



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 07, Issue 04

October, 2007

NAI 2007 According to Tom Collins

I've just returned from Toledo, Ohio, where North American Cruiser Association (NACA) held the 2007 North American Invitational (NAI) championship predicted log race. Although it represents the thirty-second NAI I've attended since my first in Boston in 1976, it is particularly memorable to me because it is only the second one that I have ever won. I suppose that with so many NAI races under my belt, you could say that, essentially, I've seen them all, which is almost correct; I missed the first three (the first NAI was in 1973 in San Diego). So, from my perspective, I thought it might be interesting to review the differences between the various events, with particular emphasis on the uniqueness of boating on Western Lake Erie. This year's event was hosted by Ottawa River Yacht Club, located near the Maumee River, which flows past Toledo and into Maumee Bay at the western end of Lake Erie.

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To begin with, the most noticeable difference is the boats. For many of the NAI's, the boats supplied by local boaters for our use are typically in the 40- to 50-foot range and are usually diesel powered. That wouldn't be too practical there, since the charted depths on the route leading from the yacht club on the Ottawa River to the Maumee River are about one to three feet. And with the present water level exceptionally low, the charted depths are, in fact, the actual depths. Shallow draft boats are certainly necessary, which meant that we would use 28- to 32-foot gasoline powered boats.

I drew a 32' twin engine Wellcraft. The water level was so low that, after departing the slip, we all had to move forward on the boat to lower the bow and raise the stern to try to lift the props out of the mud as we proceeded down the Ottawa River. Even so, we were turning up heavy mud in our wake. This was seriously "skinny water"!

Along with the smaller gas powered boats came faster speeds. Most of us are accustomed to running between seven and ten knots in diesel trawlers. These smaller gas boats need to be run on plane, which is why the race committee specified a predicted speed between 12 and 25 miles per hour, with no handicap. Note that in inland waters, distances are given in statute rather than nautical miles.

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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 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

It was good to see so many friends in Toledo for NAI 2007. We especially appreciate the efforts of Western Lake Erie Cruiser Association (WLECA) Commodore Gary Ryan and his team and Staff Commodore Bill Stewart. Thanks to Ottawa River Yacht Club and Maumee River Yacht Club for rolling out the red carpet. Drinks were cheap, and we were extremely well-fed by the yacht club members who served as cooks.

Congratulations to winner Tom Collins. It took him over twenty years to win his first NAI, and now he has two wins within five years.

The contest was a challenge in more ways than one. All of the boats were, loosely speaking, "go fast" boats, which most of the contestants were unaccustomed to running. I heard tell that almost everyone asked the owners to run the boats.

Another interesting fact was that the water in Lake Erie comes and goes with the wind. (No currents, of course.) After all was said and done and despite much moaning, the top three skippers still came in under two percentage error. As an aside, those of you who know Bill Templeman will be amused to hear that he volunteered as an observer and was bouncing along at 25 mph aboard the only true "go fast" boat in the fleet.

Congratulations also to Craig Ryan, who was awarded the Gandelman Trophy. Many of you know him as the official scorer and webmaster for NACA. In addition to the hard work he puts in serving in those roles, he is extremely active in promoting predicted logging on the West Coast.

At the NACA meeting, much discussion was had about ideas to promote our sport. One idea was taking out small ads in boating magazines with national and local distribution. Another suggestion was having a presence at the United States Power Squadrons annual meeting and at some boat shows. We discussed the possibility of a monetary incentive for participation in races. Your bridge is inves-

tigating all of these ideas, and we will welcome any others. I also invite you to send to Elaine any ideas you have used in your local organizations.

Mark your calendars now for NAI 2008 in San Diego, California, October 1 through 4, 2008. NACA Jr. Staff Commodore Bob Ehlers is planning for a big crowd.

Lisa Curcio-Gaston
Commodore

NACA Numbers Changed

Several members have been assigned new NACA numbers to replace the four-digit numbers previously assigned.

Please refer to the mailing label on this issue of *Cruiser Log* for your correct NACA number; it appears on the first line of the label, after your organization name.

If you have any questions, please contact me at 619.222.9446 or at robertehlers6@cox.net.

Robert Ehlers
Acting Executive Secretary

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

*NAI 2007 According to Tom Collins
(Continued from page 1)*

tical miles, so speeds are in miles per hour (mph), rather than knots. Commensurate with the faster speeds, the distance of the contest was originally fifty-one miles, which, at fifteen mph, is only four hours. However, at the skipper's meeting, due to other considerations, the course was shortened to thirty-eight miles.

On the subject of speed, my predicted speed was 22.8 mph, and I'll note that at that speed, things are happening mighty fast. As you approach a buoy, you barely have time to check its markings, call the mark and make the turn, let alone try to get a ripple reading on the current.

Our predicted time was about one hour and forty minutes, and, by the end of the course, we were exhausted from all that was involved in running what amounted to thirteen legs (if intermediate timed runs were considered). I'm glad the contest was shortened.

There was another reason the contest was shortened. In the last few days leading up to the race, some of the volunteered contest boats were withdrawn, leaving the committee with a serious shortage. The problem was resolved by assigning two (or more) contestants to each boat and running the same boat multiple times. Although it is certainly preferable to have all contestants run in the same water at the same time, at least in this way, everyone was able to run the course.

Navigating the course was a challenge unto itself. Unlike the ocean off Southern California, where we

have a real shortage of navigational buoys (there are only two in Santa Monica Bay), there are so many buoys in the Maumee entrance channel, it is crucial that the contestant keeps careful track of them, so that the correct one on the course is approached. Using binoculars, even stabilized ones, to identify marks when bouncing along in a small boat at high speed is virtually impossible. Same goes for a handheld compass.

Unlike the currents we found in Lake Michigan (where Chicago Yacht Club's Bill Templeman swears there aren't any), there was relatively little current in Maumee Bay. However, it was interesting to note that the current in the Maumee River channel actually flows both ways, depending on which end of the lake the wind stacks up the water. As I recall, I added rpm's on the first leg to compensate for about 1/3 mph current flowing upriver.

Another important consideration on the smaller, fast boats was speed-weight sensitivity. Normally, on slow, heavy trawlers, it isn't much of a concern. However, it is very much an issue on lightweight fast boats. We tried hard to maintain trim during the contest by maintaining position of everyone during the contest.

I built a fuel weight burn-off compensation into my predictions, using a formula I developed and published in *Cruiser Log* years ago. It is: speed sensitivity equals one-second-per-mile per 2/3% change in total vessel weight. I figured gasoline at 6.3 pounds-per-gallon and fuel consumption at one mile per gallon. It must have worked, since most of our errors were consistent throughout the race. One thing I forgot to compensate for was the speed

(Continued on page 5)

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

NACA FLAGS

NACA flags are available for purchase.
Only \$25.00 each
Call Bob Ehlers at 619.222.9446

NAI 2007 According to Tom Collins
(Continued from page 4)

loss when we encountered rough head seas on two of the legs. Those legs were my worst errors.

So far, I have been reflecting on the differences noted on this NAI. Now, I want to note some of the similarities. Without exception, everyone we met was welcoming, warm, and friendly. It seemed the entire yacht club pitched in to see that we were comfortable and well taken care of.

The drinks at the Wednesday evening cocktail party were hosted, and the boat drawing was uniquely simple: skippers were all called up at once, fourteen plain envelopes containing boat names were scattered on a table, and we all grabbed one. The hors d'oeuvres were delicious and plentiful, sufficient

for dinner that night. Other times, beers were a dollar, and mixed drinks were \$1.75 - what a bargain!

The Saturday evening awards banquet was held at the yacht club, and, during the cocktail hour, the traditional discussion concerning the race, complete with excuses, was enjoyed by the skippers. The meal was a choice of Lake Erie perch or prime rib; both were delicious.

As the leg-by-leg results were announced, it was apparent that the “gin clear waters of Maumee Bay” had indeed presented a true navigational challenge to all who participated.

Tom Collins
Southern California Cruiser Association

2007 NAI Results					
Place	Contestant	Navigator	Vessel	Association	Error
1	Tom Collins	Tracy Wichmann	<i>Sleeps Two</i>	SCCA	1.542
2	Fred Cole	Jeff Swan	<i>Advanced Therapy</i>	IPBA/N	1.618
3	Herb Dover	Dave Lewis	<i>Sleeps Two</i>	SMBPF	1.997
4	Gary Adalian	Bob Ehlers	<i>Advanced Therapy</i>	SDCA	2.100
5	Chuck Rubin	Carl Johnson	<i>Advanced Therapy</i>	NECA	2.944
6	John Vignocchi	Peg Vignocchi	<i>Perfect Match</i>	CYC	4.003
7	Bonnie Diefendorf	Noel Diefendorf	<i>An Other Endless Expense</i>	PLRANC	5.433
8	Bob Lindel	Doug Lindel	<i>Got Gas</i>	IPBA/N	6.381
9	Bill Stewart	Kate Stewart	<i>Sassy Sue</i>	WLECA	6.795
10	Dick Timmerman	Jerry Downer	<i>Sassy Sue</i>	IPBA/N	6.903
11	Robert Good	Audrey Good	<i>Advanced Therapy</i>	IPBA/G	15.209*
12	Dick Devlin	Kenneth Nemeroff	<i>Leave It to Weaver</i>	SDCA	21.333
13	Mike Lovchuk	Robert VanLandingham	<i>Dave's World</i>	SPYC	DNF

* Observers error recorded after contest and scoring.

2007 NAI According to William Stewart

For those of you who attended the 2007 NAI, you are aware that WLECA is a very small organization. Without the support of Ottawa River Yacht Club and Harbor View Yacht Club, the event would have been impossible for us to host. As well as the social activities went, the contest itself had several problems.

We have four or five active predicted loggers left in WLECA. This makes it extremely hard to arrange for suitable boats. The short boating season and other club activities every weekend makes it extremely hard to convince someone to give up a weekend of boating for something that they have never heard of.

In January and February, we had fourteen boats and one spare. Unfortunately, it was not clearly explained to the boat owners that the boat was needed on the Thursday before the race, which eliminated several boats because the owners had no vacation time. We finally did have eight boats, which required several boats to be used twice, for a morning and afternoon run.

The winds were not kind to either morning or afternoon runs, and Western Lake Erie is very shallow, so both runs were in rough water. Because of the shallow conditions, the waves on Lake Erie are not rollers, but sort of square.

Many of the boats are used for fishing, not cruising, so the compasses on the boats also left a lot to be desired. The small compass on my boat was literally useless in the rough waters we encountered. This made running the several timed compass courses somewhat of a guess. This also caused many of the competitors to have a very difficult time in locating Mark 5.

Another problem we ran into was that the head of the contest committee was not available the day of the competition due to health problems. Since Staff Commodore Roger Viculis has moved away, we have only three loggers who have attended an NAI.

The fact that I was a contestant left the committee with very little or no experience. In retrospect, I guess I should have withdrawn and stayed on shore to run the contest. There were several mistakes made.

We also made a major mistake in training the observers and scrutinizers. We told them everything about how to run and mark a contest, but we failed to include all the problems that could and did arise. The biggest problem was how to handle a missed mark.

We also had a boat break down on the second run, which did not allow a first-timer at NAI, Mike Lovchuk from St. Petersburg Yacht Club, to finish the contest.

And last, but certainly not least, we had an observer transfer a time incorrectly to the final sheet. This mistake was not discovered for two days after all had returned home. The contest committee was brought back to review this, and, with advice from the NACA bridge, it was decided that the NACA contest rules are very clear that the score could not be changed.

In retrospect, I am amazed that we could do the event but somewhat disappointed that there were so many problems. With the size of our organization, I suspect that we will not host the NAI again.

William M. Stewart
Western Lake Erie Cruiser Association

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How beautiful it is to do nothing
and then rest afterwards.
- Spanish proverb

The Price of Gadgetry (What's lost when almost anyone can run a boat?)

*The following article was published in the **Leadline** section of the September 2007 issue of *Power & Motor-yacht* magazine. It is reprinted with permission of the author, Captain Richard Thiel, Editor-in-Chief.*

There's a column that I've wanted to write for a decade but never could bring myself to—mainly because I was afraid it would paint me as a crabby, old guy. Well now I *am* a crabby, old guy, so here's the column.

It's a jeremiad about how technology has eliminated the blood, sweat, and tears that once gave boaters the sense of accomplishment that made boating so appealing. (You know where I'm going with this, don't you? Because either you're a crabby, old boater like me or you're one of the beneficiaries of this phenomenon.)

When I got into boating (no jokes about the Mesozoic Periods, please), you had to actually know a fair amount about seamanship and navigation, or you were bound to get into real trouble. There was no GPS, and Loran was prey to enough different kinds of interference that your receiver could tell you'd arrived at your destination and there'd be rocks all around you. We did have something called satellite navigation that provided a pretty accurate fix, albeit only every eight hours or so—if you were lucky. Chartplotter? That was the guy with the pencil and parallel ruler who actually drew the course on the chart. The point is, you had to either know how to plot and dead reckon or stay within sight of land.

Boat handling? Bow thrusters were unheard of, so you needed to be able to maneuver your boat into her slip using only your gears—or sometimes throttles. Depthsounders were relatively accurate as long as the bottom was rock hard—sorry, no colorful moving images to help you avoid groundings. Radar was an effective navigational tool, but if you didn't know how to adjust all those knobs to tune it you got a screen that looked like a lint trap.

And it's not just navigational electronics. Back in

the day, an entertainment center was either a car stereo connected to a cheesy antenna that lost the signal every time the boat swung or a stocked bookcase. Today's boater need not leave a single electronic fun machine behind when he walks out the door. In fact, my neighbor's kid swears his Game Boy works better on the family boat than at home.

Technology has allowed people who'd never been inclined or able to figure out the dark sciences that allow mariners to ply the seas to simply flip switches, turn keys, and go boating. It's allowed them to enjoy a life on the water barely distinguishable from the one they have on land. In the sense that this has allowed virtually anyone with the inclination and finances to become a boater, it's a great thing. It's *democratic*. So who am I to bemoan the fact that some people may never enjoy the silent solitude of sitting on a mooring with only a good book for stimulation, or the accomplishment (and I admit, sheer terror) of bringing a boat safely through fog the consistency of New England clam chowder using little more than their wits?

Just a crabby, old, nostalgic guy.

Capt. Richard Thiel
Editor-in-Chief
Power & Motoryacht

FUTURE NAI EVENTS (Tentative)

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

Federal Alerts—EPA Discharge Permit Requirement

At the NACA bridge meeting in Toledo, Ohio, the bridge agreed to include in this Cruiser Log information about the proposed legislation that would exempt recreational boaters from having to obtain permits for grey water discharge, copper bottom paint, etc. The information below is from the BoatU.S. website and is reprinted with their permission. Also included in this issue is a suggested letter for members to send to their congressmen and senators about this important issue.

July 23, 2007

For thirty-four years, the federal Environmental Protection Agency (EPA) has exempted discharges from recreational boats from the Clean Water Act permit system. Regretfully, a recent court ruling cancelled this permit exemption. EPA is required by the court decision to develop and implement by September 30, 2008, a national permit system for **all** vessels in the United States for a variety of normal operational discharges.

We have been working behind the scenes with other boating organizations to get the exemption reinstated for recreational boats. Fortunately, the Recreational Boating Act of 2007 (H.R. 2550) has been introduced by Representatives Gene Taylor (D-Miss) and Candice Miller (R-Mich) and would protect recreational boats from being swept into this unnecessary and expensive permitting system.

It is critically important that H.R. 2550 be passed, and your support is essential. Please contact your congressmen and senators **today** and ask that they co-sponsor or support H.R. 2550.

If the permit system becomes a reality, you will be required to pay for a state permit for each of your boats. EPA will be monitoring your deck runoff, grey water, bilge water, engine cooling water, and the use of copper bottom paints.

The original lawsuit that led to this court decision sought to address ballast water discharges from large ocean-going ships, which can introduce damaging aquatic invasive species into United States waters. Keeping our waterways clean and preventing the spread of invasive species is of utmost importance to the future of boating. But taking a

complex permitting system designed for industrial dischargers and applying it to recreational boats will not yield significant environmental benefits, and it will come at a very high cost. Requiring recreational boaters to purchase a permit would not prevent the spread of invasive species.

BoatU.S. has been a leader in educating boaters about Clean Boating practices for more than a decade. Our nonprofit foundation has funded local education projects on invasive species prevention, helped develop voluntary Clean Marina programs, and authored much of the country's Clean Boating outreach. These positive education efforts are making a difference.

Please ask your elected federal representatives to support H.R. 2550. It is common-sense legislation. As you send your e-mails to your members of Congress, please copy BoatU.S. at GovtAffairs@BoatUS.com. We'd also like to ask you to send a copy of your correspondence to the EPA, so they can see how this will affect citizens. However, please know that if you choose to send it to EPA, it will become a part of the public record. EPA's email is ow-docket@epa.gov, and your email needs to have a subject line with "Docket ID No. OW-2007-0483".

Forward this Action Alert to your friends, your fishing and boat clubs, your marina neighbors, and your local press!

Thank you for your help.

BoatUS Government Affairs
GovtAffairs@BoatUS.com
703-461-2864 or 703-461-2878 ext. 8363

Sample Letter Supporting H.R. 2550

Date _____

September 30, 2008.

For senators:

Dear Senator

[Urge senators to support passage of bill and companion legislation.]

H.R. 2550 does not weaken or reverse any current environmental regulations. It simply allows boats to be operated the same way they are being operated this year, without an onerous and costly permit system.

For representatives:

Dear Mr./Mrs./Ms.

[Urge representatives to co-sponsor and support H.
R. 2550.]

[Insert something about your boating and how important it is here, and what this permit might do to your boating.]

I am writing to urge you to support H.R. 2550, "The Recreational Boating Act of 2007". This legislation would allow boating to continue in this country as a viable, healthy, family pastime, instead of being saddled with new regulations and permit requirements intended for commercial ships with ballast water tanks.

There are an estimated 18 million recreational boats in the country, offering a great way of life to boaters and more than 850,000 jobs nationwide in the marine industry. H.R. 2550 is legislation that will keep boating intact. I urge you to actively support this legislation.

In 2006, a U.S. District Court decision struck down the 34-year permit exemption for recreational boats within the Clean Water Act. As a result, unless H. R. 2550 is passed, the EPA is required to develop and implement a permitting system for all boats in the United States (no matter the size or type) by

Thank you for your time and attention to this matter.

Sincerely,

Your Name

How to Back Charts

The following is an excerpt from the revised and enlarged nineteenth edition, published in 1918, of "Wrinkles in Navigation", written in 1881 by Squire T. S. Lecky, Master Mariner, Commander, R.N.R., F. R.A.S., F.R.G.S., Etc., (Late His Majesty's Indian Navy), Extra Master, Passed in Steam, Compass Adjustment, &c., Younger Brother of the Trinity House, Marine Superintendent of the Great Western Railway.

Admiralty charts can be backed with “brown holland”, which, so far as the material is concerned, makes them last almost forever; but it increases the expense, and, seeing that some sheets are continually having alterations made in them, according as the banks and channels shift about, it is not advisable to resort to backing.* It gives them a dangerously permanent character.

*In the case of Magnetic Charts of the World, which are only published about once in ten years, the most recent is for 1912, of course “backing” is advisable, and here is the way to do it:- Wring the brown holland well out in cold water, and then tack it round the edge of a drawing-board or small table; rub the paste on to the holland with a hard brush;

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Gandelman Trophy Awarded

Longtime NACA member and yearbook publisher Tracy Wichmann presented the Gandelman Trophy to Craig Ryan at the NAI 2007 awards banquet, held at Ottawa River Yacht Club in Toledo on Saturday, August 18, 2007.

Tracy noted that the Gandelman Trophy is awarded not for performance in log racing but rather for overall long-time contributions to the sport itself. He then cited Craig's many years of service to the sport of predicted log racing. He mentioned specifically that Craig had been primarily responsible for creating the Sunday (training) Series that was run for years in Long Beach Harbor. Craig is most likely responsible for many of the active racers today in Southern California Cruiser Association (SCCA).

He is staff commodore of SCCA and currently serves as scorer for the association. He has also been the NACA webmaster for our website for many years, having created and maintained it since its inception. Further, he has assumed the responsibility of scorer for NACA for the past few years. To top that off, he was just elected to the NACA bridge and will be serving as secretary/treasurer for 2008. His efforts are certainly worthy of the prestigious Gandelman award.

Incidentally, Craig was unable to attend the NAI this year and was surprised when the award was presented to him at California Yacht Club's outstation at Ballast Point following the SCCA Del Mar race.

Tom Collins
Southern California Cruiser Association

To All Association Scorers

For those of you who do not know, there are some handy scoring forms on our website that may make your reporting a bit easier. If you go to the helm station at <http://www.predictedlog.org/HelmStation.htm>, click on the link labeled, "Association Scorers". Please click there for the 2007 scoring form; you will find two versions of the 2007 scoring report.

One is a Microsoft Excel spreadsheet that you can download and save as a master form. If you have Excel, you can just fill out the saved master, and then use the "Save As" command and give it any name you like. Then you can e-mail me the file.

The other is a pdf document. You can download it and print copies. Then just fill it in and send it to me by regular mail.

In either case, there is more information than just the contestant points required. Here are the important items that I need:

1. Name of the contest.
2. Date of the contest. If two contests are conducted on a single day, I need to know which was first.
3. Your association name.
4. Contest number (07-X) where X is 1 for your first contest of the season, X is 2 for the second contest of the season, and so on.

Any other information you can give regarding the contest is appreciated. Thanks very much.

Craig Ryan
NACA Scorer

Did You Know?

The cruise liner, QE2, moves only six inches for each gallon of diesel fuel that it burns.

Aging: Eventually, you will reach a point when you stop lying about your age and start bragging about it.

Coastal Explorer Trophy* (NACA Championship)

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9/12/2007

Highest points in best 8 of first 9 contests entered

Place	NACA#	Contestant	Boat	Assn.	Contests	Total Points	Avg Points
1	800	Garry Adalian	JONATHAN	SDCA	9	7404	926
2	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	8	7024	878
3	761	Richard Devlin	IRISH MIST	SDCA	9	6413	802
4	2057	Bonnie Diefendorf	TIME OUT	PLRANC	8	6355	794
5	936	Bob Ehlers	JB & ME	SDCA	9	6220	778
6	937	Edward Denaci	MICROSHIP II	SDCA	9	6218	777
7	933	Dave Weimer	JUST DESERTS	SDCA	9	6035	754
8	677	William Doherty	ALDEBARAN	SDCA	9	5966	746
9	2071	Noel Diefendorf	TIME OUT	PLRANC	8	5912	739
10	739	Craig Ryan	BLACK JACK	SCCA	8	5798	725
11	724	Lynn Montgomery	LIKELY LADY	IPBAN	7	5766	824
12	6135	Dale King	KINGS X	SCCA	7	5761	823
13	453	Jerry Goldman	HOMBRE ORO	PLRANC	8	5592	699
14	182	Joseph Le Blanc	SANJEN	NECA	6	5299	883
15	352	Russell Knapp	KARU	IPBAN	8	5236	654
16	921	Bob Alberts	SANDBAR	SDCA	8	5228	654
17	919	Bob Lindal	SEA BEAR	IPBAN	7	5148	735
18	2007	Michael Fontaine	TUFFY	SDCA	9	5110	639
19	2123	Bill Anderson	THE TILLIE	IPBAN	7	5028	718
20	2095	David Padgett	SLIP AWAY	IPBAN	7	4987	712
21	591	Robert Erly	LOIS	SDCA	9	4928	616
22	619	Don Larson	TEWASI	IPBAS	7	4879	697
23	755	George Jackman	SPECIAL EFFECT	SCCA	7	4862	695
24	839	Fred Cole	MOUSE TRAP	IPBAN	8	4797	600
25	981	Michael Elovitz	LOVIT	SDCA	9	4720	590
26	909	Scott Strandjord	REDEMPTION	IPBAN	6	4609	768
27	844	Irving Rubinstein	LORELEI	SDCA	9	4517	565
28	348	Dean Lentgis	KALOS FILOS	IPBAN	6	4471	745
29	955	Bill Grady	THOR	IPBAN	5	4344	869
30	370	Mike Henry	PEACHY KEEN	IPBAN	6	4210	702
31	49	Haluk Akol	LEYLA	PLRANC	6	4046	674
32	296	Paul Pettit	ROSIE	SDCA	5	4024	805
33	803	Fred Schreuder	FAIR LADY	PLRANC	7	3979	568
34	2081	James Lonergan	CASA DEL PERRO DOS	SDCA	8	3965	496
35	2115	Jeff Calabrese	LIVING WELL	SDCA	8	3792	474
36	6202	Al Goldstein	HIGH HOPES	NECA	6	3607	601
37	805	Ralph Salerno	ANCORA	SDCA	7	3571	510
38	959	Bruce Cullen, MD	FANTOME	IPBAN	5	3484	697
39	842	Team Klett/Elbon	KLETTITAT	IPBAN	6	3482	580
40	574	Larry Marks	DADS' WATCH	NECA	6	3441	574
41	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	4	3429	857
42	982	Mike Schachter	SOBRE EL MAR	SCCA	4	3412	853
43	5024	John Walker	PRIME TIME	SCCA	5	3331	666
44	655	Rupert Hansen	VIKING	SDCA	5	3108	622
45	771	Tom Scott	SCOTTS'N'WATER II	SCCA	4	3084	771
46	2018	Chuck Silvernail	SOLMAR	IPBAN	6	3082	514
47	132	Robert Johnson	SCHOTTISCHE IV	IPBAN	5	3059	612
48	2140	Team Lurie/Livingston	SUNRISE QUEEN	SMBPF	4	2999	750
49	732	Bill Findley	ANOTHER PROMISE	SCCA	4	2681	670
50	941	Tom Chandler	RM II HYDE	SCCA	5	2645	529
51	765	Jim Hutchinson	BET-T-ANN	SDCA	6	2400	400
52	898	Dick Spence	KICHIGAE	IPBAN	3	2385	795

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Coastal Explorer Trophy* (NACA Championship)

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9/12/2007

Highest points in best 8 of first 9 contests entered

Place	NACA#	Contestant	Boat	Assn.	Contests	Total Points	Avg Points
53	5177	Schell Harmon	HALF SCHELL	IPBAN	5	2371	474
54	736	J D Smith	SAFARI	SCCA	4	2299	575
55	808	Chuck Rubin	BIG-C	NECA	4	2290	572
56	958	Jim Anderson	FIDALGO	IPBAS	5	2142	428
57	5002	Paul Williams	MYSTIFIED	SCCA	4	2120	530
58	6208	Steve Black	SWEET AGNES	SCCA	4	2046	512
59	857	Jerry Downer	NOR'WESTER	IPBAS	4	1975	494
60	6022	John Popovich	RASPUTIN	WLECA	2	1930	965
61	712	William Stewart	TUITION FREE	WLECA	3	1898	633
62	950	Bob Good	MINERVA IV	IPBAGG	2	1887	944
63	705	Herb Dover	COASTWATCHER	SMBPF	3	1855	618
64	704	Pete Healy	JINKIES	SCCA	3	1756	585
65	6143	Neil McClelland	FOREVER	IPBAGG	2	1722	861
66	6205	Mary Baird	FAIR LADY	PLRANC	4	1716	429
67	6224	Team Frankel/Terris	KINDRED SPIRIT	SMBPF	4	1685	421
68	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	2	1651	826
69	6124	Jim Gould	MUTUAL FUN	SMBPF	4	1630	408
70	983	George Babbit	GENERAL QUARTERS	IPBAS	3	1510	503
71	725	Michael S. Chiles	CHILES PLAY	SCCA	2	1465	732
72	6209	Andy Gerde	WINDY-I	IPBAN	3	1455	485
73	6021	Gary Coles	SOPHISTICATED LADY	WLECA	2	1432	716
74	5086	Bob Gautschi	SIRENA	IPBAGG	2	1392	696
75	607	Jeff Swan	CLAIRE MARIE	IPBAN	2	1293	646
76	889	Owen Ritter	OUTBOUND	IPBAN	2	1227	614
77	6207	John Brown	SLIP AWEIGH	SCCA	3	1219	406
78	6109	Bob Yates	RHUMB LINE	IPBAN	2	1083	542
79	4058	Terry Baker	CHOPPERS II	IPBAN	2	1054	527
80	6216	Chuck Irwin	LAUGHIN PLACE	IPBAS	1	990	990
81	2056	Dave Charnet	DOLPHIN (WLECA)	WLECA	1	965	965
82	891	Leo Longenecker	REALITY CHECK	IPBAN	1	958	958
83	6217	Ron Morse	TORTUGA	IPBAS	1	940	940
84	6222	Ran Wyder	FAIR LADY	PLRANC	3	900	300
85	20	Tom Collins	MISTY SEA	SCCA	1	897	897
86	720	Doug Lightheart	WINDRUSH IV	IPBAGG	2	831	416
87	3424	Bob Bruins	OCEAN PEARL	IPBAN	1	827	827
88	6220	Carl Tenning	QE TOO	IPBAS	1	806	806
89	5151	Dale Ellis	CHACKIT UP	WLECA	1	799	799
90	623	Patrick Frampton	EBONESS	IPBAGG	2	798	399
91	6223	Joe Roubal	SWELL DANCER	SCCA	2	794	397
92	951	Mike Leedy	SEA TRUST II	IPBAN	1	789	789
93	818	John Murphey	MADERA	IPBAN	1	773	773
94	2171	Martin Mathews	BACKWASH	WLECA	2	766	383
95	6119	Rich Vale	MEGA BYTES	WLECA	2	766	383
96	6212	Mike Burton	ROYAL CHINOOK	IPBAS	1	760	760
97	851	Bob Wheeler	CAROUSEL	IPBAS	1	751	751
98	2085	Kim Lorenz	TIRELESS	IPBAN	1	737	737
99	6136	Mike Thomas	VOYAGER (IPBA S)	IPBAS	1	733	733
100	2149	Mike Mueller	PERSEUS	IPBAN	1	724	724
101	54	Edward Jepsen	ROUGH & READY	PLRANC	2	713	356
102	865	Bill Rumbold	SUNDANCE	IPBAN	1	676	676
103	2143	Ray Jessen	TARNHELM	IPBAN	1	657	657
104	6227	Myron Scherer	STARLING	WLECA	1	633	633

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Coastal Explorer Trophy* (NACA Championship)

Highest points in best 8 of first 9 contests entered

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9/12/2007

Place	NACA#	Contestant	Boat	Assn.	Contests	Total Points	Avg Points
105	697	Gordon Dickson	SEA BEAR II	IPBAN	1	618	618
106	821	Jerry Wellnitz	VENTANA	SDCA	1	602	602
107	6219	Dennis Sheehan	40 CUBITS	IPBAS	2	600	300
108	6101	Bill Baxter	MY LIZZY TOO	IPBAN	1	584	584
109	671	Jack Hensley	JUBILEE	IPBAN	1	545	545
110	2144	Don Merritt	ANN MARIE	IPBAN	1	521	521
111	6140	John Rodgers	NIRVANA	IPBAN	1	519	519
112	6210	Glenn Ryan	AMNESIA	IPBAN	1	489	489
113	2004	John Adair	PACIFIC STAR	IPBAS	1	488	488
114	6114	Frank Iannuzzi	TUTTA BENE	SCCA	1	487	487
115	74	Robert Roth	NIGHTWATCH	SCCA	1	471	471
116	6225	Cahir McCooole	MINNOWS	NECA	1	466	466
117	6213	Jim Chiles	INTRIGUE	IPBAS	1	432	432
118	963	Dan Robinson	LUCKY GIRL	IPBAN	1	413	413
119	5133	Neville Lambert	NIMUE	IPBAN	1	409	409
120	6142	Charles Billings	NOBSKA	IPBAN	1	394	394
121	6113	Alan Leingang	CAMELOT	IPBAS	1	392	392
122	2976	Tex Dominy	AFTER 5	IPBAN	1	375	375
123	442	Cliff Casad	TAURUS II	IPBAN	1	363	363
124	6211	Steve Brett	PRINCESS MOKIHANA	IPBAS	1	356	356
125	6218	Dick Sapp	CASCADIA	IPBAS	1	346	346
126	6214	JR Collier	SPELLBOUND	IPBAS	1	338	338
127	6215	George Gregg	NOBLE	IPBAS	1	319	319
128	6228	Bill Keister	MISS ELAINEOUS	WLECA	1	300	300
129	6203	Don Humphries	OMEGA	NECA	1	300	300
130	6226	Dick Bennison	LAUGHIN PLACE	IPBAS	1	300	300
131	2166	Sandy LeBlanc	SANJEN	NECA	1	300	300
132	6221	Seth Cneil	YANKEE CLIPPER (IPBA S)	IPBAS	1	300	300
133	2121	Bill Catlett	LISA MICHELLE	SCCA	1	300	300
134	6107	Vern Smith	PATTY WAGON	IPBAN	1	300	300

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How to Back Charts (Continued from page 9)

damp the *back* of the chart with a sponge until the *face* looks dull, then roll it evenly up on a clean, smooth-turned wooden roller; place this on the near side of the holland and unroll carefully; leave it until all is quite dry.

The paste should be made with best flour, mixed very thick with cold water. To a dessert-spoonful of brown sugar add five drops of oil of lavender and five drops of corrosive sublimate; mix this well

up with the flour and water, and then add perfectly boiling water to the thickness of custard.

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Top 10 George M. Codrington Trophy Results

Best 5 of first 5, 6, or 7 contests

09/12/2007

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Av Points
1	6135	Dale King	KINGS X	SCCA	7	4670	934
2	800	Garry Adalian	JONATHAN	SDCA	7	4621	924
3	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	7	4601	920
4	724	Lynn Montgomery	LIKELY LADY	IPBAN	7	4564	913
5	182	Joseph Le Blanc	SANJEN	NECA	6	4563	913
6	937	Edward Denaci	MICROSHIP II	SDCA	7	4519	904
7	739	Craig Ryan	BLACK JACK	SCCA	7	4470	894
8	955	Bill Grady	THOR	IPBAN	5	4344	869
9	2057	Bonnie Diefendorf	TIME OUT	PLRANC	7	4335	867
10	453	Jerry Goldman	HOMBRE ORO	PLRANC	7	4167	833

Top 10 RMS Queen Mary Trophy Results

Best 10 of first 10 or 11 contests

09/12/2007

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Av Points
1	800	Garry Adalian	JONATHAN	SDCA	10	9193	919
2	936	Bob Ehlers	JB & ME	SDCA	10	7436	744
3	933	Dave Weimer	JUST DESERTS	SDCA	10	7289	729
4	761	Richard Devlin	IRISH MIST	SDCA	9	7081	787
5	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	8	7024	878
6	677	William Doherty	ALDEBARAN	SDCA	10	6983	698
7	937	Edward Denaci	MICROSHIP II	SDCA	9	6648	739
8	2057	Bonnie Diefendorf	TIME OUT	PLRANC	8	6355	794
9	2071	Noel Diefendorf	TIME OUT	PLRANC	8	5912	739
10	739	Craig Ryan	BLACK JACK	SCCA	8	5798	725

Top 10 St. Petersburg Yacht Club Trophy Results

Best 4 of first 4 or 5 contests

09/12/2007

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Av Points
1	182	Joseph Le Blanc	SANJEN	NECA	5	3827	957
2	800	Garry Adalian	JONATHAN	SDCA	5	3738	934
3	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	5	3599	900
4	955	Bill Grady	THOR	IPBAN	5	3570	892
5	6135	Dale King	KINGS X	SCCA	5	3473	868
6	296	Paul Pettit	ROSIE	SDCA	5	3459	865
7	348	Dean Lentgis	KALOS FILOS	IPBAN	5	3442	860
8	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	4	3429	857
9	724	Lynn Montgomery	LIKELY LADY	IPBAN	5	3423	856
10	755	George Jackman	SPECIAL EFFECT	SCCA	5	3423	856

Top 10 Herbert L. Stone Trophy Results

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

09/12/2007

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Av Points
1	2057	Bonnie Diefendorf	TIME OUT	PLRANC	7	5556	794
2	182	Joseph Le Blanc	SANJEN	NECA	6	5299	883
3	6135	Dale King	KINGS X	SCCA	5	4670	934
4	800	Garry Adalian	JONATHAN	SDCA	4	3760	940
5	739	Craig Ryan	BLACK JACK	SCCA	4	3744	936
6	937	Edward Denaci	MICROSHIP II	SDCA	4	3713	928
7	453	Jerry Goldman	HOMBRE ORO	PLRANC	4	3598	900
8	982	Mike Schachter	SOBRE EL MAR	SCCA	4	3412	853
9	2071	Noel Diefendorf	TIME OUT	PLRANC	4	3274	818
10	574	Larry Marks	DADS' WATCH	NECA	5	3141	628



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Cruiser Log

The Newsletter of North American Cruiser Association

Bob Ehlers, Acting Executive Secretary
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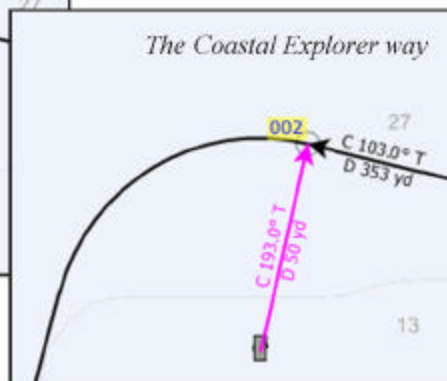
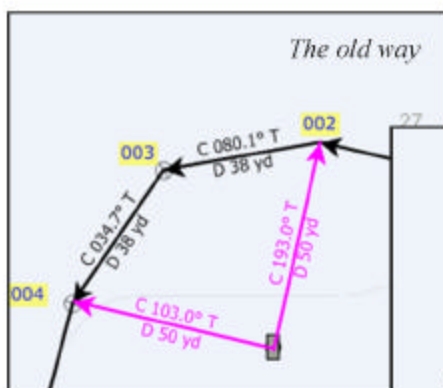
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