYC	2	1598	799
46	55	Donald Haines	ONE MORE CHIME	SDCA	3	1561	520
47	2085	Kim Lorenz	TIRELESS	IPBAN	2	1558	779
48	739	Craig Ryan	BLACK JACK	SCCA	2	1543	772
49	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	3	1517	506
50	596	C T Yarrington	ENDURANCE II	IPBAN	3	1496	499
51	898	Dick Spence	KICHIGAI	IPBAN	2	1483	742
52	442	Cliff Casad	TAURUS II	IPBAN	2	1458	729

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

COASTAL EXPLORER TROPHY* Results (NACA Championship)

Best eight of first eight or nine contests.

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Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
53	909	Scott Strandjord	REDEMPTION	IPBAN	2	1452	726
54	607	Jeff Swan	CLAIRE MARIE	IPBAN	2	1447	724
55	5024	John Walker	PRIME TIME	SCCA	2	1422	711
56	982	George Babbitt	GENERAL QUARTERS	IPBAS	2	1388	694
57	771	Tom Scott	SCOTTSIN!WATER II	SCCA	2	1362	681
58	5073	Gene Neill	TROUBLE MAKER	IPBAN	3	1329	443
59	2121	Bill Catlett	LISA MICHELLE	SCCA	2	1326	663
60	857	Jerry Downer	NOR!WESTER	IPBAS	2	1242	621
61	958	Jim Anderson	FIDALGO	IPBAS	2	1140	570
62	775	Glendon Schwalm	PRESENT TIME	SPYC	2	1137	568
63	2001	Bill Lewis	SPINNER TWO	SCCA	2	1116	558
64	755	George Jackman	SPECIAL EFFECT	SCCA	2	1060	530
65	2018	Chuck Silvernail	SOLMAR	IPBAN	1	996	996
66	704	Pete Healy	JINKIES	SCCA	1	990	990
67	6133	Janice Berner	APRES SOL	SPYC	2	933	466
68	6123	Peter Dawson	GRIFFEN	SPYC	2	932	466
69	671	Jack Hensley	JUBILEE	IPBAN	1	911	911
70	891	Leo Longenecker	REALITY CHECK	IPBAN	1	890	890
71	967	Karen Lieberman	KNOT FOR SALE	SPYC	2	869	434
72	917	Duane Hampton	FRESH START	SCCA	1	862	862
73	5118	Conrad Banks	MEMORY BANKS	SCCA	1	852	852
74	132	Robert Johnson	SCHOTTISCHE IV	IPBAN	2	847	424
75	3424	Bob Bruins	OCEAN PEARL	IPBAN	1	827	827
76	619	Don Larson	TEWASI	IPBAS	2	822	411
77	725	Michael S. Chiles	CHILES PLAY	SCCA	2	771	386
78	2117	Jill Bishop	SEA FEVER	IPBAN	1	764	764
79	2159	Fred Glantzberg	SERENDIPITY (SPYC)	SPYC	2	734	367
80	6142	Charles Billings	NOBSKA	IPBAN	1	722	722
81	6135	Dale King	KINGS X	SCCA	1	668	668
82	2976	Tex Dominy	AFTER 5	IPBAN	2	665	332
83	2005	Eugene Albright	SHARON LEE III	SCCA	2	662	331
84	2139	Doug Waddell	MAQUINNA	IPBAN	1	658	658
85	6109	Bob Yates	SEA DAWN	IPBAN	1	647	647
86	2120	Jim Richards	EXPLORER	IPBAN	1	632	632
87	6113	Alan Leingang	ZENTOPIA/MOON	IPBAS	1	576	576
88	6114	Frank Iannuzzi	TUTTA BENE	SCCA	1	576	576
89	3522	Roy Jensen	MICKEY JAY II	IPBAN	1	553	553
90	957	Bill Menees	ALASKA HUNTER	IPBAN	1	552	552
91	736	J D Smith	SAFARI	SCCA	1	550	550
92	6103	Del Hoffman	CAMEA BRANDON	IPBAN	1	541	541
93	6112	John Bemmer	AVENGER	SCCA	1	530	530
94	6136	Mike Thomas	INTRIGUE	IPBAS	1	511	511
95	5133	Neville Lambert	NIMUE	IPBAN	1	489	489
96	941	Tom Chandler	RM II HYDE	SCCA	1	487	487
97	408	Jack Kahlo	SWEET AGNES	SCCA	1	484	484
98	2150	Dave Garland	LUCKY DOG	IPBAN	1	451	451
99	865	Bill Rumbold	SUNDANCE	IPBAN	1	448	448
100	2010	Dale Armstrong	STOLEN MOMENTS	IPBAN	1	405	405
101	6128	Vince Firlotte	FANTOME	IPBAN	1	395	395
102	6134	Vince Markese	SUMMER PLACE	SCCA	1	392	392
103	676	Phil Hardwick	HECTOR	IPBAN	1	390	390
104	6110	David Cover	MOONDANCE/JANES	IPBAS	1	346	346

COASTAL EXPLORER TROPHY* Results Best eight of first eight or nine contests. Page 3 of 3 05/04/2006 (NACA Championship)

<u>Place</u>	<u>NACA#</u>	<u>Contestant</u>	<u>Boat</u>	<u>Assn.</u>	<u>Contests Entered</u>	<u>Total Points</u>	<u>Av Points</u>
105	2004	John Adair	PACIFIC STAR	SCCA	1	342	342
106	6140	John Rodgers	NIRVANA	IPBAN	1	332	332
107	6139	Bud Smith	PATTY WAGON	IPBAN	1	330	330
108	6138	Gary Carr	SEADragon	IPBAS	1	321	321
109	2014	Steve Castle	TANGO-RUMBA	IPBAN	1	300	300
110	963	Dan Robinson	LUCKY GIRL	IPBAN	1	300	300
111	6137	Peter Karstad	MISTRESS	IPBAS	1	300	300
112	710	Elaine Townsend	ILEINA MAKAI	SDCA	1	300	300

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

NAI 2006 Update

(Continued from page 1)

rooms until August 15, 2006. Two rooms have two double beds, and ten rooms have one queen bed. Rates range from \$89 - \$143, plus tax, depending on view, etc. Telephone number is: 253.858.1818.

Best Western Wesley Inn (approximately one mile uphill from downtown Gig Harbor) is holding thirty rooms until August 6, 2006. Twenty rooms have two queen beds, and ten rooms have a single king bed. Rates, with the group discount, are \$125 plus tax. The telephone number is: 253.858.9690.

Be sure to mention "NAI Predicted Log Race hosted by Gig Harbor Yacht Club" when making your reservations.

NACA bridge members and guests planning to attend this year's NAI are encouraged to provide, as soon as possible, their name, mailing address, phone number, and e-mail address to Race Master Jerry Downer at: norwester45@hotmail.com, so reservation forms and merchandise order forms can be mailed when they become available.

The weather in Puget Sound during early September is generally quite warm by Northwest standards. While the Northwest usually changes dress

codes from whites to gray on Labor Day, we will be extending the white season for the NAI weekend.

IPBA and Gig Harbor Yacht Club would like everyone to enjoy their stay in the Puget Sound area and welcome any suggestions for travel excursions that guests or spouses may want to fill their free time in the area. Suggestions can be forwarded to Jerry Downer for consideration and notification of interest.

Your race committee guarantees an interesting and challenging contest in the waters of Southern Puget Sound. We have a fantastic fleet of boats that have been donated for this event, and the contest course will be challenging for all.

Jerry Downer
IPBA

Sad News

North American Cruiser Association Staff Commodore Duke Rohrbach unexpectedly passed away recently. A member of St. Petersburg Yacht Club, he always enjoyed predicted log contests and the many, many wonderful people he met.



Encourage a friend to join the North American Cruiser Association... *Today!*

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

Your dues entitle you to receive *Cruiser Log* (the NACA newsletter), the Annual Yearbook that lists all NACA members and their addresses, along with information about the member organizations, and the NACA Handbook that details the national rules for Predicted Log Contests as well as the perpetual trophies.

To join the North American Cruiser Association or renew your membership, complete this membership form and mail it with your check to:

Bob Ehlers, Acting Executive Secretary
1135 Alexandria Drive
San Diego, CA 92107

Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

Spouse Name _____

Home Telephone _____

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.



Cruiser Log

The Newsletter of North American Cruiser Association

Bob Ehlers, Acting Executive Secretary
1135 Alexandria Drive
San Diego, CA 92107



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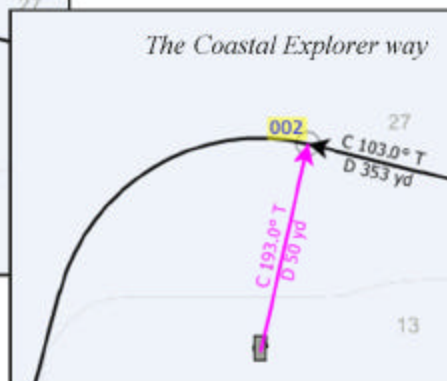
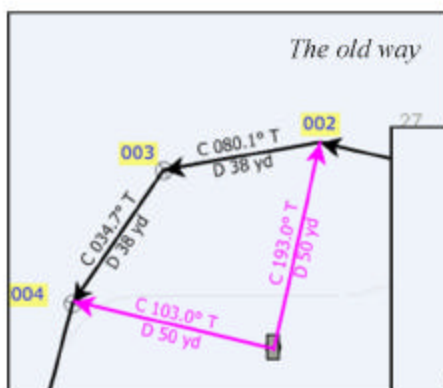
Navigation Software Just Got a Lot Better!

Use Coastal Explorer to help plan your next Predicted Log Race. Our exclusive curved waypoint transition creates more accurate routes and Estimated Time of Arrival because the intended route is depicted and calculated for each route leg as a curve rather than a straight line. Set a port and starboard turning radius for your vessel and Coastal Explorer will do the rest! Copy a planned route directly into MS Excel for further manipulation and fine tuning. These features combined with Coastal Explorer's easy to use, uncluttered user interface make it the ideal choice for your next race and all your cruising needs.

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