



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 06, Issue 04

October, 2006

NAI 2006 According to Jerry Downer

The recently concluded North American Invitational (NAI) provided contestants and guests with wonderful weather, beautiful Northwest scenery, great food, a challenging race course, and a chance to enjoy the quaint fishing village of Gig Harbor, Washington.

Upon arriving Wednesday, everyone gathered for a seafood buffet, followed by the boat drawing. This year's theme for the boat drawings was "Deal or No Deal". Contestants were given a numbered and sealed tackle box, with the option of taking that box or one of the others that had not been claimed. Then, all the contestants opened their tackle boxes at the same time to reveal their boats for the contest. Haluk Akol chose the one "derelict" boat in the lot but was allowed to exchange it for the only remaining contest boat and, for letting us have a good time at his expense, a bottle of wine. The contestants then met with their boat owners, observers, and scrutinizers to schedule Thursday's time trials.

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The time trials were run in excellent weather on the measured mile along the Tacoma waterfront. Following the time trials, everyone enjoyed a burger bash at the yacht club before attending the NACA annual meeting and skippers' meeting. Then, it was back to the drawing board to calculate currents and put the finishing touches on contest logs.

Late Friday night brought a light rain and a low pressure system into the area, making Saturday's current predictions a little more interesting. Usually, changing from a high pressure to a low pressure increases the flood and delays the ebb; Saturday's race would be all on the ebb tide. This just added more uncertainty to an already difficult race course, which wound around the South Puget Sound islands for thirty-six nautical miles.

A great fleet of boats was assembled for the contest, so there was not much difference between one boat and another. Unfortunately, in the middle of the next-to-last leg of the race, the boat drawn by Dave Lewis had the starboard shaft break. It's hard to guess when something like this will happen. About a week before the contest, this boat had returned from a seven hundred nautical mile vacation to northern British Columbia. After a time out to assess the damage,

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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!

Commodore

Robert Ehlers 619.222.9446
 E-Mail: robertehlers6@cox.net

Vice Commodore

Lisa Curcio-Gaston 773.862.3274
 E-Mail: lcurcgast@aol.com

Rear Commodore

Chuck Rubin (h) 508.394.9824
 (c) 781.367.4332
 E-Mail: chuckhr1@msn.com

Secretary/Treasurer

Graham Swindell (h) 604.274.7871
 (w) 604.274.7871
 E-Mail: swindells@shaw.ca

Acting Executive Secretary

Robert Ehlers 619.222.9446
 E-Mail: robertehlers6@cox.net

Jr. Staff Commodore

William Findley 949.760.8747
 E-mail: findbill@msn.com

2006 Directors at Large

| | |
|-----------------|--------|
| Jim Lonergan | SDCA |
| Noel Diefendorf | PLRANC |
| Ed Palermo | NECA |
| Gary Ryan | WLECA |

Chief Scorer

Craig Ryan 714.434.3941
 E-mail: his@craigandjan.com

Cruiser Log Editor/Publisher

Elaine Townsend 619.691.0449
 E-mail: thepresence98@yahoo.com

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.

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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

What a great regatta! Kudos and thanks go to Jerry Downer and his committee, the entire IPBA, and, of course, Gig Harbor Yacht Club.

Gig Harbor Yacht Club is a self-help club (even their bartenders are conscripts). Gig Harbor is a beautiful "small-feeling" place, the kind of place you expect to see on a post card or maybe a Rockwell painting.

The heavy currents and rather iffy current charts made the race a bit of a challenge for all hands. Jerry said that he wanted to write a race where nobody would make the 500 club. He succeeded; no one made even the 2000 club. It was a real kick!!

The bridge for 2007 was installed at the awards dinner, with each moving up one position. Robert VanLandingham, from St. Petersburg Yacht Club, has agreed to join the NACA bridge as secretary/treasurer. Congratulations to Lisa Curcio-Gaston, who will be the 2007 NACA commodore. I have agreed to remain the association's executive secretary for another year.

The membership voted to simplify the way organizations pay their dues, which should mean a dues decrease and less need for calculations.

Many thanks go to Tracy Wickmann for publishing another great yearbook and to Elaine Townsend for yet another year of newsletters, especially for the part where she cleans up my copy. The yearbook and newsletters are the glue that holds this organization together.

It has been a very fast four years for me, and, as of January 1st, I will become a another staff commodore listed on page two of the yearbook. It's been great. See you all at Western Lake Erie.

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.

Deep Six...(to get rid of)

To *deep six* is a sailor's expression for throwing something overboard. The "six" refers to the 6-foot nautical fathom, the standard unit of measurement for sea depth. In contemporary usage ashore, the phrase now means to kill something, or to send it to the bottom, as in "deep sixing" a request for funds.

Did You Know?

In the 1400's, a law was set forth that a man was not allowed to beat his wife with a stick thicker than his thumb. Hence, we have "the rule of thumb".

Every day, more money is printed for Monopoly than for the United States Treasury.

A pig's tail indicates how the pig is feeling. A curly tail shows health and happiness, while a straight tail shows sickness or distress.

A pig's squeal can reach up to 115 decibels, 3 decibels higher than the sound of a supersonic Concorde.

NEW COMPETITORS

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NAI 2006 According to Carl Johnson

The venue was perfect. The weather was perfect. The contest and festivities were perfect. The tidal currents on the course were not!

Chuck Rubin, our navigator, and I had not been back to the West Coast in an NAI for a number of years; we were looking forward to the gentle climate and fine cruising that Puget Sound offers, in contrast to our busy Boston Harbor.

As the contest information started to appear, it became clear that the currents in the Narrows and in the other legs would be an order of magnitude almost greater than in our contests. It was also apparent that, as early as the second leg, we would be tested, crossing what looked to be four knots of ebbing rip (maybe more). Some planning is done ahead, but a lot depends on the boat speed and any last minute inspiration about the elements expected on contest day.

Of course, one of the most pleasant parts of the NAI is meeting old friends and re-telling old tales about events past. Haluk Akol was staying at our hotel, the Maritime Inn, and reminisced with us about the good time we had aboard our vessel, *Thunderer*, in the Boston Harbor NAI. Haluk had outscored the second place finisher by one-half percent, after giving away twenty-plus seconds error on the start. He's a tough competitor, and we're always nervous with him in the field. As we chatted with one contestant after another, we wished them all the best in the contest.

At the boat drawing festivities, we angled number six from the fish bowl. As the contestants were brought to the table, they were able to trade their unknown "fished" selection for a different unknown selection. This method truly randomized the already random drawing.

We stuck with the number we had and, when the selections were identified, realized how lucky we were to have drawn Billie and Mike Henry's *Peachy Keen*, a 49- foot Alaskan Trawler that has,

indeed, been cruising in Alaskan waters. The Henrys had just returned from a long water journey, visiting Sitka, Alaska, and other northern spots. We arranged to meet at 0830 on Thursday for boat and crew familiarization.

Tacoma Bay was calm, and the scenery was picturesque. A perfect way to spend the morning. The boat performed admirably. If we didn't do well, we couldn't blame it on *Peachy Keen*. Five rpm levels were tested, and the averaged results were very smooth. The team noted that 10% lower rpm was more of a significant change in speed than 10% higher rpm and might be a factor in the contest.

Nevertheless, with numbers in hand, Friday was a work day to try to make sense out of the currents and to produce a reasonable prediction. As usual, Chuck and I both had laptops with contest spreadsheets. It seemed to take forever to get the numbers in alignment. Eventually, they did, but not before we had filled out the contest forms and were about to turn in. Fortunately, we discovered that we had predicted the last leg at nine seconds. *Peachy Keen* is not that fast. The computer had dropped the time calculation formula in that leg's cell.

Saturday dawned almost picture perfect, with a slight wind. The committee accepted our predictions, and, after coffee and donuts, we were off to the starting line, together with a list of all contestants and their start times. We decided to start four minutes early to allow breathing room with a faster boat, *Sea Bear II*. So, at 09:44:05, we were off.

The first leg to Evans point was uneventful. We watched the swirls and eddies, produced by the swiftly ebbing waters, rush through the Narrows. We thought this might not be so bad. Then, the

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The World is a book, and those who do not travel
read only a page.

- St. Augustine

Sad News

The sad news about the passing of Ben Shaw on July 1, 2006, came to Cruiser Log from his daughter, Betsy Leerssen. The Newport Daily News obituary can be found at: <http://www.newportdailynews.com/>

My dad, Arnold B. Shaw, 91, Senior Navigator, was a past district commander (1951-52) of Narragansett Bay Power Squadron. While still in high school, he worked with his father, Frederick A. Shaw, at their boat yard at Sabin Point in Riverside, Rhode Island. A hurricane in 1938 swept the yard away, and they began again at Pomham Terrace, East Providence.

In 1951, when the city wanted the land for a sewage disposal plant, they were forced out. I remember our move to Dighton when I was but four years old. I watched as Dad and my grandfather built the workshops and my grandmother's house.

His father designed *Shawnee*, a 36' yacht, and they both built her (launched 1959). Dad was captain of the yacht until last year, when my son, Greg Yalanis took over. When Dad retired, he sold Shaw's Boat Yard to Tom and Guy Ramsley, who had worked for him for many years.

In 1938, he joined the Narragansett Bay Power Squadron and earned fifty-four merit marks. He was commander in 1952; became a charter member of Taunton River Power Squadron, for which he was treasurer for thirty-nine years; and served District 14 as treasurer and commander. He has taught most of the United States Power Squadrons (USPS) courses.

Dad brought my mother, Ellen, along with him to a

USPS course when they were first dating. She later attended the Advanced Piloting and Junior Navigator courses.

While Dad was in Junior Navigation in 1939, they were married. They were married for fifty-nine years, until my mother passed away in 1999. They were both active participants in predicted log contests and were charter members of Narragansett Cruiser Association. Dad won several local contests and, as I remember, participated in at least four North American Cruiser Association (NACA) national contests.



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

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Barusch/Castagna 2006 According to Haluk Akol

This year's Barusch/Castagna contest took a lot of effort to become a reality. We had several obstacles to overcome to stage this prestigious affair, the West Coast Predicted Log Championship. From the beginning, Predicted Log Racing Association of Northern California (PLRANC) had neither the manpower nor the financial resources to put it all together. As you may know, the Barusch/Castagna happens only every four years in our San Francisco region, and it would have been a shame not to have it. Then a miracle happened.

Linda Newland, commodore of Pacific Coast Yachting Association (PCYA), made several important decisions. She involved Pacific Inter-Club Yachting Association (PICYA) for support, Encinal Yacht Club for locale, and members of PLRANC for help in various capacities. It was like waking up a sleeping giant.

Commodore Newland assigned roles to PLRA members: designing the contest course to Ed Jensen, observers and scrutinizers to Nancy Gormley, scoring to Fred Schreuder, skippers' meeting and peel-off to Jerry Goldman, and preparation of the booklet and the boat drawing to me.

The boat drawing, which I tried with old trophies, playing cards, and serious effort, turned out to be a confusing comedy. For the record, the total time it took to do the boat drawing was twenty-seven minutes and forty-two seconds, according to Bob Good's valuable watch.

One of our key members, Jack Hichs, who helped us get boats, became seriously ill, and he was not able to attend the festivities. We wish him well and a rapid recovery.

Prior to the contest, Commodore Newland and I kept worrying about the number of boats, which stood at fourteen for a long time. Then, one boat, with a broken alternator, was doubtful, and another had problems with a defective toilet. After a suspenseful few days, a new alternator arrived from the North for the doubtful boat, and we eventually did not have to use a porta-potty in the boat with the ailing toilet.

The guy with the 50-foot Grand Banks kept insisting that his was the spectator boat and was adamant about not entering it as the fifteenth boat. At this point, we talked about doubling two contestants on one boat. This was a dark period in our souls. Then another miracle happened.

Fred Schreuder came up with another 42-foot Grand Banks, a glorious ship called *Grand Dame*; owned by Don Turnquist. Fred, you are a genius.

It's now Saturday morning, seven o'clock. Too early, but we were there, collecting box lunches, submitting predictions, and adjusting clocks. The official watch was my wife Doris's atomic clock with gigantic numbers. Linda Newland was there with the lunches, offering good wishes to all.

At eight o'clock sharp, we pulled out, aboard *America's Odyssey*, owned by Glen and Ellen Voyles of Oakland Yacht Club. In spite of our confidence in the boat, navigator, helmsperson, and careful preparation, I had mixed feelings, an uneasy stomach, and a doubtful mind. Four boats, all of us slowpokes, lined up at the Oakland side of the Bay Bridge waiting for our starting times. There was no sign of the remaining eleven, the faster ones.

Going north along the Berkeley/Albany/Richmond waterfront, we could see almost everything, except to the west. No Alcatraz. No Golden Gate Bridge. Nothing. Looking back, we would see small dots beyond the fog. These were the faster boats, starting and proceeding intermittently.

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A mind that has been stretched will never return to it's original dimension.

- Albert Einstein

Barusch/Castagna 2006 According to Fred Schreuder

Against all odds, the West Coast Championship Predicted Log Contest went off without a hitch. The boats arrived on time, Thursday, June 22, 2006, before five o'clock p.m. at Encinal Yacht Club.

Thanks to Mike and Chris Eldon, of Sierra Point Yacht Club, who had their Tiara 42-foot *Chinook* repaired that Thursday morning, we had the required fifteen yachts. There were eight Grand Banks, from 36- to 49-feet. I also knew that we could bank on my good friend Carter West with his new boat if we needed him.

After dinner on Thursday evening, we had the boat drawing. Haluk Akol had donated fifteen silver chalets, one for each contestant. In each was an envelope with a playing card, from the ace of hearts to the king and two jokers. One by one, the envelopes were opened, and the contestants found out what boats they had drawn. Against odds of 225 to 1, Noel Diefendorf of Marin Yacht Club had drawn his own boat, so he had to exchange with the next one, *Coniego 4*, a 41-foot Carver.

The contestants got together with the owners, and, on Friday morning, all boats were taken out for speed trials, turning trials, etc. Bob Lindal of Seattle was on my boat, *Fair Lady*, a 38-foot Meridian. He tried various speeds, from 8 to 10.5 knots, and settled on 9.3 knots. *Fair Lady* turned out to be the fastest boat in the fleet. The choice was between 7 and 9.5 knots, with a 10% leeway either way.

After the contestants refigured their races on Friday night, the contest started Saturday morning. All boats were required to finish at 1300.

Some contestants had both a helmsman and a navigator, and each boat had an observer and a scrutinizer (to observe the observer). All participants received a Barusch/Castagna cap and an engraved glass. Boat owners also received a tote bag.

Fair Lady started last at the Bay Bridge, east of TI. The first checkpoint was ISO R "6", a dolphin well-known to Bay sailors. Out-of-town contestants thought it was a buoy with a bell, which is what the chart says. We could see all the boats in front of us going too far to starboard, due to the stronger-than-expected flood tide coming through the Golden Gate. Racing from inside, Bob Lindal did the navigating, with his brother Doug at the helm, handling the throttles. Jeff Ewell stood in the middle of the cabin and steered with his right hand. I was on the fly bridge with my binoculars, looking for the next mark.

We finally saw ISO R "6", and we were going straight to it. We were 147 seconds late, though, not good for a 4.5 mile leg. The next checkpoint was the east span of the Richmond/San Rafael Bridge, 3.38 miles away, but we could see it. We arrived there one second early! Bob Lindal studied each buoy we passed to see what the current was doing. He is very good at that.

We then went further north to R "18" at Whiting Rock, near "The Brothers". This was turn A, and we turned back to the west span of the R/SR

(Continued on page 14)

NACA FLAGS

NACA flags are available for purchase.
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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!

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Barusch/Castagna According to Haluk Akol
(Continued from page 6)

The northernmost point of the course was the Whiting Buoy, well north of the Richmond/San Rafael Bridge. When we rounded up this buoy turning south, we passed the Invincible Buoy, about half a mile down, where water was boiling. There was a long wake, indicating extremely fast flood, much more than we had predicted.

I would guess it was about two-and-a-half knots against us. We went to maximum rpm to reach the next checkpoint. Only five out of fifteen contestants had less than ten seconds error. We were lucky.

Then, the fog took over. We never saw the Alcatraz Light or the south tower of the Golden Gate Bridge, the range that was checkpoint #4. Champion Dick Timmerman had only eleven seconds error. Amazing.

After this confusion, where the average error was eighty-eight seconds, things calmed down a little, but not much. The fifth leg to the Bay Bridge (eighty-nine average seconds), the sixth leg to the southern point, and the northern leg to the finish (fifty-four average seconds) were equally difficult, except, again, for Dick Timmerman, who had only twenty seconds error, and Bill Menees, with zero seconds in the last leg.

We had an excellent dinner at the host Encinal Yacht Club. The peel-off was done by Jerry Goldman, who had only the total number of errors by each contestant to deal with, since the final errors, based on the handicap factor, were not available at the time of the trophy dinner.

However, we all had an exciting weekend and did our best and watched the best win. We hope to get together again next June at another sea shore, with our best nautical outfits and worst behaviour.

Haluk Akol
Predicted Log Racing Association of
Northern California

NAI 2006 According to Jerry Downer
(Continued from page 1)

Dave continued on one engine and still finished with a respectable score.

The difficulty of the course showed on the faces of the contestants as they turned in their logs after the race. Everyone, including the eventual winner and runners-up, commented that they had a terrible score and would not be in contention for the NAI trophy.

After dinner, as the leg scores started to unfold at the peel-off, it became obvious that no one would have a really good score. As racemaster, I was pleased that the course we had planned would prove to be as difficult as we intended. Jim Anderson, from Gig Harbor Yacht Club, and I spent many hours designing a course that would be as difficult for the locals, who are familiar with these waters, as it was for the visitors. We feel we were successful.

IPBA and Gig Harbor Yacht Club were honored to have the opportunity to host this event and sincerely hope everyone had a great week in the Northwest.

Jerry Downer
International Power Boat Association/North

Future NAI Events (tentative)

- 2007 San Diego, California
- 2008 Detroit, Michigan
- 2009 Newport, Rhode Island
- 2010 San Francisco, California

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

09/15/2006

| <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 | 7 | 4866 | 973 |
| 2 | 949 | John Vignocchi | RIP RAP | CYC | 7 | 4788 | 958 |
| 3 | 20 | Tom Collins | MISTY SEA | SCCA | 7 | 4702 | 940 |
| 4 | 782 | Dick Timmerman | VAGABOND (IPBA N) | IPBAN | 5 | 4458 | 892 |
| 5 | 182 | Joseph Le Blanc | SANJEN | NECA | 6 | 4356 | 871 |
| 6 | 2057 | Bonnie Diefendorf | TIME OUT | PLRANC | 7 | 4329 | 866 |
| 7 | 821 | Jerry Wellnitz | VENTANA | SDCA | 7 | 4294 | 859 |
| 8 | 677 | William Doherty | ALDEBARAN | SDCA | 7 | 4278 | 856 |
| 9 | 755 | George Jackman | SPECIAL EFFECT | SCCA | 7 | 4260 | 852 |
| 10 | 964 | Burnell Blockhus | LOLITA | SMBPF | 6 | 4215 | 843 |

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

09/15/2006

| <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 | 10 | 9090 | 909 |
| 2 | 936 | Bob Ehlers | JB & ME | SDCA | 10 | 7677 | 768 |
| 3 | 20 | Tom Collins | MISTY SEA | SCCA | 9 | 7539 | 838 |
| 4 | 761 | Richard Devlin | IRISH MIST | SDCA | 10 | 7280 | 728 |
| 5 | 739 | Craig Ryan | BLACK JACK | SCCA | 10 | 7254 | 725 |
| 6 | 933 | Dave Weimer | JUST DESERTS | SDCA | 10 | 7074 | 707 |
| 7 | 2007 | Michael Fontaine | TUFFY | SDCA | 9 | 6562 | 729 |
| 8 | 755 | George Jackman | SPECIAL EFFECT | SCCA | 9 | 6561 | 729 |
| 9 | 2115 | Jeff Calabrese | LIVING WELL | SDCA | 10 | 6288 | 629 |
| 10 | 937 | Edward Denaci | MICROSHIP II | SDCA | 10 | 6188 | 619 |

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

09/15/2006

| <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 | 782 | Dick Timmerman | VAGABOND | IPBAN | 5 | 3843 | 961 |
| 2 | 949 | John Vignocchi | RIP RAP | CYC | 5 | 3834 | 958 |
| 3 | 800 | Garry Adalian | JONATHAN | SDCA | 5 | 3824 | 956 |
| 4 | 20 | Tom Collins | MISTY SEA | SCCA | 5 | 3805 | 951 |
| 5 | 950 | Bob Good | MINERVA IV | IPBAGG | 5 | 3694 | 924 |
| 6 | 677 | William Doherty | ALDEBARAN | SDCA | 5 | 3660 | 915 |
| 7 | 182 | Joseph Le Blanc | SANJEN | NECA | 5 | 3620 | 905 |
| 8 | 724 | Lynn Montgomery | LIKELY LADY | IPBAN | 4 | 3579 | 895 |
| 9 | 964 | Burnell Blockhus | LOLITA | SMBPF | 5 | 3547 | 887 |
| 10 | 2128 | Ed Palermo | GET IN THERE | NECA | 5 | 3506 | 876 |

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

09/15/2006

| <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 | 6 | 5764 | 961 |
| 2 | 182 | Joseph Le Blanc | SANJEN | NECA | 6 | 5092 | 849 |
| 3 | 949 | John Vignocchi | RIP RAP | CYC | 5 | 4788 | 958 |
| 4 | 20 | Tom Collins | MISTY SEA | SCCA | 5 | 4702 | 940 |
| 5 | 2057 | Bonnie Diefendorf | TIME OUT | PLRANC | 5 | 4329 | 866 |
| 6 | 2059 | Ben Bienduga | POPPYSEED | CYC | 6 | 4198 | 700 |
| 7 | 2071 | Noel Diefendorf | TIME OUT | PLRANC | 5 | 4162 | 832 |
| 8 | 6118 | Steve Hopkins | HARBOR DOG | CYC | 5 | 3999 | 800 |
| 9 | 950 | Bob Good | MINERVA IV | IPBAGG | 4 | 3694 | 924 |
| 10 | 964 | Burnell Blockhus | LOLITA | SMBPF | 4 | 3547 | 887 |

COASTAL EXPLORER TROPHY* Results Best eight of first eight or nine contests. Page 1 of 3 09/15/2006 (NACA Championship)

| Place | NACA# | Contestant | Boat | Assn. | Contests Entered | Total Points | Avg Points |
|-------|-------|--------------------------|--------------------|--------|------------------|--------------|------------|
| 1 | 800 | Garry Adalian | JONATHAN | SDCA | 9 | 7387 | 923 |
| 2 | 20 | Tom Collins | MISTY SEA | SCCA | 9 | 7087 | 886 |
| 3 | 739 | Craig Ryan | BLACK JACK | SCCA | 9 | 6472 | 809 |
| 4 | 761 | Richard Devlin | IRISH MIST | SDCA | 9 | 6415 | 802 |
| 5 | 755 | George Jackman | SPECIAL EFFECT | SCCA | 9 | 6261 | 783 |
| 6 | 936 | Bob Ehlers | JB & ME | SDCA | 9 | 6176 | 772 |
| 7 | 933 | Dave Weimer | JUST DESERTS | SDCA | 9 | 6103 | 763 |
| 8 | 2007 | Michael Fontaine | TUFFY | SDCA | 9 | 5940 | 742 |
| 9 | 677 | William Doherty | ALDEBARAN | SDCA | 8 | 5798 | 725 |
| 10 | 771 | Tom Scott | SCOTTS'N/WATER II | SCCA | 8 | 5628 | 704 |
| 11 | 949 | John Vignocchi | RIP RAP | CYC | 7 | 5388 | 770 |
| 12 | 705 | Herb Dover | COASTWATCHER | SMBPF | 9 | 5350 | 669 |
| 13 | 2057 | Bonnie Diefendorf | TIME OUT | PLRANC | 7 | 5332 | 762 |
| 14 | 937 | Edward Denaci | MICROSHIP II | SDCA | 9 | 5270 | 659 |
| 15 | 821 | Jerry Wellnitz | VENTANA | SDCA | 7 | 5216 | 745 |
| 16 | 2115 | Jeff Calabrese | LIVING WELL | SDCA | 9 | 5195 | 649 |
| 17 | 5024 | John Walker | PRIME TIME | SCCA | 7 | 5178 | 740 |
| 18 | 182 | Joseph Le Blanc | SANJEN | NECA | 6 | 5092 | 849 |
| 19 | 2071 | Noel Diefendorf | TIME OUT | PLRANC | 7 | 5031 | 719 |
| 20 | 2121 | Bill Catlett | LISA MICHELLE | SCCA | 8 | 4888 | 611 |
| 21 | 921 | Bob Alberts | SANDBAR | SDCA | 9 | 4856 | 607 |
| 22 | 655 | Rupert Hansen | VIKING | SDCA | 7 | 4816 | 688 |
| 23 | 919 | Bob Lindal | SUZY Q | IPBAN | 6 | 4812 | 802 |
| 24 | 964 | Burnell Blockhus | LOLITA | SMBPF | 6 | 4744 | 791 |
| 25 | 844 | Irving Rubinstein | LORELEI | SDCA | 9 | 4579 | 572 |
| 26 | 453 | Jerry Goldman | HOMBRE ORO | PLRANC | 7 | 4476 | 639 |
| 27 | 782 | Dick Timmerman | VAGABOND (IPBA N) | IPBAN | 5 | 4458 | 892 |
| 28 | 765 | Jim Hutchinson | BET-T-ANN | SDCA | 9 | 4410 | 551 |
| 29 | 2059 | Ben Bienduga | POPPYSEED | CYC | 6 | 4198 | 700 |
| 30 | 2081 | James Lonergan | CASA DEL PERRO DOS | SDCA | 6 | 4148 | 691 |
| 31 | 2128 | Ed Palermo | GET IN THERE | NECA | 6 | 4106 | 684 |
| 32 | 352 | Russell Knapp | KARU | IPBAN | 6 | 4082 | 680 |
| 33 | 49 | Haluk Akol | LEYLA | PLRANC | 6 | 4001 | 667 |
| 34 | 6118 | Steve Hopkins | HARBOR DOG | CYC | 5 | 3999 | 800 |
| 35 | 950 | Bob Good | MINERVA IV | IPBAGG | 5 | 3994 | 799 |
| 36 | 803 | Fred Schreuder | FAIR LADY | PLRANC | 7 | 3975 | 568 |
| 37 | 1981 | Michael Elovitz | LOVIT | SDCA | 9 | 3922 | 490 |
| 38 | 842 | Team Klett/Elbon | KLETTITAT/PUKA KAI | IPBAN | 5 | 3866 | 773 |
| 39 | 591 | Robert Erly | LOIS | SDCA | 7 | 3863 | 552 |
| 40 | 370 | Mike Henry | PEACHY KEEN | IPBAN | 5 | 3735 | 747 |
| 41 | 348 | Dean Lentgis | KALOS FILOS | IPBAN | 5 | 3658 | 732 |
| 42 | 724 | Lynn Montgomery | LIKELY LADY | IPBAN | 4 | 3579 | 895 |
| 43 | 2123 | Bill Anderson | THE TILLIE | IPBAN | 5 | 3485 | 697 |
| 44 | 839 | Fred Cole | MOUSE TRAP | IPBAN | 5 | 3475 | 695 |
| 45 | 6135 | Dale King | KINGS X | SCCA | 5 | 3433 | 687 |
| 46 | 704 | Pete Healy | JINKIES | SCCA | 4 | 3412 | 853 |
| 47 | 720 | Doug Lighthouse | WINDRUSH IV | IPBAGG | 5 | 3331 | 666 |
| 48 | 2127 | Mike Schachter | SOBRE EL MAR | SCCA | 4 | 3325 | 831 |
| 49 | 574 | Larry Marks | DADS! WATCH | NECA | 6 | 3223 | 537 |
| 50 | 878 | Robert VanLandingham Jr. | SIRIUS I | SPYC | 4 | 3138 | 784 |
| 51 | 5177 | Schell Harmon | HALF SCHELL | IPBAN | 4 | 3122 | 780 |
| 52 | 623 | Patrick Frampton | EBONESS | IPBAGG | 5 | 2996 | 599 |

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COASTAL EXPLORER TROPHY* Results (NACA Championship)

Best eight of first eight or nine contests.

Page 2 of 3 09/15/2006

| Place | NACA# | Contestant | Boat | Assn. | Contests Entered | Total Points | Avg Points |
|-------|-------|-----------------------|-------------------|--------|---------------------|-----------------|---------------|
| 53 | 2095 | David Padgett | SLIP AWAY | IPBAN | 4 | 2911 | 728 |
| 54 | 408 | Jack Kahlo | SWEET AGNES | SCCA | 6 | 2836 | 473 |
| 55 | 6143 | Neil McClelland | FOREVER | IPBAGG | 5 | 2830 | 566 |
| 56 | 805 | Ralph Salerno | ANCORA | SDCA | 6 | 2789 | 465 |
| 57 | 6102 | Ron Burley | STILL SHAMELESS | IPBAN | 6 | 2745 | 458 |
| 58 | 941 | Tom Chandler | RM II HYDE | SCCA | 6 | 2684 | 447 |
| 59 | 955 | Bill Grady | THOR | IPBAN | 3 | 2675 | 892 |
| 60 | 6132 | Mike Lovchuk | AMORE CHARLES | SPYC | 4 | 2671 | 668 |
| 61 | 889 | Owen Ritter | OUTBOUND | IPBAN | 3 | 2666 | 889 |
| 62 | 5086 | Bob Gautschi | SIRENA | IPBAGG | 5 | 2664 | 533 |
| 63 | 55 | Donald Haines | ONE MORE CHIME | SDCA | 6 | 2636 | 439 |
| 64 | 6202 | Al Goldstein | HIGH HOPES | NECA | 4 | 2571 | 643 |
| 65 | 976 | Dave Lewis | DAVEY'S LOCKER II | SDCA | 3 | 2550 | 850 |
| 66 | 732 | Bill Findley | ANOTHER PROMISE | SCCA | 4 | 2448 | 612 |
| 67 | 736 | J D Smith | SAFARI | SCCA | 5 | 2358 | 472 |
| 68 | 54 | Edward Jepsen | ROUGH & READY | PLRANC | 5 | 2354 | 471 |
| 69 | 898 | Dick Spence | KICHIGAI | IPBAN | 3 | 2352 | 784 |
| 70 | 982 | George Babbit | GENERAL QUARTERS | IPBAS | 3 | 2285 | 762 |
| 71 | 857 | Jerry Downer | NORWESTER | IPBAS | 3 | 2224 | 741 |
| 72 | 6205 | Mary Baird | FAIR LADY | PLRANC | 3 | 2145 | 715 |
| 73 | 442 | Cliff Casad | TAURUS II | IPBAN | 3 | 2083 | 694 |
| 74 | 875 | Nancy Vildibill | OVER FORTY | SPYC | 2 | 1944 | 972 |
| 75 | 2140 | Team Lurie/Livingston | EXODUS II | SMBPF | 4 | 1929 | 482 |
| 76 | 959 | Bruce Cullen, MD | CAROLINE II | IPBAN | 3 | 1897 | 632 |
| 77 | 917 | Duane Hampton | FRESH START | SCCA | 3 | 1872 | 624 |
| 78 | 607 | Jeff Swan | CLAIRE MARIE | IPBAN | 3 | 1869 | 623 |
| 79 | 6124 | Jim Gould | MUTUAL FUN | SMBPF | 4 | 1848 | 462 |
| 80 | 2144 | Don Merritt | ANN MARIE | IPBAN | 3 | 1810 | 603 |
| 81 | 4058 | Terry Baker | CHOPPERS II | IPBAN | 3 | 1672 | 557 |
| 82 | 132 | Robert Johnson | SCHOTTISCHE IV | IPBAN | 3 | 1635 | 545 |
| 83 | 2001 | Bill Lewis | SPINNER TWO | SCCA | 3 | 1619 | 540 |
| 84 | 958 | Jim Anderson | FIDALGO | IPBAS | 3 | 1611 | 537 |
| 85 | 858 | Richard Merriman | SPIRIT | SPYC | 2 | 1598 | 799 |
| 86 | 2085 | Kim Lorenz | TIRELESS | IPBAN | 2 | 1558 | 779 |
| 87 | 5070 | Darrel Wood | DOUBLE IMAGE | IPBAN | 3 | 1517 | 506 |
| 88 | 596 | C T Yarrington | ENDURANCE II | IPBAN | 3 | 1496 | 499 |
| 89 | 909 | Scott Strandjord | REDEMPTION | IPBAN | 2 | 1452 | 726 |
| 90 | 6114 | Frank Iannuzzi | TUTTA BENE | SCCA | 3 | 1400 | 467 |
| 91 | 5073 | Gene Neill | TROUBLE MAKER | IPBAN | 3 | 1329 | 443 |
| 92 | 6201 | Chris Connor | WEST WIND | CYC | 3 | 1252 | 417 |
| 93 | 2976 | Tex Dominy | AFTER 5 | IPBAN | 3 | 1250 | 417 |
| 94 | 619 | Don Larson | TEWASI | IPBAS | 3 | 1207 | 402 |
| 95 | 725 | Michael S. Chiles | CHILES PLAY | SCCA | 3 | 1163 | 388 |
| 96 | 5118 | Conrad Banks | MEMORY BANKS | SCCA | 2 | 1152 | 576 |
| 97 | 775 | Glendon Schwalm | PRESENT TIME | SPYC | 2 | 1137 | 568 |
| 98 | 308 | Raymond Grana | MICKEY | CYC | 3 | 1118 | 373 |
| 99 | 2018 | Chuck Silvernail | SOLMAR | IPBAN | 1 | 996 | 996 |
| 100 | 6133 | Janice Berner | APRES SOL | SPYC | 2 | 933 | 466 |
| 101 | 6123 | Peter Dawson | GRIFFIN | SPYC | 2 | 932 | 466 |
| 102 | 671 | Jack Hensley | JUBILEE | IPBAN | 1 | 911 | 911 |
| 103 | 891 | Leo Longenecker | REALITY CHECK | IPBAN | 1 | 890 | 890 |
| 104 | 967 | Karen Lieberman | KNOT FOR SALE | SPYC | 2 | 869 | 434 |

COASTAL EXPLORER TROPHY* Results Best eight of first eight or nine contests. Page 1 of 3 09/15/2006 (NACA Championship)

| Place | NACA# | Contestant | Boat | Assn. | Contests Entered | Total Points | Avg Points |
|-------|-------|--------------------|--------------------|--------|---------------------|-----------------|---------------|
| 105 | 3424 | Bob Bruins | OCEAN PEARL | IPBAN | 1 | 827 | 827 |
| 106 | 961 | Tom Beaman | TESTAROSSA II | PLRANC | 2 | 825 | 412 |
| 107 | 928 | Jane Bloomquist | INDEPENDENCE | CYC | 2 | 818 | 409 |
| 108 | 2162 | Edna Nelson | ??? Name Unknown | CYC | 2 | 818 | 409 |
| 109 | 2117 | Jill Bishop | SEA FEVER | IPBAN | 1 | 764 | 764 |
| 110 | 2159 | Fred Glantzberg | SERENDIPITY (SPYC) | SPYC | 2 | 734 | 367 |
| 111 | 6142 | Charles Billings | NOBSKA | IPBAN | 1 | 722 | 722 |
| 112 | 6129 | Rich Todt | ??? Name Unknown | PLRANC | 1 | 703 | 703 |
| 113 | 443 | John Brazil | NEM | CYC | 1 | 703 | 703 |
| 114 | 2005 | Eugene Albright | SHARON LEE III | SCCA | 2 | 662 | 331 |
| 115 | 2139 | Doug Waddell | MAQUINNA | IPBAN | 1 | 658 | 658 |
| 116 | 6109 | Bob Yates | SEA DAWN | IPBAN | 1 | 647 | 647 |
| 117 | 2120 | Jim Richards | EXPLORER | IPBAN | 1 | 632 | 632 |
| 118 | 808 | Chuck Rubin | BIG-C | NECA | 2 | 600 | 300 |
| 119 | 6113 | Alan Leingang | CAMELOT | IPBAS | 1 | 576 | 576 |
| 120 | 855 | Lisa Curcio Gaston | IN RECESS | CYC | 1 | 569 | 569 |
| 121 | 3522 | Roy Jensen | MICKEY JAY II | IPBAN | 1 | 553 | 553 |
| 122 | 957 | Bill Menees | ALASKA HUNTER | IPBAN | 1 | 552 | 552 |
| 123 | 6103 | Del Hoffman | CAMEA BRANDON | IPBAN | 1 | 541 | 541 |
| 124 | 6112 | John Bemmer | AVENGER | SCCA | 1 | 530 | 530 |
| 125 | 6136 | Mike Thomas | INTRIGUE | IPBAS | 1 | 511 | 511 |
| 126 | 2149 | Mike Mueller | PERSEUS | IPBAN | 1 | 503 | 503 |
| 127 | 5133 | Neville Lambert | NIMUE | IPBAN | 1 | 489 | 489 |
| 128 | 5105 | Cohagan McKinley | BLUE STAR | SCCA | 1 | 484 | 484 |
| 129 | 6204 | Dave Levington | HIGH HOPES | NECA | 1 | 466 | 466 |
| 130 | 697 | Gordon Dickson | SEA BEAR II | IPBAN | 1 | 463 | 463 |
| 131 | 2150 | Dave Garland | LUCKY DOG | IPBAN | 1 | 451 | 451 |
| 132 | 865 | Bill Rumbold | SUNDANCE | IPBAN | 1 | 448 | 448 |
| 133 | 2010 | Dale Armstrong | STOLEN MOMENTS | IPBAN | 1 | 405 | 405 |
| 134 | 6128 | Vince Firlotte | FANTOME | IPBAN | 1 | 395 | 395 |
| 135 | 6134 | Vince Markese | SUMMER PLACE | SCCA | 1 | 392 | 392 |
| 136 | 676 | Phil Hardwick | HECTOR | IPBAN | 1 | 390 | 390 |
| 137 | 6110 | David Cover | MOONDANCE | IPBAS | 1 | 346 | 346 |
| 138 | 2004 | John Adair | PACIFIC STAR | SCCA | 1 | 342 | 342 |
| 139 | 6140 | John Rodgers | NIRVANA | IPBAN | 1 | 332 | 332 |
| 140 | 6139 | Bud Smith | PATTY WAGON | IPBAN | 1 | 330 | 330 |
| 141 | 6138 | Gary Carr | SEADRAGON | IPBAS | 1 | 321 | 321 |
| 142 | 6137 | Peter Karstad | MISTRESS | IPBAS | 1 | 300 | 300 |
| 143 | 963 | Dan Robinson | LUCKY GIRL | IPBAN | 1 | 300 | 300 |
| 144 | 3161 | Barney Thompson | MAGGIE T | IPBAN | 1 | 300 | 300 |
| 145 | 2014 | Steve Castle | TANGO-RUMBA | IPBAN | 1 | 300 | 300 |
| 146 | 2041 | Ron Larson | MOJO | IPBAS | 1 | 300 | 300 |
| 147 | 6203 | Don Humphries | OMEGA | NECA | 1 | 300 | 300 |
| 148 | 74 | Robert Roth | NIGHTWATCH | SCCA | 1 | 300 | 300 |
| 149 | 2152 | Mark Galbraith | ??? Name Unknown | PLRANC | 1 | 300 | 300 |
| 150 | 710 | Elaine Townsend | ILEINA MAKAI | SDCA | 1 | 300 | 300 |

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NAI 2006 According to Carl Johnson
(Continued from page 4)

stop watch came out to time our run for 170 seconds, while, at the same time, executing a 30° crab into the current.

At the end of the run, we estimated a significant set north. We had predicted 3.8 knots, but later calculations showed nearer to 5 knots. We needed to make up the distance lost and also step it up against a stronger current than anticipated. So, we put the rpm up 10% to the next checkpoint, hoping to make up some of the error.

Thanks to Jerry Downer's skillful negotiating, we uneventfully sailed past the bridge construction. As engineers, we were taken with the complicated assembly required under amazingly difficult conditions.

More swirls at Carr Inlet, then past Fox Island. We had to squint to see the boats ahead, but *Sea Bear II* was closing fast behind us. Well aware that Balch Pass also had eddies and swirls to worry about, we mused if the McNiel Island Federal Penitentiary prisoner who looked familiar was, indeed, a long lost relative. No time to check.

Another timed run and into Drayton Passage to head for Nisqually Flats. It was at this end of the course that the first of the three boats that had started behind us passed us. We did not seem to be gaining on the rest of the field. By the time we passed Ketron Island, we were the last boat in the field.

Were we running the same contest? We started to figure how much percentage error is represented by an error of ten minutes, then by twenty minutes. All things being equal, we should end four minutes ahead of the crowd. What to do? Change speed and make things worse? At the bridge again, we seemed to be gaining, so we were encouraged.

Crossing the finish line last at 14:00:49, we were relieved that we were, at least, in range of possibly being in the middle of the pack. As it turned out, our total error was 492 seconds. Respectable, but who knew where it put us. It was also amazing to see so many of the contestants cross the finish line early.

Then, we waited for the peel-off. The margaritas were tasty. The salmon was great.

(Continued on page 14)

North American Invitational Results

| Place | | | | | Percent | NACA |
|---------|---------------|----------------|-----------------------|-------------|---------|--------|
| Overall | Boat | Contestant | Navigator | Association | Error | Points |
| 1 | Tewasi | Dick Timmerman | Russ Knapp | IPBA-N | 2.1764 | 986 |
| 2 | Peachy Keen | Carl Johnson | Chuck Rubin | NECA | 2.1834 | 917 |
| 3 | Fidalgo | John Vignocchi | Peggy Vignocchi | CYC | 2.2642 | 848 |
| 4 | Tillie | Glen Schwalm | Robert Van Landingham | SPYC | 2.3686 | 780 |
| 5 | Sea Bear II | Bob Good | Doug Lightheart | IPBA-G | 2.5783 | 711 |
| 6 | Likely Lady | Haluk Akol | Sinan Sabuncuoglu | PLRANC | 2.6009 | 643 |
| 7 | Outbound | Richard Devlin | Ken Nemeroff | SDCA | 2.6982 | 574 |
| 8 | Suzy Q | Bill Menees | Pete Werbelo | IPBA | 3.0225 | 506 |
| 9 | Double Image | Sally Harkness | Ron Larson | IPBA-S | 4.0281 | 437 |
| 10 | Beriangio | Dave Lewis | Herb Dover | SMBPF | 4.4750 | 369 |
| 11 | Royal Chinook | Mike Schachter | John Willister | SCCA | 4.8944 | 300 |

NAI 2006 According to Fred Schreuder
(Continued from page 7)

Bridge. This was checkpoint #3, and we were two seconds early! I figured Bob Lindal is a genius! Then the wind came up, and it got rough. We had to put the windshield wipers on.

Checkpoint #4 was a blind spot, where the Alcatraz light ranges with the south tower of the Golden Gate Bridge. But it was foggy, and we could not see the bridge. Bob was prepared, though, to take bearings to the east of us and called the mark. At this point, we were fifty-nine seconds early. This was a 7.06 mile leg, so, not too bad.

The next turn was Blossom Rock and off to checkpoint #5, under the A-B span of the Bay Bridge. The wind was now in the back of us, and it became calmer. Bob slowed down, but too much, and we were seventy seconds late.

The South Bay was nice and calm, and the currents slowed down also. Near Hunters Point, we had caught up with most of the fleet, and it was a sight to see. Next to us was *Hombreoro*, a 48' Offshore, and three other Grand Banks, as well as *Chinook*, a Tiara 42'. One by one, they sailed around Buoy G "5". I hope someone took pictures. I know that Chris Eldon on *Chinook* photographed us at that point while we passed. We all went to the finish line, a range between Oakland buoy R "2" and R "4". This leg was 7.03 miles, and we were only forty-seven seconds late.

After the race, we ate our lunch and went back to Encinal Yacht Club. At the club, we learned that Mark Galbraith, our scorer, was not going to show because his computer crashed. So, with the help of our treasurer, Margaret Culp, I did the scoring on my laptop. Fortunately, I was prepared, but we were not done until 6:04 p.m. Then, Tom Beaman picked up the floppy disk, took it home, and printed out the results of each contestant.

These were put on a big board made by Sinan Sabuncuoglu, helmsman for Haluk Akol, and were covered with small pieces of paper. That's why we

call it the peel-off. Five minutes before dinner, at seven o'clock, Tom Beaman arrived with the printed results.

Linda Newland, commodore of PCYA and member of Island Yacht Club in the Delta, gave us a good speech. Linda did a phenomenal job in putting this together. We at PLRA did not think it could be done.

Winner Dick Timmerman of IPBA/North. was on the smallest boat, a 32-foot Bayliner. Fourth place finisher Bob Lindal would have been third if we had used NACA scoring. This was the first Barusch for Noel Diefendorf, who finished sixth.

It was a phenomenal event. This was my fourth Barusch but definitely the best! Kudos to Nancy Gormley of PLRA in getting all these observers and training them.

Fred Schreuder
Predicted Log Racing Association

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NAI 2006 According to Carl Johnson
(Continued from page 13)

With seven timed legs, eleven contestants, and seven winners of wine for low error legs, it took judges Mike and Jerry a while to post all errors. There were a few boats that bowed out early, but, considering handicap, most seemed to stay in there. It wasn't until the end that we found that we were second, 0.007% behind the clear winner, Dick Timmerman.

This certainly has to be the best predicted log contest and social gathering we have ever been part of and thank the committee, boat owners, and especially Billie and Mike for making this an outstanding event!

Carl Johnson
New England Cruiser Association



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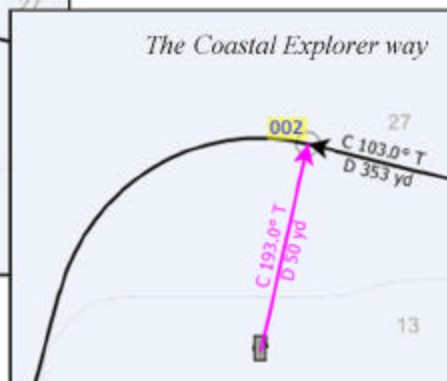
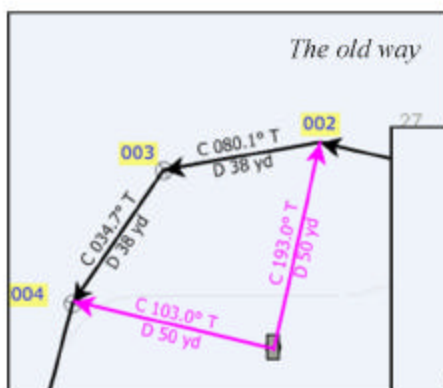
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