



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 08, Issue 04

October, 2008

2008 North American Invitational

The 2008 North American Invitational was held in San Diego, California, from 01 October to 04 October, 2008. San Diego Cruiser Association hosted the event, with the historical San Diego Yacht Club providing the venue. Twelve contestants, who represented the “Best of the Best” from all over the country and Canada, competed for the prestigious “Noon Cannon” trophy. These racers brought their crews and cheering teams with them; over a hundred persons turned out for the awards banquet.

The challenging thirty-five mile race course included check points throughout San Diego Bay and nearby shore waters. When it was all over, it was Ed Denaci from San Diego Cruiser Association (SDCA) who took the prize, raising the bar with his score of 0.5571% error. Ed, a member of Southwestern Yacht Club, was competing in his first NAI. He used *Just Deserts*, donated by fellow SDCA member Dave Weimer. Dave got to take home the trophy for the winning boat.

Second place went to Tom Collins, with a score of 0.6267% error. Tom is a member of Southern California Cruiser Association and races for Huntington Harbor Yacht Club. Tom used *JB & Me*, donated by Bob Ehlers of SDCA. Tom was the winner of the NAI in 2007. Third place went to Fred Cole, with a score of 0.6898% error. Fred is a member of International Power Boat Association (IPBA)/North, and he races for Port Orchard Yacht Club. Fred used *Sandbar*, owned by Bob Alberts of SDCA.

The awards banquet included installation of new North American Cruiser Association officers and the awarding of the coveted Gandelman Trophy to SDCA member Bob Ehlers. Camaraderie was prevalent throughout this four-day event, and much fun was had by all.

Jeff Calabrese
Commodore
San Diego Cruiser Association

Inside This Issue:	
<i>Who's Who in NACA</i>	2
<i>NACA Objectives</i>	2
<i>Cruiser Log Deadlines</i>	2
<i>Commodore's Corner</i>	3
<i>NACA News</i>	3
<i>The Boat Trip from Hell</i>	4
<i>Another Great NAI</i>	5
<i>Value of Prompt Reporting</i>	7
<i>Sad News</i>	10
<i>NAI Results</i>	11
<i>Helpful Hints</i>	11
<i>NACA Standings</i>	12-13
<i>Top Tens</i>	14
<i>NACA Application</i>	15



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 VanLandingham (h) 727.362.9019
 (c) 831.876.5159
 E-Mail: rvanlandingham@tampabay.rr.com

Vice Commodore

Bob Lindal (h) 206.938.1577
 (w) 206.892.1234
 E-Mail: bobl@lindal.com

Rear Commodore

Craig Ryan (h) 714.434.3941
 E-Mail: his@craigandjan.com

Secretary/Treasurer

Jeff Calabrese (h) 619.656.8036
 E-Mail: jeffc5250@sbcglobal.net

Acting Executive Secretary

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

Jr. Staff Commodore

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

2009 Directors at Large

John Walker	SCCA
Fay Baynard	SPYC
Fred Cole	IPBA/S
Michael Fontaine	SDCA

Chief Scorer

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

Cruiser Log Editor/Publisher

Elaine Townsend (h) 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.

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 pub-

Commodore's Corner

The NACA Bridge and I congratulate the contestants who took part in NAI 2008 and especially the chairman, Jeff Calabrese. He and his crew did a job he can be proud of. I've been to many NAI's, and, I must say, this one will be hard to beat.

We had more people finishing under 1% error than I have ever seen; Ed Denaci came close to joining the 500 Club, and Tom Collins was only six seconds behind him.

As for myself, I'd rather not talk about it. I was chosen by New England Cruiser Association, in all their wisdom, to represent them at NAI 2008. This just confirms that you don't have to be an expert predicted logger to enter the annual championship contest or to be elected to the office of commodore of NACA. The competition was real, and I had hoped to at least be in the middle of the pack, but it was not to be. I was next to last, with a disappointing score. I completely misjudged the wind and currents in the ocean part of the contest.

I did have a great boat, though, *Casa Del Perro Dos*. Its new owner, Tony Falletta, was a most gracious host, and he being new to predicted logging, I think we may have converted him as a new member for SDCA. I give a special thanks for the way he treated me and our crew during the entire contest and the measured mile runs. Tony, sorry I couldn't have done better in my predictions, but I'm sure that once you get involved, you will do much better than I did.

All the events were fantastic. I enjoyed San Diego and especially San Diego Yacht Club. What a beautiful club. Wish I lived there so I could join. Don't know if I'll get to San Diego again, but I'll have many memories.

Best regards to all,

Chuck Rubin
NACA Commodore

NACA News

- Thank you to the family of the late Bill Mennees, who made a generous donation to NACA in his memory.

- Discussions are presently underway between North American Cruiser Association (NACA) and Pacific Coast Yachting Association (PCYA) concerning the possibility of holding a combined NAI/Barusch in 2010 at Long Beach, California.

- At the NACA annual meeting on October 2, 2008, a motion was approved to reduce the required minimum number of contestant boats in a contest to be eligible for NACA scoring to three.

- Perhaps some of you have noticed that NACA has been running some advertisements this past year aimed at bringing new log racers into our groups. They were run in BoatUS magazine, The Ensign, which is the United States Power Squadrons magazine, and Passage Maker magazine.

The ads encouraged the reader to find out more about predicted log racing by visiting our website, <http://www.predictedlog.org>, and then gave information on contacting a local representative. Although it is difficult to exactly determine the success of these ads, it is known that as a result we are now working on the development of a new log racing group in the Chesapeake Bay area.

We plan on continuing some of the ads and adding

(Continued on page 8)

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

The Boat Trip from Hell

Last year, I decided it was time to give my boat a better home, so I offered it to my son, who has a home in Daytona Beach, Florida. He liked the idea and offered to buy it from me, but I said no; however, I'd like to be able to use it whenever I can make it to Florida.

Of course, the next thing is, how do you get the boat from Boston to Daytona? Many friends said to have it shipped, which means dismantling the bridge and all its associated wires and instruments. The alternative is to take the boat down on the water. I've done this both ways in the past, and thought I'd like to do it once more. So the fun begins!

The planning went on for about a year, instrumentation was upgraded, junk was removed, and the boat was cleaned and waxed, inside and out. Finally prepared, we set forth on 23 July from Watertown Yacht Club, about eight miles up the Charles River and through a set of locks into Boston Harbor. The weather was fine, and we moved along the Atlantic coastline to the Cape Cod Canal.

About twenty miles out of Boston, we ran into the most horrendous fog I had ever seen. It was so bad, we couldn't see the bow pulpit. We used the GPS to find the entrance buoy marking Scituate Harbor and could hardly find our way between all the moored boats in the fog. We finally contacted the harbormaster, who sent a launch to guide us to our mooring.

We spent the night, and in the morning the fog had lifted, and we were on our way to our first stop, Onset, Massachusetts, at the western end of Cape Cod Canal.

We were about six miles out of Scituate, when "The Boat Trip From Hell" really began. The weather was fine, and, although the seas were a bit choppy, it was nothing that would bother a good seaman. Then the port engine died. This was the beginning.

We were unable to get it restarted and elected to continue on one engine. We made it to Point Independence Yacht Club (PIYC) in Onset and started looking for an engine mechanic. We found one in the boatyard next door, and he came right over and started working on the engine. After four hours, he found a bad relay, and, after replacement, the boat was ready to go. We spent the night at PIYC and got up to a bright and sunny day to do battle with Buzzards Bay, which is noted for bad currents and high winds.

The day was perfect, and Buzzards Bay was like a millpond. We were in the bay about sixteen miles when the starboard engine quit. So, once again, we limped back to Onset on one engine. We pulled into the same boatyard, and a mechanic started to work on the starboard engine. (As part of the two-day procedures, they also recommended that we replace the spark plugs, rotor, and distributor cap on both engines, which we did).

It gets better...The mechanic decided he needed technical help in the form of his foreman to diagnose our problem. He also noted that my stuffing boxes were leaking badly. It was late Friday when he told me we should certainly repack the stuffing boxes, which hadn't been done in years. That would mean pulling the boat out of the water, and that couldn't be done until Monday, since they don't work on the weekend.

(Continued on page 6)

NACA FLAGS

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

NAI 2008 According to Tom Collins

Last weekend, San Diego Cruiser Association (SDCA) showed their best colors in hosting a flawless NAI. Everything was great. The weather was perfect. It threatened to rain on the contest but held off until later Saturday night, while we were all indoors for the awards dinner and ceremony. Conditions on the water for Thursday's time trials and the Saturday race were mild. So, with wonderful warm weather, beautiful surroundings, and the friendly atmosphere of the folks of San Diego Cruiser Association and San Diego Yacht Club (SDYC), a very good time was assured.

The traditional schedule began with a get-acquainted cocktail party and drawing for contestant boats on Wednesday evening. One of the things I particularly like about San Diego is their excellent measured mile. Situated off of Harbor Island, it is well marked and in protected water outside of the traffic channel. Thursday morning, we got some good numbers that all seemed to fit together nicely on our speed curve, although our boat owner was surprised that they were three-tenths of a knot lower than he expected. All we could do was to stick with the data we generated from the mile runs.

That afternoon was the NACA General Meeting and the Skipper's Meeting. The NACA meeting was longer than usual, taking up the entire hour allotted. It included a lively discussion on ideas and methods for developing new log racers. Following the NACA meeting, the Skipper's meeting went

very smoothly, more than likely due to the excellent preparation and presentation of the course and the waypoint photos and descriptions both in the booklet issued and on the SDCA website, <http://sandiegoca.org> by Racemaster David Weimer. That evening, we all enjoyed a poolside barbeque at SDYC.

Friday was a "free day". For those of us predicting the contest, it was anything but free. We had over forty elemental legs in our predictions, and it took us the entire day to complete the predictions. The course was well written, challenging us to determine the currents (in both deep water channels and shallows) and to call some interesting visual ranges, both inside and outside the Bay. I awoke at 3:00 a.m. Saturday morning and remembered that I had forgotten to activate the turn time prediction function before printing out the predicted times and entering them on the official log. Needless to say, I was rather busy that morning preparing a new log to submit. Fortunately, I did remember that error in time to rectify it.

Saturday was the day of the contest, and, for us, it was different than usual. Instead of starting at 0'dark-thirty, our predicted start was 9:52. I suspect the race committee wanted to place us on the course during the times of more "interesting" tidal currents. Anyway, we actually had time to enjoy a leisurely breakfast at SDYC before the race. We started at a buoy just outside Shelter Island and proceeded far into the back bay on a flood tide. Although I've had a lot of experience ripple reading currents off of buoys, I'm still not very good at it when it comes to judging small differences in velocity. So for the most part, we stuck to the values we had figured into our log based on the predictions for the San Diego Channel Entrance.

We had the usual challenges of trying to maintain course and predictions while yielding right-of-way in a number of situations. Fortunately, we didn't encounter any Navy warships that would have re-

(Continued on page 9)

EXPERIENCED PREDICTED LOGGERS

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

The Boat Trip from Hell (Continued from page 4)

Well, we elected to have it done and called my son, who lives on Cape Cod (about 50 miles away). He came and brought us to his home until Monday. By Tuesday morning, everything was fixed, and we were ready to go. We proceeded through Buzzards Bay and on to Connecticut with no additional problems.

I don't want to talk about the costs of this operation,. Considering the high price of fuel, everyone already thought I was nuts to run the boat down to Florida and should have had it shipped. My fuel costs averaged about \$600 per day after a seven to eight hour run at fifteen knots. I made the trip because I had enjoyed it several years ago, when I went both ways, and wanted to do it once more on the "BIG-C" regardless of cost. If I'd only known...

We stopped in Connecticut, then outside of New York on Long Island, and on to Atlantic City. From Atlantic City, we decided to forgo the trusted route, which would have added four more days by going up Delaware Bay and through the D & C Canal to the Chesapeake Bay and back down to Norfolk, Virginia.

Instead, we took the outside route, going from Cape May, New Jersey, to Ocean City, Maryland, on the outside and continuing for 133 miles along the Atlantic coast to our first marker. There are no harbors or good inlets the whole distance.

The weather was good, seas were calm, and we arrived in Norfolk in good time and had a relaxing evening at "Hooters", close to the Waterside Marina, where we stayed.

The next morning we started the ICW (Intracoastal Waterway) for 835 miles to Daytona, Florida. Everything went well for several stops. Most of the bridges along the way were open when we arrived.

We arrived at Dudley Marina in Swansboro, North Carolina, on 9 August. We left the next morning and, while getting back into the ICW, I ran aground on a sand bar or hidden rocks that were not marked. I damaged one prop but kept going and felt the vibration. Running on plane at 15 knots seemed to dampen the vibration.

We arrived in Charleston, South Carolina, on 12 August and decided to stay an extra day to get the props repaired. Charleston is a beautiful city, and we did relax during our two-day respite.

On the evening before we left, we went out to a nice dinner, and, when negotiating the long dock, I tripped on some cables and went down on my knees and hands on the concrete. There was a lot of pain in my knees and my back, and I still feel it today, but no broken bones.

We left the next morning and went by Savannah, Georgia, when the port engine died again. We were close to a marina in Thunderbolt, Georgia, fronting on the waterway and were able to pull in and tie up.

(Continued on page 11)

FUTURE NAI EVENTS (Tentative)

- 2009 Seattle, Washington
- 2010 Long Beach, California
- 2011 St. Petersburg, Florida
- 2012 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

The Value of Prompt Reporting

The following was submitted by Tom Collins and reprinted with permission from the July 1998 Burgee Magazine. Tom says, "We first ran the article in 1998. It is so good that I can't stop myself from laughing out loud each time I reread it. For those who haven't read it, they will surely enjoy it. For those who recall it from ten years ago, they will probably enjoy rereading it all over again - just as I do."

Certain United States Coast Guard regulations call for vessel owners and operators to file accident reports when an accident occurs which causes \$25,000 or more damage, someone is killed, someone goes missing, or someone suffers an injury which requires professional medical treatment of any kind. The report is to be filed with the nearest U.S. Coast Guard authority immediately and by the fastest available means; a full written report must follow within five days.

Many such accident reports are filed every year, and from them the National Marine Safety Council extracts and publishes accident statistics and formulates appropriate regulatory changes, hoping to alert mariners to the dangers that might befall them, thus preventing future accidents.

The importance of and responsibility for such accident reports is not something which anyone should take lightly. Still, as in all human undertakings, there can sometimes be a touch of levity brought to almost any situation. The following "Accident Report." is from Christine Rybak, an Instructor in the Environmental Safety division of ARCO Marine, Inc. Chris had received it from someone on the ship *Arco Texas*, though as far as is known, it did not originate on, or involve that ship. The "report" follows, including the almost Germanic capitalizing of certain terms.

"Dear Sirs:

It is with regret and haste that I write this letter to you; regret that such a small misunderstanding could lead to the following circumstances and haste in order that you will get this report before you form your own opinions from reports in the world press. I am sure that they will tend to overdramatize the affair.

We had just picked up the pilot, and the Deck Cadet had returned from changing the 'G' flag for the 'H.' It being his first trip, he was having difficulty in rolling the 'G' flag up. I therefore proceeded to show him how. Coming to the last part, I told him to "LET GO." The lad, although willing, is not too bright, necessitating my having to repeat the order in a sharper tone.

At this moment the Chief Officer appeared from the Chart Room, having been plotting the vessel's progress, and, thinking that it was the anchors that were being referred to, repeated the 'LET GO' to the Second Officer on the Forecastle. The Port Anchor, having been cleared away, but not being walked out, was promptly let go.

The effect of letting the anchor drop from the 'Pipe' while the vessel was proceeding at full harbor speed proved too much for the Windlass Brake, and the entire length of the Port Chain was pulled out 'by the roots.' I fear that the damage to the Chain Locker may be extensive. The braking effect of the Port Anchor naturally caused the vessel to sheer in that direction, right toward the Swing Bridge that spans a tributary to the river up which we were proceeding.

The Swing Bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think to stop the vehicular traffic, the result being that the bridge partly opened and deposited a Volkswagen, two cyclists, and a livestock truck on the Foredeck. My ship's company are at present rounding up the contents of the latter, which from the noise, I would say were pigs.

In his efforts to stop the progress of the vessel, the Second Officer dropped the Starboard Anchor, but

(Continued on page 8)

The Value of Prompt Reporting
(Continued from page 7)

too late to be of practical use, for it fell on the Swing Bridge operator's Control Cabin.

After the Port Anchor was let go and the vessel started to sheer, I gave a 'Double Ring Full Astern' on the Engine Room Telegraph and personally rang the Engine Room to order maximum astern revolutions. I was informed that the Sea Temperature was 53 degrees and asked if there was a film tonight. My reply would not add constructively to this report.

Up to now, I have confined my report to the activities at the Forward end of the vessel. Down Aft, they were having their own problems.

At the moment the Port Anchor was let go, the Third Officer was supervising the making fast of the Aft tug and was lowering the ship's towing Spring line down onto the tug.

The sudden braking effect on the Port Anchor caused the tug to 'Run in Under' the stern of my vessel, just at the moment when the propeller was answering my 'Double Ring Full Astern.' The prompt action of the Third Officer in securing the inboard end of the Towing Spring delayed the sinking of the tug by some minutes, thereby allowing the safe abandoning of the vessel.

It is strange, but at the very same moment of letting go the Port Anchor there was a power cut ashore. The fact that we were passing over a 'Cable Area' at that time might suggest that we may have touched something on the river bed. It is perhaps lucky that the High Tension Cables brought down by the Foremast were not live, possibly being replaced by the Underwater Cable, but, owing to the shore blackout, it is impossible to say where the pylons fell.

It never fails to amaze me, the actions and behavior of foreigners during moments of minor crisis. The Pilot, for instance, is at this moment huddled in the corner of my Day Cabin, alternately crooning to

himself and crying, having consumed a bottle of gin in a time that is worthy of inclusion in the *Guinness Book of Records*. The Tug Captain, on the other hand, reacted violently and had to be forcibly restrained by the Steward, who now has him handcuffed in the Ship's Hospital, where he is telling me to do impossible things with my ship and my crew.

I have enclosed the names and addresses of the drivers and insurance companies of the vehicles on my Foredeck, which the Second Officer collected after this somewhat hurried evacuation of the Forecastle. The particulars will enable you to claim for the damage that they did to the railings of the #1 Hold.

I am closing this preliminary report, for I am finding it difficult to concentrate with the sound of Police Sirens and their flashing lights. It is sad to think that had the Deck Cadet realized that there is no need to fly Pilot Flags after dark, none of this would have happened. For the Weekly Accountability Report, I will assign the following casualty numbers: 750101 to 750199 inclusive.

Respectfully Yours,

Master"

.....

NACA News

(Continued from page 3)

two new magazines. One will be a flying magazine and the other a sailing magazine. The idea is to target those who have an interest in precision navigation and, hopefully, bring them into our sport.

But we need help. We could use the guidance of someone who has experience in promotional and/or advertising work. If you or someone you know could offer to help in this effort, please have them call NACA Executive Secretary Bob Ehlers at 619.222.9446 as soon as possible.

NAI 2008 According to Tom Collins
(Continued from page 5)

quired us to divert well off of course or do a stop to comply with the new regulations.

Once out of the bay and into the ocean, the course consisted of six legs in roughly the shape of a star, probably so we could experience the ocean current in every direction. On our first leg out to the San Diego entrance buoy, we carefully checked our drift to determine any current moving up or down coast. Although we had expected and predicted an up-coast current, we found none, which was confirmed by checking drift on the second ocean leg.

On the next leg, we had predicted a half-knot of hurt, and, based on our observations, we pulled back 140 RPM to correct for the missing current. While on the long third ocean leg run, down toward the antenna array, we again checked our drift and determined there was none on that leg either.

On the last three legs outside the Bay, we continued to correct out the current built into our predictions that wasn't there. However, once into the entrance channel, we didn't see the ebb current we were expecting and pulled back some RPM. That was a mistake, as the results would later show. As mentioned, I'm not very good at judging the exact value of the current on a buoy.

Saturday evening's activities were held in the main dining room of the San Diego Yacht Club. Following remarks by NACA Commodore Chuck Rubin, the 2009 NACA Bridge, including new Secretary/Treasurer Jeff Calabrese, was installed. Jeff, as chairman of the 2008 NAI, presided over activities for the evening.

I was delighted to have the honor of presenting the Gandelman Hall of Champions Trophy to Bob Ehlers. It is awarded each year to the member who, over a period of time, has made a significant contribution to the sport of log racing. Bob has certainly done that, considering his long efforts for San Diego Cruiser Association. With NACA, he is not

only a Past Commodore but also continues to serve to this day as the NACA Executive Secretary. Congratulations Bob!

The peel-off was very interesting and was done a little differently than we've seen before. It's a bit difficult to describe, but basically the presentation board consists of a horizontal line for each contestant. The board is graduated in reverse with zero at the right and 4+ percent at the left. Initially, all racers pointers are positioned to the right of the board at zero. As each score for each leg is announced, the individual pointer is moved to the left to indicate the error. Whereas each pointer is always positioned at the then cumulative error for that racer, the result is a dynamic motion of the pointers as they move left or right depending on the weighting and score of the most recent leg. It is an interesting presentation, and it kept us in suspense until close to the end.

The scores and some photos are available on the NACA website: <http://predictedlog.org/NAI/NAI%20Results/2008%20NAI/2008%20NAI%20Results.htm>.

From my point of view, San Diego did a superb job in pulling off a perfect NAI. My personal thanks go to Chairman Jeff Calabrese and all of the fine team he had supporting the event. I believe I speak for all of the contestants when I say that we had a terrific time. Thanks again!

Tom Collins
Southern California Cruiser Association

.....

NACA FLAGS

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

Sad News

NACA member Bob Good lost his valiant fight with cancer on September 21, 2008. Graham Swindell forwarded this eulogy, written by Doug Lightheart and read at Bob's memorial service on Monday, September 29, 2008.

Bob was a very dear friend to all of us. I feel honored to have been asked by his family to speak a few words on behalf of all his boating friends (and there are many) and on his many accomplishments in predicted log racing, as well as his significant contributions over the years to Airport Yacht Club, Thunderbird Yacht Club, International Power Boat Association, North American Cruiser Association and Pacific Coast Yachting Association.

I first met Bob back in 1993, when our boats were moored side by side at Vancouver Marina. We got to talking about boating, yacht clubs, and log racing, and the next thing I knew, Bob joined Airport Yacht Club, which has long been associated with navigation contests, known also as predicted log racing.

Well, one thing led to another, and Bob decided to try his hand at log racing. Little did we realize that Bob had such a keen competitive spirit. He took to log racing like a duck to water, and the next thing we knew, he started winning races. This was just the beginning. During the years that followed, he won so many local races that he earned the privilege of competing in international contests, such as the North American Invitational and the Barusch contests in the United States.

Karen and I joined Bob and his wife Audrey in traveling to places such as San Diego, San Francisco, and Long Beach, California; St. Petersburg, Florida; Seattle, Washington; and Chicago, Illinois, just to name a few. In all of these events, Bob demonstrated his competitive spirit and did extremely well. I recall two of these well. For example, in St. Petersburg, he came in second, losing out to first place by only seven seconds. In Long Beach, as part of the Canadian team, he won the coveted Barusch/Castagna Trophy.

Bob won the North American Cruiser Association

Championship Coastal Explorer Trophy, the top trophy awarded for predicted log racing in North America, in 2005. He also won the North American Cruiser Association George W. Codrington Trophy in 2006.

More locally, Bob won the Pacific Northwest Championship award at least two times that I can recall. This is awarded to the top skipper in the International Cruiser/Century 21 Race each year, which involves International Power Boat Association/Gulf of Georgia, Puget Sound North, and Puget Sound South sections. Bob also won the Skipper of the Year Award for Gulf of Georgia for the last five years in a row.

Bob's enthusiasm for log racing was such that, although he was ill, he competed in the International Cruiser Race this summer at Maple Bay with the assistance of his two sons, Bill and Jamie. His wife Audrey faithfully accompanied him, knowing that he could not make it on his own. I know that Bob just wanted to be out on the water with his friends.

Bob served as treasurer for Pacific Coast Yachting Association, was past commodore of International Power Boat Association, Airport Yacht Club, and Gulf of Georgia Log Racing Association. He also served two years as a director of Thunderbird Yacht Club.

Bob was always willing to go out of his way and do more than his part for his fellow boaters. For example, he arranged to have a large propane tank installed at the Thunderbird outstation at Ekins Point on Gambier Island and contributed to many work parties for both Thunderbird and Airport Yacht Clubs. Whenever there were things that needed doing, Bob was there, giving 100%.

For many years he donated his boat for use in the

(Continued on page 11)

*Sad News**(Continued from page 10)*

annual Boat for Hope event, sponsored by Royal Vancouver Yacht Club. This event gives handicapped and underprivileged children the opportunity to ride on a boat for a day. Such was Bob's generosity.

We will always remember him as a warm close friend, a humanitarian in the highest regard, and a true gentle man. He will be sadly missed by all of us. Our hearts go out to his wife Audrey and their families.

Doug Lighthouse
IPBA/Gulf of Georgia

*The Boat Trip from Hell**(Continued from page 6)*

This time, it was a fuel pump, which we had to import by FedEx overnight air from Massachusetts. We spent another unplanned day but again got everything fixed and were underway.

Again, we decide to go outside along the coast instead of in the waterway and left Thunderbolt for Jacksonville, Florida. The weather was fine, the seas were calm, and we had no problems to Jacksonville, where we stayed overnight and got back into the ICW.

We arrived in Daytona Beach on 17 August and found Sunset Harbor Yacht Club, where my son had our berth awaiting. Believe me, the boat is in better condition for my son's use now than it was when we left Boston.

There's a moral to this story. Before a long trip and regularly through the year, get the maintenance on your boat up to date.

Chuck Rubin
New England Cruiser Association

NAI 2008 Results

Contestant	Organization	% Error
1. Ed Denaci	SDCA	0.5571
2. Tom Collins	SCCA	0.6267
3. Fred Cole	IPBA/S	0.6898
4. Fay Baynard	SPYC	1.1519
5. George Jackman	SCCA	1.1775
6. Bonnie Diefendorf	PLRANC	1.1888
7. Dick Timmerman	IPBA/N	1.1954
8. Neil McClelland	IPBA/GoG	1.2883
9. Dave Lewis	SMBPF	1.3139
10. Garry Adalian	SDCA	1.8981
11. Chuck Rubin	NECA	2.5098
12. John Vignocci	CYC	4.5011

Helpful Hints

A mouse trap, placed on top of your alarm clock, will prevent you from rolling over and going back to sleep when you hit the snooze button.

If you are choking on an ice cube, don't panic. Simply pour a cup of boiling water down your throat and presto! The blockage will be almost instantly removed.

Clumsy? Avoid cutting yourself while slicing vegetables by getting someone else to hold them while you chop away.

Avoid arguments with the missus about lifting the toilet seat by simply using the sink.

High blood pressure sufferers: simply cut yourself and bleed for a while, thus reducing the pressure in your arteries.

If you have a bad cough, take a large dose of laxatives, then you will be afraid to cough.

Have a bad toothache? Hit your thumb with a hammer, then you will forget about the toothache.

Coastal Explorer Trophy* (NACA Championship)

Best eight of first eight or 9 contests entered

7/22/2008

Page 1 of 2

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	SCOTTS'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 13)

Coastal Explorer Trophy* (NACA Championship)

Best eight of first eight or 9 contests entered

7/22/2008

Page 2 of 2

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 Dixon	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	SCOTTS'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	SCOTTS'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	SCOTTS'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	SCOTTS'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.

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

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

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

Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

Spouse Name _____

Home Telephone _____

Office Telephone _____

Yacht Club or Other Boating Organizations _____

Boat Name _____

Please include your check payable to: NORTH AMERICAN CRUISER ASSOCIATION

ANNUAL DUES: \$10.00

CONTRIBUTION: \$ _____

TOTAL ENCLOSED: \$ _____

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



Cruiser Log

The Newsletter of North American Cruiser Association

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



Get Serious!

With the only navigation software that includes features designed specifically for Predicted Log Racers

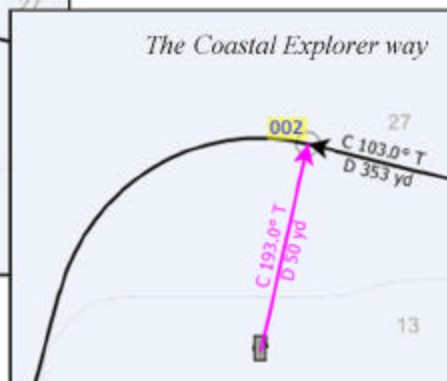
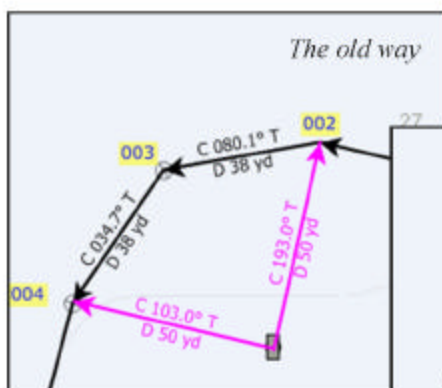
Navigation Software Just Got a Lot Better!

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

Visit www.rosepointnav.com for more information and a free trial. Or call 425-605-0985

COASTAL E·X·P·L·O·R·E·R

20% discount for
NACA members



ROSE POINT
NAVIGATION SYSTEMS, LLC