



# Cruiser Log

*The Newsletter of the North American Cruiser Association*

Volume 19 Issue 2

April 2019

## Cruiser Navigation Rally: It's Not Your Father's Log Race!

Predicted Log Races – you know, those contests where the only thing you could use was a compass and tachometer, but you were supposed to navigate a designated course with precision and only a few seconds of error. That was fine when navigation was entirely based on sightings on aids to navigation and visual landmarks. Back then, modern navigational tools such as GPS didn't exist, and learning to be proficient with just compass and tachometer was essential to navigation. I recall doing just that in navigating to a small island 250 nautical miles out in the open ocean, southwest of Cabo San Lucas before Loran or GPS existed. In fact, we did find the island, and it was a rewarding experience to have done so successfully, using predicted logging fundamentals.

But today's skippers have a bridge full of fine electronic navigational tools that sit idle in a traditional log race. A good navigator will use all information available from all sources. And, unfortunately, it is a fact that most skippers don't even know how to use these instruments beyond the very basics. We are involved in a sport that is supposed to test our navigational skills. We should be evaluating a skipper's ability to use all available instruments to come to the best possible navigational solution.

### Inside This Issue:

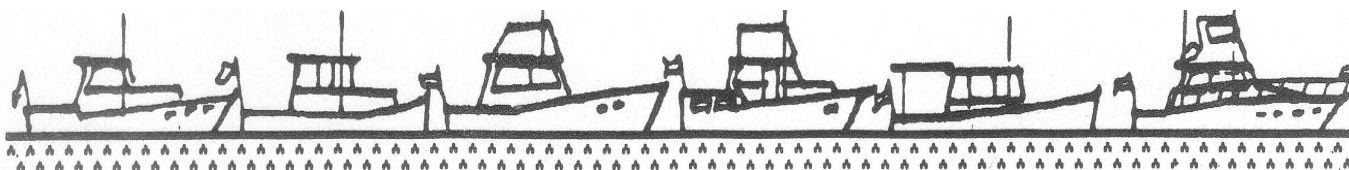
Who's Who in NACA	2
NACA Objectives	2
Cruiser Log Deadlines	2
Accidental Logger	3
2019 NAI in Chicago	3
International Date Line	4
Alternate Addresses	5
Membership Application	7

Hence, the evolution of today's Cruiser Navigation Rally. We've transitioned from the horse and buggy era of compass and tachometer to this modern version of a predicted log contest. In a Nav Rally, the skipper is not only permitted, but encouraged to use all of his vessel's navigational equipment, including GPS, provisionally with speed over the ground permitted.

The reader may ask: Then where is the contest as a test of the skipper's navigational skill if all these are permitted? The answer lies in the fact that the skipper still needs to do exactly the same set of predictions as before. Having correct predictions is half of the equation in figuring the error. Plus, the execution still requires knowing the boat's performance characteristics,

such as the acceleration time, turn radius, and a speed curve for making non-empirical adjustments. Also, the course needs to be followed precisely, making crab angle corrections for wind and current effects, and calling the marks accurately. Allowance needs to be made for delay and skid in large turns, and for dog

*(Continued on page 6)*



## North American Cruiser Association

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

The site provides a resource for boaters looking for information, to learn more about predicted logging or NACA, or to find a nearby member organization.

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 *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:
December 15	January
March 15	April
June 15	July
September 15	October

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

## The Accidental Navigation Logger

Hi, all. I am an avid navigation log rally person. I got to this point as a logger via an unusual route. It was truly an accident that brought me here.

Flashback to 2006. I was a husband and dad with two kids and working as a pilot for United Airlines. I had the world by the tail. I had been flying as a Flight Captain on the Boeing 747-400 and B-777 with United. I had just been promoted to full Captain on the Boeing 767 as an international command pilot. At the same time, I had been working full time with my long term unit, a U.S. Air Force Reserve unit, the 326<sup>th</sup> AS, stationed at Dover Air Force Base, Delaware, a lot of hours away from home, between the two. I was a lieutenant colonel and was the squadron commander of the 326<sup>th</sup> Airlift Squadron, a C-5 A/B aviation unit. Life was awesome—I had just been promoted to full colonel and was nearing the end of my flying career with the Air Force. I was looking at a new staff job with the Air Force at Maxwell AFB.

As a reservist, I spent about ten days a month either flying, practicing air refueling, maintaining currency, and commanding my squadron. On April 6, 2006, I was to fly my last operational mission with the squadron. For us, it was a routine trip from the states to Europe for crew rest, refueling, and then on to Baghdad, Iraq. I was sitting in the back of the flight deck on leg one and was going to command leg two into Baghdad. We never got that far. We crashed on leg one. I was critically injured - a spinal cord injury resulted, and I was never able to fly again.

*(Continued on page 6)*

## 2019 NAI in Chicago

Preparations for the 2019 North American Invitational (NAI) are well under way. We already have the vessels for this year's contest committed by boat owners. Contestants will be impressed by the variety of nice rides they will have to choose from (actually that they will receive in a double blind lottery fashion).

Contestants have been confirming their reservations at the Union League Club of Chicago (ULCC). This private club is very nice, is an associate of the Chicago Yacht Club (CYC), and is within a mile of CYC. We will be providing transportation back and forth between the ULCC and CYC.

Continue to make your reservations there; rooms will be tight and expensive in Chicago, as LaLa Palooza is going on at the same time, just across the street from CYC (free outdoor music easily listened to from our patio). Editors note: You won't be hearing Lawrence Welk or the Chicago Symphony Orchestra from this vantage point (think Heavy Metal). The rooms are very nice, recently updated, and in a very private club-like setting. We will have guaranteed rooms only through June 28<sup>th</sup>, so don't delay in confirming your room.

Most importantly, perfect weather and a gentle sea state have already been ordered. We have requested sunshine, 78-81 degrees Fahrenheit with light breezes out of the west, just like Honolulu. We have also demanded that the sea state be close

*(Continued on page 4)*

### NACA FLAGS

NACA flags are available for purchase.  
Show off your membership in NACA.  
Only \$25.00 each.  
Call Ken Griffing  
626.333.0513

### NEW COMPETITORS

A quick read - "Enjoy Log Racing"  
Each helpful copy is full of facts and fun.  
Download for free on the NACA website:  
[www.navrally.org](http://www.navrally.org)

## International Date Line

The International Date Line is the imaginary line on the Earth that separates two consecutive calendar days. That is the date in the eastern hemisphere, to the left of the line, which is always one day ahead of the date in the western hemisphere. It has been recognized as a matter of convenience and has no force in International law

Without the International Date Line, travelers going westward would discover that when they returned home, one day more than they thought had passed, even though they had kept careful tally of the days. This first happened to Magellan's crew after the first circumnavigation of the globe. Likewise, a person traveling eastward would find that one fewer day had elapsed than he had recorded, as happened to Phileas Fogg in "Around the World in Eighty Days" by Jules Verne.

The International Date Line can be anywhere on the globe, but it is most convenient to be 180° away from the defining meridian that goes through Greenwich, England. It is also fortunate that this area is covered, mainly, by empty ocean. However, there have always been zigs and zags in it to allow for local circumstances.

Over the years, the position of the International Date Line has changed several times. The most recent change in the line was in 2011, when Samoa shifted to the west of the International Date Line by

skipping Friday, 30 December 2011.

The International Date Line now passes between Samoa and American Samoa, with American Samoa remaining aligned with the American date. Samoa made the change because Australia and New Zealand have become its biggest trading partners. Being twenty-one (21) hours behind made business difficult because having weekends on backward days meant only four days of the week were shared workdays. As with all other changes of the International Date Line, the change was made by a government with local interests. As a result, the line is as far east as 150° farther east than Honolulu. The position given on most maps is the line drawn by the British Admiralty in 1921.

*2019 North American Invitational (NAI)*  
(Continued from page 3)

to pond-like conditions, with rippling waves of six inches to no more than one foot on game day. We will see what kind of pull I have on August 3<sup>rd</sup>. Just in case I have none, do not pull the Dramamine out of your doppel kit, and the Coast Guard Ice Breaker vessel USCG *Mackinac* will be standing by to break the ice and make a path!

*(Continued on page 5)*

### EXPERIENCED PREDICTED LOGGERS

Check out "Predicted Log Essentials"  
Get the competitive edge!  
Download for free on the NACA website:  
[www.navrally.org](http://www.navrally.org)

### FUTURE NAI EVENTS (Tentative Dates)

2019—Chicago, Illinois (August 3)  
2020—San Diego, California (October 3)  
2021—West Lake Erie Cruiser Assoc. (August 7)  
2022—Ventura, California

*2019 North American Invitational  
(Continued from page 4)*

Look forward to seeing everyone in Chicago for 2019 NAI from July 31 through August 4. Be well!

Best regards,  
*John, Peg, and Ted*

NOTES: Union League Club of Chicago (ULCC) —Reservations: (312) 427-7800, Email: [ulcrooms@ulcc.org](mailto:ulcrooms@ulcc.org); 65 W. Jackson Blvd., Chicago, Illinois; Room rates: Regular room--\$159.00; Deluxe Room--\$189.00; Executive Suite--\$219.00; All rooms include 20% tax. Parking is expensive, and we recommend not using rental cars.

Chicago Yacht Club (CYC): Phone: (312) 861-777; 400 East Monroe Street, Chicago, Illinois 60603-6493; [www.chicagoyachtclub.org](http://www.chicagoyachtclub.org)  
Contacts: Ted Moorman, Home (847) 234-7891, Cell (847) 977-7892; [tmoorman747@aol.com](mailto:tmoorman747@aol.com); 442 Michigamme Lane, Lake Forest, Illinois 60045  
John & Peg Vignocchi, Home (847) 295-7091, Cell (847) 826-4401; [johnv@johnkeno.com](mailto:johnv@johnkeno.com), [pegv@prinmar.com](mailto:pegv@prinmar.com); 1 North Ahwahnee Road,

Every ship is a romantic object,  
except that we sail in.  
– Ralph Waldo Emerson

The symbiosis of sailors and their ships, according to R. Morton Nance: Dignity or impudence, innocence or guile, heartiness, cruelty, openness, stealth, determination, flightiness, every quality that is embodied in man, woman, bird, beast, or fish, is expressed not only in ship names, but also in ship forms. The rakish pirate schooner and the beamy old Dutch buss of the Dogger Bank, ship for ship, are as contrasted as are their skippers, man for man.

## Alternate Addresses

Each time the *Cruiser Log* is mailed, a number of members' copies are returned by the Postal Service with a sticker saying something like, "Temporarily Away" or "Unable to Deliver as Addressed".

If you have an alternate address for certain times of the year, be sure that NACA knows what each complete address is and when each is effective. That way, current information can be included when the mailing list is prepared for each issue or special mailing.

Send your request to Kenneth Griffing at [kgriffing@earthlink.net](mailto:kgriffing@earthlink.net), or mail to: 14404 Eadbrook Drive, Hacienda Heights, CA 91745-2536, indicating that it is NACA mailing information. If you have any questions, you can call Ken at 626.333.0513.

The Oyster Sloop *Spray*, in the western end of the Strait of Magellan, March 3, 1896:

*It soon began to rain and thicken in the northwest, boding no good.. The Spray neared Cape Pillar rapidly, and, nothing loath, plunged into the Pacific Ocean at once, taking her first bath of it in the gathering storm. There was no turning back even had I wished to do so, for the land was not shut out by the darkness of night.*

*The wind freshened, and I took in a third reef. The sea was confused and treacherous. In such a time as this, the old fisherman prayed, "Remember, Lord, my ship is small and thy sea is so wide!" I saw now only the gleaming crests of the waves. They showed white teeth while the sloop balanced over them. "Everything for an offing", I cried, and to this end I carried on all the sail she would bear.*

– Joshua Slocum

*Accidental Navigation Logger*  
(Continued from page 3)

Up to this point I had been a sailor with a 34-foot sloop. Loved to sail and race. After my accident, I felt I was unable to sail, as I couldn't drag my body to the foredeck to set sails and perform the more arduous and physical duties that sailing required.

Sold my sailboat and resigned myself to be a land-lubber. Spent two years in hospital beds and wheelchairs and slowly advanced to crutches and canes. Shortly thereafter, my neighbors, John and Peg Vignocchi, asked me to come out for a cruise on their yacht *Rip Rap*. It was fun being back on the water, and I realized how much I had missed being on the water. I drove the boat for a while and realized how much more civilized power boating was than sailing. I was hooked! They then suggested I join them in a navigation rally. I was stupefied and thought it was ridiculous. You stink-potters race each other around at 9 knots and then declare a winner? How goofy could this be?

They then exposed me to this Navigation Rally experience, and I was smitten! There is much more to it than one would originally think. It is complex, analytical, and just a different way of enjoying your day on the water. You also learn so much more about yourself, your boat, its performance characteristics, charting, and boating in general.

Much more importantly, I was reintroduced to the brotherhood and sisterhood of boating enthusiasts. The best people to hang with on the water and at the club. It is a lifestyle I am so glad again be a part of, albeit accidentally! I no longer speak derisively of stink-potters.

Thank you, John and Peg!!! Hope to see all of you, my friends, at NAI 2019 in Chicago this summer.

**Ted Moorman**  
Commodore  
North American Cruiser Association

*Cruiser Nav Rally—Not Your Father's Log Race*  
(Continued from page 1)

legs around unexpected obstacles. All in all, there still remains much to be mastered in a Cruiser Nav Rally. In addition to scoring well in the rally, a further reward lies in becoming proficient in using all the boat's instruments.

Welcome to the 21<sup>st</sup> century and Cruiser Navigation Rallies - they're not your father's log race!

**Tom Collins**  
Southern California Cruiser Association

NACA clothing (other than ball caps)  
is available at the NACA Ship's Store.

Go to [www.navrally.org](http://www.navrally.org).

Click on NACA Ship's Store. This opens a link to Land's End Business Outfitters. Select your product and choice of logo. It is simple to use, and the merchandise is of good quality.

**NACA BLAZER BULLIONS**

NACA has gold embroidered blazer bullions  
with our flag on a gilt-edged 2 1/2" medallion.

Really good looking!

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In 1500, Pedro Álvares de Gouveia Cabral,  
commanding a fleet of fourteen (14) ships,  
made landfall on the coast of what is now Brazil,  
claiming the territory for Portugal.





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

Membership in NACA keeps everyone who is interested in predicted logging well-informed about the sport throughout North America. Skippers from member associations compete for North American trophies simply by entering their local contests. The champion from each organization is invited to compete in the North American Invitational, hosted by a different NACA organization each year.

For your annual dues of \$15, a print copy of each issue of *Cruiser Log* and the annual roster will be mailed to you.

Complete this form to join or renew membership in the North American Cruiser Association:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Spouse Name: \_\_\_\_\_ Boat Name: \_\_\_\_\_

E-mail: \_\_\_\_\_

Home Telephone: \_\_\_\_\_

Office Telephone: \_\_\_\_\_

Boat/Cell Phone: \_\_\_\_\_

Other Boating Organizations: \_\_\_\_\_

ANNUAL DUES:     \$     15.00

CONTRIBUTION\*: \$ \_\_\_\_\_

TOTAL ENCLOSED:\$ \_\_\_\_\_

*\* Donations are appreciated and help to support promotion of our sport and a quality trophy program. Your contribution will help keep the dues low and provide much needed support.*

Mail with your check payable to North American Cruiser Association to:

Ken Griffing, Executive Secretary  
14404 Eadbrook Drive  
Hacienda Heights, CA 91745-2536



# Cruiser Log

*The Newsletter of North American Cruiser Association*

Ken Griffing, Executive Secretary  
14404 Eadbrook Drive  
Hacienda Heights, CA 91745-2536

Return Service Requested



The only navigation software with features designed specifically for predicted log racing. Download a 10-day free trial at [www.rosepoint.com](http://www.rosepoint.com)

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A better way to plan and navigate

NACA competitors have been using Coastal Explorer to plan and win events for over 10 years. Our exclusive curved waypoint transition is just one of the many tools that can be used to accurately plan for a race. Routes can be easily copied to MS Excel for further refinement. These features, combined with Coastal Explorer's ease of use and stability, make it the ideal choice for your next race and all your cruising needs.



Special offer! Only **\$299** for NACA members.  
Enter offer code 4EMK-Z913 at checkout.\*

\*Offer only valid for trial download version.