



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 08, Issue 03

August, 2008

2008 North American Invitational Schedule

San Diego Cruiser Association will host the 2008 North American Invitational (NAI) Regatta from October 1 through October 4, 2008. San Diego Yacht Club will be the host club this year. The NAI is sponsored annually by the North American Cruiser Association (NACA), representing cruiser associations and clubs throughout the United States and Canada.

Wednesday, October 1, 2008

1530 - 1730: SDYC Spinnaker Room: Registration for skippers, crews, guests
1800 - 2030: SDYC Staff Commodores' Room: No host cocktail party and boat drawing

Thursday, October 2, 2008

0730 - 1300: Boat familiarization and calibration. Turn in baseline boat speed to committee by 1330
Contestant finish times to be assigned by 1400
1400: SDYC Spinnaker Room: NACA annual meeting

1500: SDYC Spinnaker Room: Skippers and Observers meeting
1800 - 2100: SDYC Pool Deck Area: Poolside barbeque
Casual dress - Reservations required

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Friday, October 3, 2008

Free day to prepare calculations and predictions and to enjoy San Diego

Saturday, October 4, 2008

0700 - 0800: SDYC Clubroom West: Turn in predicted logs no later than 0730. Pick up box lunches
0800 - 1400: Run contest. Observers to call in times no later than 1430, turn in logs no later than 1600
1730 - 1900: SDYC Main Dining Room: No host bar cocktail party
1900 - 1930: SDYC Main Dining Room: Remarks and first half of contest peel-off.
1930 - 2130: SDYC Main Dining Room: Awards banquet and final peel-off
Blazers/Coat and tie - Reservations required

More information and reservation forms can be found at <http://www.sandiegoca.org>



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.

Inquiring Minds Want to Know

Send additional questions regarding the North American Invitational Regatta to Racemaster/Webmaster, David Weimer (cdweimer@sbcglobal.net). He will respond to you and publish the questions and answers appropriate to all contestants.

1. **Q:** Why doesn't SDCA have handicap factors based on speed for their boats? **A:** Our boat speeds have a narrow range, from 7 knots to 9 knots, so we've never felt it necessary to establish a handicap system to differentiate boats of varying speeds.
2. **Q:** Why are we going to assign finish times to each boat depending upon baseline speed? **A:** We've found that assigning finish times so that start times are at roughly three minutes apart, depending upon the baseline speed, prevents start interferences, passing on the course, and finish line congestion. This provides each contestant a clear path to pilot their boat.
3. **Q:** Why does the course begin within the bay and finish with legs in the ocean adjacent to the bay? It seems that an ocean transit before the bay portion would avoid the afternoon sea breezes and accompanying chop. **A:** On most Saturdays, the bay becomes crowded with all manner of craft, including sailboats, kayaks, fishing boats, cruise ships, and Naval craft with their associated security escorts. An early start in the bay avoids many of these obstacles to precise piloting.
4. **Q:** Are there going to be any special rules regarding security zones around Naval vessels? **A:** The current SDCA rules, as modified for the NAI regatta, will govern our response to Naval security issues. In general, we must not intrude into Naval security zones during the contest, and, if we encounter Naval vessels underway, we must give them a 300-yard clearance whenever possible. The channel is approximately 260 yards wide, so when encountering Naval ships under way in the channel, we must move outside the boundaries of the channel to provide a safe clearance. However, we must always heed the instructions of the Navy security patrol and, if necessary, call a safety time out on the course to enable the ships to pass.
5. **Q:** Is it permissible for the contestant to ask the boat owner to pilot the boat during the contest in addition to departing and arriving at the designated berth? **A:** Yes. If the boat owner is agreeable, he/she may pilot the boat during the contest. However, the contestant must provide all piloting instructions, including boat rpm, compass headings and corrections, and turn angles/times.
6. **Q:** Are there any document sources for ocean currents in the near offshore region adjacent to San Diego? **A:** An experimental near-real time display of ocean surface currents measured by multiple radar sites can be found at: www.sdcoos.ucsd.edu. Current measurements and direction are measured and recorded at hourly intervals.

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 at 619.222.9446

2008 Barusch/Castagna According to Dick Timmerman

It all started with an exemplary crew. I was fortunate and honored to have Bill Anderson, a fellow racer from Queen City Yacht Club, aboard as my navigator, along with his wife, Trish. Sylvia, my wife and racing companion, who prefers to be called my *navigator*, was there, as always, to remind me when I am a degree or two off course.

Bill's credentials are a little "iffy". A retired Coast Guard Captain, he commanded the USCG icebreakers *Northwind* and *Polar Sea*, along with a variety of vessels during his Coast Guard career. Oh, did I mention he was a Puget Sound pilot for about fifteen years and now teaches ship handling at the Maritime Institute in Seattle? Perhaps next time I can find a more qualified crew.

Then there was the luck of the boat drawing. Kudos to Ed Denaci, San Diego Cruiser Association, for compiling an impressive array of boats and especially to the owners for offering them. From a selection of envelopes, we drew Irving Rubinstein's 42-foot Krogen Express, *Lorelei*, which turned out to be a very steady racing platform, with great visibility from the bridge.

We were quite satisfied with the time trials on Thursday morning and were able to accomplish this often-daunting task in record time (no pun intended), without running the crowded measured mile. This was due to the use of Craig Ryan's very effective speed averaging software program. Thanks, Craig!

We chose a basic speed of 8.500 knots. Then we were back to work on Friday, tweaking up our current calculations. Using a variety of sources, including Tom Collins' current data between Ballast Point and Pt. Loma, taken from an earlier version of *Cruiser Log*, and Al Smith's shallow water speed calculation graph, we were able to apply this data to a reasonable conclusion. In other words, we guessed!

Race day was a bit overcast and a tad breezy, with

an ebbing tide. Trish had been pressed into duty as scrutinizer, Bill was keeping us in position, and Sylvia was doing her "stay on course thing". From a standing start at Channel Buoy 16, just across the channel from Shelter Island Yacht Basin, the first four legs took us south into San Diego Bay and back out the entrance channel to the Zuniga Jetty light. As we passed the buoys close abeam, the currents appeared to be surprisingly close to our calculations, and we saw no need to change rpm's. On a one-mile timed run in shallow water, our time ticks showed Al Smith's graph to be right on the money. Then out into the "Big Water". By now, the breeze had increased to around fifteen knots.

On the first 2.5-mile ocean leg to a rather obscure buoy, I really began to appreciate my navigator's and *navigator's* abilities to pick out ranges and back ranges. After a short timed run and another two-mile leg toward the antenna array, we headed north on a five-mile leg to a Racon buoy. Now we're headed into a pretty good swell with a white-capped sea. My *navigator* is not too sure she's still having fun. I added 200 rpm's to compensate for the wind and sea conditions, and when we finally arrived at the Racon buoy, we noted more current against us than we had predicted. Oops! Too late to change anything now. The last legs back toward the entrance channel put us in a beam sea, and we finished our race with Ballast Point abeam to port just as the tide turned to flood.

(Continued on page 5)

NACA FLAGS

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

*Barusch/Castagna According to Dick Timmerman
(Continued from page 4)*

Now, on to the evening's festivities. In the words of Mike Henry, my formidable racing competitor from International Power Boat Association/South (IPBA/S), "Log racing is a social event." And what an event it was! After drinks and terrific hors d'oeuvres on the deck, Racemaster Dave Weimer kept us entertained and in suspense with his humor and unique numberless peel off. Leg by leg, we watched tiny boats move across the board to positions corresponding with each skipper's accumulated percentage of error.

Tension mounted as the results of the first four legs were disclosed, but we had to wait until after an excellent dinner for the final results. The suspense was eventually broken when the last legs were revealed, and we realized we had edged out our friend, Tom Scott, from Southern California Cruiser Association by a couple of seconds. My racing companions and I were thrilled to have won the 2008 Barusch/Castagna Regatta!! The coveted Castagna team trophy was awarded to the racing teams from IPBA/South. All in all, it was a memorable three-day weekend.

Many thanks to SDCA Commodore Jeff Calabrese and San Diego Yacht Club for hosting this superbly well-organized event.

Dick Timmerman
International Power Boat Association/North

2008 NAI Contestants

The NAI trophy goes to the individual skipper who has the best score among all contestants, earning recognition of the "Best of the Best". At press time, competing this year are:

Contestant ganization	O r -
Fay Baynard tersburg Yacht Club	St. Pe-
Chuck Rubin England Cruiser Assn	New
Tom Collins*	So.
California Cruiser Assn George Jackman	So.
California Cruiser Assn Dave Lewis	Santa
Monica Bay Pwr Fleet Bonnie Diefendorf California	PLR Assn of No.
Dick Timmerman Power Boat Assn/North	Intl

Life is like a roll of toilet paper.
The closer it gets to the end,
the faster it goes

**FUTURE NAI EVENTS
(Tentative)**

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

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

Numbers Every Log Racer Should Know

This table was submitted by Tom Collins, Southern California Cruiser Association. Information is based on his boat, Misty Sea.

Description	Misty Sea's Value
1. Vessel speed in knots (on measured mile average knots, not seconds)	8.0 kts
2. Vessel speed in seconds per nautical mile (3600/speed in knots)	450 sec/nm
3. Speed Sensitivity (RPM change required to change speed 1/10 knot)	12 RPM/tenth kt
4. Speed Sensitivity RPM change to change speed 1 second per nm	2.2 RPM/sec/nm
5. Seconds/nm per tenth knot (3600/speed kts)-(3600/(speed kts+.1))	5.6 sec/tenth kt
6. Acceleration time, dead stop to full speed (additional time for 1 nm)	6 sec
7. Turn time, seconds per 180 degrees (time for continuous 360°/2)	40 sec
8. Turn radius in yards (645 X turn time / speed in sec/nm)	57 yards
9. Weight sensitivity, pounds per second per nm (.007 x boat weight)	350 pounds/sec/nm
10. RPM increase for a 10° dogleg (.15 X speed (kts) X sensitivity (kts))	14 RPM

May 2008

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Did You Know?

Twenty-four whale-oil lamps illuminated Highland Light, the first lighthouse on Cape Cod, constructed in 1797.

There were fifty names in the nation's first telephone directory, published in New Haven, Connecticut, in 1878

Did You Know?

"Cruising" comes from the Dutch word "kruisen", which means "to cross". While the pirates were searching for treasure ships to plunder, they would sail in a zigzag pattern, moving through the shipping lanes. Obviously, this form of sailing was not done on schedule, so many years later, yacht owners borrowed the word and applied it to any carefree pleasure voyage.

Tom Collins: How to Enjoy Boating at \$5.00 a Gallon

With fuel prices soaring and considering the amount of fuel a boat uses, it seems it would be difficult to enjoy much boating this summer. There's not a lot to be done about the cost of the fuel, but there is something you can do to ease the pain at the pump.

We learned how to save fuel out of necessity back when diesel was still less than \$1 a gallon. We wanted to travel to Mexico, but, according to the sales brochure on our 46' Bertram sportfisher (50,000 pounds), the range is only 366 nautical miles, and the distance between fuel stops on the Baja Peninsula is 410 nm or 700 if fuel is not available at Turtle Bay. The solution was to slow down to save fuel. As a result of my studies, I learned that the potential increase in mileage, which equates to range, is remarkable.

I used various well-recognized formulas to do the predictions. Namely, Crouch for planing speeds and a standard formula for hull resistance at displacement speeds. When tested empirically, I was pleased with the accuracy of the predictions. They can be applied to most boats, planing or displacement, by using an appropriate scaling factor. Without going into all the calculations, I'll summarize my findings:

Factor	Speed (kts)	H.P.	Gal/Hour	\$/Hour	Gal/nm	\$/nm
3.0	20	652	36.2	\$181	1.81	\$9.05
2.5	16	417	23.2	\$116	1.45	\$7.24
1.3	8.5	128	7.1	\$36	0.84	\$4.20
1.0	6.5	72	4.0	\$20	0.62	\$3.08

As you can see, speed is expensive. If you're just out for a leisurely cruise, then the \$/hour column will be the most significant. On the other hand, if you have a destination in mind, you'll want to balance cost with the time it will take to get to your destination.

Notice that the table jumps from 8 to 16 knots. This is because that is the transition region between displacement and planing speeds. It can give less mileage than running at planing speed. These speeds can be adjusted for your boat by using the formula: $Speed = F \times \text{square root of } lwl$. (Lwl is the waterline length of your boat in feet and F is the factor used to determine speed relative to the boats displacement/planing characteristics.)

A factor of 1.0 gives the most efficient speed. A factor of 1.34 is the maximum displacement speed. Above that, the boat will go into transition, where it will begin to climb onto plane. The typical minimum planing speed is a factor of 2.5, although this value will vary among different hull shapes. Just be sure you're fully on plane by checking the trim angle or noting the laydown of the wake when at plane. At a factor of 3.0 the boat is fully on plane, and the next concern is the effect of wind drag, which starts to affect performance at around 20 knots.

By plugging in the correct speeds for your waterline length you should get the same relative performance numbers. Your actual values may be more or less, depending on the weight of your boat, whether gas or diesel, and the shape of the hull. And one last thing - lighten your boat. At any speed, reducing the weight by 5% will save 5% in fuel. So, unless you'll need it, don't top off the water tank. And put all that stuff you haven't used for a while in the garage. Good luck and enjoy boating!

Coastal Explorer Trophy* (NACA Championship)

Best eight of first eight or 9 contests entered

7/22/2008

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Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	937	Edward Denaci	MICROSHIP II	SDCA	7	5923	846
2	6135	Dale King	KINGS X	SCCA	6	5537	923
3	800	Gary Adalian	JONATHAN	SDCA	6	4947	824
4	739	Craig Ryan	BLACK JACK	SCCA	7	4914	702
5	755	George Jackman	SPECIAL EFFECT	SCCA	6	4379	730
6	771	Tom Scott	SCOTT'S'N'WATER II	SCCA	6	4348	725
7	2115	Jeff Calabrese	LIVING WELL	SDCA	7	4208	601
8	936	Bob Ehlers	JB & ME	SDCA	7	4153	593
9	591	Robert Erly	LOIS	SDCA	6	4103	684
10	933	David Weimer	JUST DESERTS	SDCA	5	3975	795
11	705	Herbert Dover	COASTWATCHER	SMBPF	5	3939	788
12	20	Tom Collins	MISTY SEA	SCCA	4	3587	897
13	2007	Michael Fontaine	TUFFY	SDCA	7	3542	506
14	2085	Kim Lorenz	TIRELESS	IPBAN	4	3379	845
15	805	Ralph Salerno	ANCORA	SDCA	7	3264	466
16	919	Bob Lindal	SUZY Q	IPBAN	4	3261	815
17	964	Burnell Blockhus	LOLITA	SMBPF	5	3254	651
18	370	Mike Henry	PEACHY KEEN	IPBAN	4	3205	801
19	736	JD Smith	SAFARI	SCCA	6	3126	521
20	677	Bill Doherty	ALDEBARAN	SDCA	5	3092	618
21	2095	David Padgett	SLIP AWEIGH	IPBAN	4	3019	755
22	981	Michael Elovitz	LOVIT	SDCA	6	3017	503
23	955	Bill Grady	THOR	IPBAN	3	2852	951
24	844	Irving Rubinstein	LORELEI	SDCA	4	2845	711
25	2140	Team Lurie/Livingston	SUNRISE QUEEN	SMBPF	4	2771	693
26	821	Jerry Wellnitz	VENTANA	SDCA	3	2701	900
27	5024	John Walker	PRIME TIME	SCCA	4	2676	669
28	2071	Noel Diefendorf	TIME OUT	PLRANC	3	2655	885
29	984	Steve Hazlerig	SOLARA	IPBAN	3	2555	852
30	348	Dean Lentgis	KALOS FILOS	IPBAN	3	2494	831
31	941	Tom Chandler	RM II HYDE	SCCA	4	2492	623
32	2057	Bonnie Diefendorf	TIME OUT	PLRANC	3	2489	830
33	761	Dick Devlin	IRISH MIST	SDCA	4	2131	533
34	782	Dick Timmerman	VAGABOND (IPBA N)	IPBAN	3	2056	685
35	6239	Daryl Creighton	FREE SPIRIT	SCCA	4	2056	514
36	909	Scott Strandjord	REDEMPTION	IPBAN	3	2055	685
37	2123	Bill Anderson	THE TILLIE	IPBAN	3	2054	685
38	6123	Peter Dawson	GRIFFIN	SPYC	2	1930	965
39	704	Pete Healy	JINKIES	SCCA	3	1909	636
40	839	Fred Cole	MOUSE TRAP	IPBAN	3	1754	585
41	6231	Marla Brown	SLIP AWEIGH	SCCA	3	1686	562
42	703	Edward Hedges	JO-SEA	IPBAN	3	1668	556
43	6133	Janice Berner	APRES SOL	SPYC	2	1598	799
44	2018	Chuck Silvernail	SOLMAR	IPBAN	3	1533	511
45	732	Bill Findley	ANOTHER PROMISE	SCCA	3	1459	486
46	619	Don Larson	TEWASI	IPBAS	2	1414	707
47	889	Owen Ritter	OUTBOUND	IPBAN	2	1379	690
48	6209	Andy Gerde	WINDY-I	IPBAN	3	1313	438
49	6234	Ken Case	RAZZLE	IPBAN	2	1280	640
50	976	Dave Lewis	DAVEY'S LOCKER II	SMBPF	3	1238	413
51	6205	Mary Baird	FAIR LADY	PLRANC	2	1151	576
52	6223	Joe Roubal	SWELL DANCER	SCCA	3	1114	371

*Sponsored by Rose Point Navigation Systems 425.605.0985

(Continued on page 9)

Coastal Explorer Trophy* (NACA Championship)

Best eight of first eight or 9 contests entered

7/22/2008

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Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
53	883	Fay Baynard	PHASE OUT	SPYC	2	1099	550
54	6242	Loretta Schutter	SISSY DOLL	IPBAN	2	1082	541
55	803	Fred Schreuder	FAIR LADY	PLRANC	3	1066	355
56	6210	Glenn Ryan	AMNESIA	IPBAN	2	1018	509
57	132	Robert Johnson	SCHOTTISCHE IV	IPBAN	2	1017	508
58	697	Gordon Dickson	SEA BEAR II	IPBAN	1	953	953
59	6237	Maurice McGough	QUOTIDIAN	SPYC	2	933	466
60	6219	Dennis Sheehan	40 CUBITS	IPBAS	1	915	915
61	959	Bruce Cullen	FANTOME	IPBAN	2	913	456
62	442	Cliff Casad	TAURUS II	IPBAN	1	838	838
63	2120	Jim Richards	EXPLORER	IPBAN	1	828	828
64	4058	Terry Baker	CHOPPERS II	IPBAN	2	826	413
65	352	Russ Knapp	KARU	IPBAN	1	820	820
66	6222	Ran Wyder	FAIR LADY	PLRANC	2	818	409
67	5070	Darrel Wood	DOUBLE IMAGE	IPBAN	1	774	774
68	818	John Murphey	HOMBRE	IPBAN	1	772	772
69	967	Karen Lieberman	KNOT FOR SALE	SPYC	2	766	383
70	6224	Team Frankel/Terris	KINDRED SPIRIT	SMBPF	2	766	383
71	2016	Dan Frank	MOON SHINE	IPBAN	1	717	717
72	5177	Schell Harmon	HALF SCHELL	IPBAN	2	711	356
73	724	Lynn Montgomery	LIKELY LADY	IPBAN	1	705	705
74	865	Bill Rumbold	SUNDANCE	IPBAN	1	676	676
75	6215	George Gregg	NOBLE	IPBAS	2	674	337
76	6241	Phil Osterli	NORDIC SPIRIT	IPBAN	1	646	646
77	655	Rupert Hansen	VIKING	SDCA	1	643	643
78	6235	Tom Wolleback	LYSGAARD	IPBAN	1	618	618
79	6233	Robin Coleman	CLOUD 9	SCCA	2	600	300
80	6139	Bud Smith	PATTY WAGON	IPBAN	1	578	578
81	6103	Del Hoffman	CAMEA BRANDON	IPBAN	1	550	550
82	6238	Gary Dove	MOON SHINE	IPBAN	1	502	502
83	2150	David Garland	LUCKY DOG	IPBAN	1	494	494
84	958	Jim Anderson	FIDALGO	IPBAS	1	492	492
85	564	Theodore Schultz	BAYOU CADILLAC	WLECA	1	473	473
86	6240	Jim Korzetz	FREEDOM (IPBA N)	IPBAN	1	454	454
87	6107	Vern Smith	PATTY WAGON	IPBAN	1	445	445
88	6232	John Carrosino	RENDEZVOUS	IPBAN	1	383	383
89	6236	Rich Dixson	TWO DADS DREAM	IPBAN	1	377	377
90	6140	John Rodgers	NIRVANA	IPBAN	1	373	373
91	6250	Mike Dwight	ENCHANTER	SCCA	1	357	357
92	5002	Paul Williams	MYSTIFIED	SCCA	1	346	346
93	6243	Firman Smith	LYRIC	IPBAN	1	300	300
94	296	Paul Pettit	ROSIE	SDCA	1	300	300

*Sponsored by Rose Point Navigation Systems 425.605.0985

RMS Queen Mary

7/22/2008

Best 10 of first 11 contests entered

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	937	Edward Denaci	MICROSHIP II	SDCA	7	5923	846
2	6135	Dale King	KINGS X	SCCA	6	5537	923
3	800	Gary Adalian	JONATHAN	SDCA	6	4947	824
4	739	Craig Ryan	BLACK JACK	SCCA	7	4914	702
5	755	George Jackman	SPECIAL EFFECT	SCCA	6	4379	730
6	771	Tom Scott	SCOTT'S'N'WATER II	SCCA	6	4348	725
7	2115	Jeff Calabrese	LIVING WELL	SDCA	7	4208	601
8	936	Bob Ehlers	JB & ME	SDCA	7	4153	593
9	591	Robert Erly	LOIS	SDCA	6	4103	684
10	933	David Weimer	JUST DESERTS	SDCA	5	3975	795

St. Petersburg YC Perpetual

7/22/2008

Best 4 of first 5 contests entered

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	937	Edward Denaci	MICROSHIP II	SDCA	5	3876	969
2	6135	Dale King	KINGS X	SCCA	5	3850	962
3	800	Gary Adalian	JONATHAN	SDCA	5	3590	898
4	20	Tom Collins	MISTY SEA	SCCA	4	3587	897
5	705	Herbert Dover	COASTWATCHER	SMBPF	5	3409	852
6	933	David Weimer	JUST DESERTS	SDCA	5	3388	847
7	2085	Kim Lorenz	TIRELESS	IPBAN	4	3379	845
8	591	Robert Erly	LOIS	SDCA	5	3349	837
9	771	Tom Scott	SCOTT'S'N'WATER II	SCCA	5	3329	832
10	919	Bob Lindal	SUZY Q	IPBAN	4	3261	815

Herbert L. Stone Perpetual

7/22/2008

Highest points from 1st, 2nd, 3rd place finishes in first 7 contests entered

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	6135	Dale King	KINGS X	SCCA	5	4781	956
2	937	Edward Denaci	MICROSHIP II	SDCA	5	4749	950
3	800	Gary Adalian	JONATHAN	SDCA	5	4578	916
4	20	Tom Collins	MISTY SEA	SCCA	4	3587	897
5	739	Craig Ryan	BLACK JACK	SCCA	4	3296	824
6	955	Bill Grady	THOR	IPBAN	3	2852	951
7	705	Herbert Dover	COASTWATCHER	SMBPF	3	2729	910
8	821	Jerry Wellnitz	VENTANA	SDCA	3	2701	900
9	2071	Noel Diefendorf	TIME OUT	PLRANC	3	2655	885
10	771	Tom Scott	SCOTT'S'N'WATER II	SCCA	3	2529	843

George M. Codrington Perpetual

7/22/2008

Best 5 of first 7 contests entered

Place	NACA#	Contestant	Boat	Assn.	Contests Entered	Total Points	Avg Points
1	6135	Dale King	KINGS X	SCCA	6	4781	956
2	937	Edward Denaci	MICROSHIP II	SDCA	7	4749	950
3	800	Gary Adalian	JONATHAN	SDCA	6	4578	916
4	739	Craig Ryan	BLACK JACK	SCCA	7	4010	802
5	755	George Jackman	SPECIAL EFFECT	SCCA	6	3987	797
6	933	David Weimer	JUST DESERTS	SDCA	5	3975	795
7	705	Herbert Dover	COASTWATCHER	SMBPF	5	3939	788
8	771	Tom Scott	SCOTT'S'N'WATER II	SCCA	6	3933	787
9	591	Robert Erly	LOIS	SDCA	6	3746	749
10	20	Tom Collins	MISTY SEA	SCCA	4	3587	897



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.

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

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Boat Name _____

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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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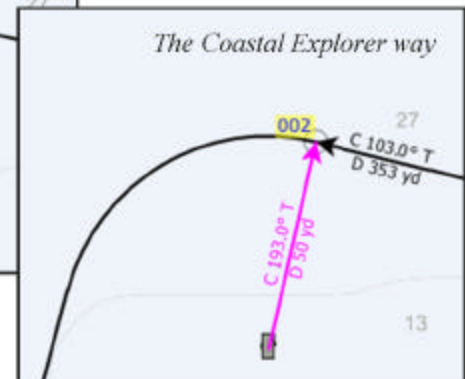
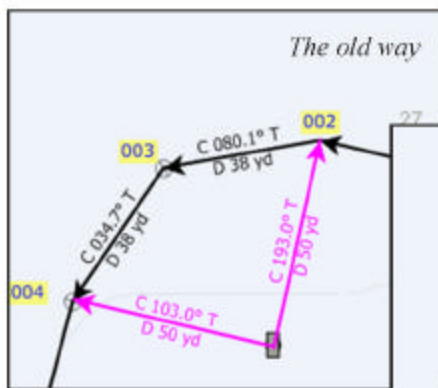
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