



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 20 Issue 2

September 2020

Discontinuation of Paper Charts

For any skippers who are not aware of these planned changes and the affects they may have on their boating, the following notice appeared in the recent Coast Guard Notice to Mariners.

On 15 Nov 19, NOAA formerly announced in the Federal Register (Docket #2019-24807) that they would begin a 5-year process of discontinuing their traditional paper, or raster, charts by 2025.

NOAA intends to gradually 'sunset' raster chart products and is introducing an option to create custom ENC data based charts that can be printed as a paper copy locally or commercially, via one of their certified third party printers. More detailed information regarding this transition is available from <https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf>.

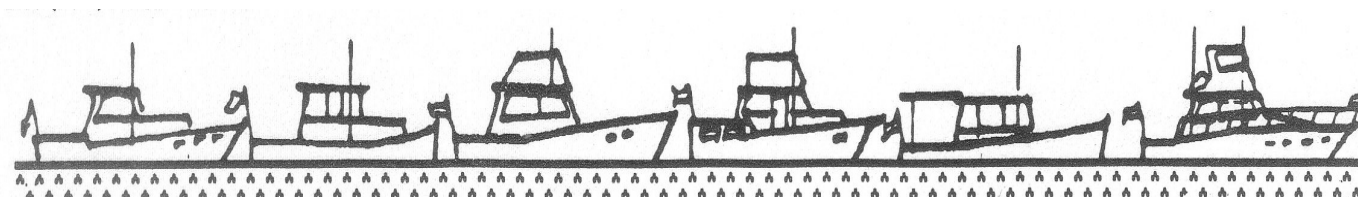
Comments/questions on the Federal Register Notice and the NOAA Custom Chart application should be submitted at <https://www.nauticalcharts.noaa.gov/customer-service/assist/>. Other concerns may be directed to your local NOAA Navigation Manager, <https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html>.

In order to identify and overcome the regulatory challenges associated with this transition including but not limited to updating commercial vessel carriage requirements and maritime safety information processes, NOAA will continue to work directly with its Agency charting partners. A prototype version of the NOAA Custom Chart Tool is available at <https://devgis.charttools.noaa.gov/pod/>.

NOAA is ending the production of the printed Tide Tables and Tidal Current Tables publications. The 2020 Tide Tables and Tidal Current Tables, released for distribution and available as PDF files from https://tidesandcurrents.noaa.gov/historic_tide_tables.html, are the final printed editions.

NOAA is discontinuing the production of these annual publications due to: (a) recent changes by the U.S. Coast Guard in the interpretation of the requirements for predictions, no longer requiring these publications in paper format and (b) the availability of online and electronic services providing tide and tidal current

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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.

SDCA Happenings

San Diego Cruiser Association (SDCA) came up on its sixth contest of the season.

On January 18, 2020, we ran a 13.5 mile contest. The remarkable thing about this competition was that Magnus Karlsson, our commodore, finished with a 0.4798% error. That meant that his average error over the entire course was 0.035555 knots, or 3.6 feet per minute. Truly amazing.

Equally phenomenal was Bob Ehlers, with an error of 0.9092%. Also noteworthy was that six out of the eight contestants had a score-error below 1.75%.

On February 22, 2020, we ran our second contest. This one was marked by 30- to 40-knot winds, heavy rain, and even some hail. It was a great experience for all. Garry Adalian came in first, followed by Jeff Calabrese and David Weimer. A clean sweep by South Bay contestants.

Spring Series 3 was on March 7, 2020, and the contests were still unaffected by COVID-19. It should have been a simple contest, except it was strewn with deep and shallow currents, which greatly increased its complexity. Bob Ehlers read it right, with a 1.4041%, followed by Garry Adalian, with a 1.9204%, and Jeff Calabrese. Jeff was his own observer and called a penalty on himself for missing a mark.

Our April contest was cancelled due to COVID-19. The San Diego Port Authority closed the bay

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Commodore's Corner

The Year That Wasn't – Updated 12 August, 2020

This is not the year that any of us expected. Very few navigation contests were completed this year before all regions were forced to suspend competitions this past spring. In Chicago, they did not even have their boats in the water yet! Since then, only a smattering of contests have been completed, with heavy social distancing restrictions and little of the camaraderie that is central to our traditional navigation rallies.

And now, I must announce that competitions for North American Cruiser Association (NACA) awards this year, including the North American Invitational (NAI), have been suspended. Individual associations will continue to have limited competitions as able and may elect to recognize the top performances of the year within their association. NACA, though, will not be presenting any national awards this year. It is now clear that there will not be an adequate base of contests representative of all our member associations to be able to distinguish the top performances nationally.

We also have had to cancel the North American Invitational (NAI) for this year. There was no way to complete this competition without increasing the health risk to all involved. I would like to thank Staff Commodores Ed Denaci, Jeff Calabrese, and others of the San Diego Cruiser Association for all their work in planning and preparing NAI 2020. They had completed a lot of the heavy lifting necessary to host the NAI and had a great event

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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

Season Opener Rally to Kick-off Year

Southern California Cruiser Association kicks off the 2020 Cruiser Navigation Rally year with our Season Opener Rally. Hosted by Long Beach Yacht Club (LBYC), the rally covers just fifteen nautical miles, run entirely within the Long Beach outer harbor. This area is behind major breakwaters which offer protection from possible late winter storm seas.

This rally is intended to give skippers a chance to get the boat out of the slip and check things out before the following month's contest that runs twenty-six (26) miles across open ocean to Avalon on Catalina Island. The Opener circumnavigates various man-made islands and other structures in the harbor, giving an interesting run while involving numerous turns around the sixteen control points on the course.

Due to its short length and proximity, the rally can be run in just a couple of hours on Saturday morning, making it an ideal opportunity to bring along a boating friend who might want to learn about Nav Rallying.

Intended for both seasoned skippers and newcomers to the sport, the rally even features an EZ-Entry option. With EZ-Entry, a new skipper need only run the course at their chosen speed while the observer records the actual log. As GPS speed permitted, the new skipper doesn't even need to run the measured mile or build a speed curve, and no predictions are needed.

After the contest, the EZ-Entry log is turned in with a notation of the intended speed. The scoring committee then prepares the prediction and scores the contest. This provides an easy way for a skipper to try out Nav Rallying without first getting involved in the details of preparing a prediction. There is even a special trophy provided for the winning EZ-Entry skipper, presented at the awards dinner Saturday evening at LBYC.

The cancelled 2020 SCCA calendar included monthly rallies, ranging from Marina del Rey to Newport Beach, plus the Craig Rally that travels from Long Beach to San Diego in mid-July. Skippers will have the opportunity to run to virtually every boating destination along the coast, including the three harbors at Catalina Island. A great way to use your boat while enjoying the sense of competition and camaraderie.

Tom Collins

Southern California Cruiser Association

The grand show is eternal. It is always sunrise somewhere; the dew is never dried all at once; a shower is forever falling; vapor is ever rising. Eternal sunrise, eternal dawn and gloaming, on sea and continents and islands, each in its turn as the round earth rolls.

— John Muir

EXPERIENCED PREDICTED LOGGERS

Check out "Predicted Log Essentials"
Get the competitive edge!
Download for free on the NACA website:
www.navrally.org

FUTURE NAI EVENTS (Tentative Dates)

2021—San Diego, California (September 25)
2022—Puget Sound (September 24)
2023—Santa Barbara Channel (September 23)
2024—Long Beach, California (September 21)
2025—Saint Petersburg, Florida (October 25)

Discontinuation of Paper Charts
(Continued from page 1)

predictions which meet the U.S. Coast Guard requirements for navigation, and support other activities along the U.S. coast.

Tide and Tidal Current predictions are available through NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) online services:

•NOAA Tide Predictions: https://tidesandcurrents.noaa.gov/tide_predictions.html

•NOAA Current Predictions: <https://tidesandcurrents.noaa.gov/noaacurrents/Regions>

These online services provide predictions which equal or exceed the accuracy and availability of the predictions at domestic locations provided through printed publications, and provide additional capabilities allowing the predictions to better meet a variety of user needs. These online services provide predictions for the U.S. coasts. International predictions will not be available from the online services. Predictions for countries outside the U.S. may be obtained through the Oceanographic / Hydrographic agency in that country.

Contact NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) with questions or for further information. E- mail: Tide.Predictions@noaa.gov Phone: 301-713-2815.

Issued: March 16, 2020

Color Code for Identifying Sailboat Running
Rigging According to Its Use
Mainsail sheet and halyards—white
Headsail sheets—blue
Spinnaker sheets—red
Spinnaker guy—green
Vangs and travelers—black

A Lot of Warm Water

The movement of water in the Gulf Stream is measured in Sverdrups (Sv), where one Sv equals one million cubic meters of water per second.

In the Straits of Florida, the movement is approximately 26 Sv; off Cape Hatteras, 85 Sv; near the mouth of Chesapeake Bay, 90 Sv; near 65 degrees W longitude, a peak of 150 Sv; beyond the Grand Banks, less than 40 Sv.

The highest water temperature, approximately 80 degrees Fahrenheit is at the Gulf Stream's origin; the temperature decreases as it flows northward.

NACA BLAZER BULLIONS

NACA has gold embroidered blazer bullions
with our flag on a gilt-edged 2 1/2" medallion.
Really good looking!
Only \$25 (includes shipping and handling)
Call Ken Griffing
626.333.0513

Paper Charts Are Dead

The United States government, through NOAA, announced that *paper* nautical charts will no longer be supported or available for printing. Grab what you can for nostalgic wall paper in your den or boat. Or just use the ones that you haven't looked at in years. But face it, few mariners have used paper charts since the introduction of electronics to navigation only thirty years ago.

I cruised for decades with paper charts, and life was good. My pre-teen daughter, watching the chartbook and the surroundings, once asked me, "Daddy, are we here?" Before the age of GPS, she had her finger on our location. It blew me away, but astute reckoning was all we had.

Only a few years later, the world changed. My first computer navigation program was Chartview, which was later purchased by and became Nobeltec. In the 80's, we had Loran C; it gave us lat/lon, which was all us engineers needed, but the boating public cringed. Chartview put them together and, voila, a little green boat on a chart; using a GPS fix, dithered but usable. Credit Clinton for ending dithering.

The real purpose of this article is to change the dialogue from, "Why was predicted log racing so popular even thirty years ago?" to "PLR or cruiser navigation rallies are so relevant today". I have competed in many races in all corners of the continent. On many very nice boats. But I am appalled at so little the boat owners sometimes knew about their boats and, especially, all the expensive electronic navigation gear they had.

I have been told many times by old-time log racers that they got involved not just for the parties, but so they could learn to navigate their boats. Maybe, so they could get to the parties, but it worked and, perhaps, the highest calling of any yacht club's purpose – teach their members to safely navigate.

I strongly believe that every log racer has far superior knowledge of navigation using electronic methods than just about anyone else in their clubs or local areas. The key to the future of our sport is to use that knowledge to engage and teach the new members of the community to learn all the wonders that electronics bring.

It is likewise obvious that if someone learned and is comfortable with paper charts and such, they can probably continue for many years, so let us not try to change their minds. Our goal should be to bring the new boaters, who need to know their equipment, up to a reasonable level of competency. That was the goal of the PLR clubs decades ago; it is just that the world changes, and no one can erase the use of electronic navigation.

Bob Lindal

International Power Boat Association/North

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SDCA Happenings

(Continued from page 3)

to all recreational boating.

In our May 16 contest, we were forced to compete without observers. It was family members only, and we had to wear masks. Conditions were near perfect. Garry Adalian won, narrowly missing the 500 mark, and Bob Ehlers followed with a 0.88% error. Not too shabby. Magnus Karlsson was third, with a 1.56% error. No gatherings were permitted after the contest.

May 30 still no observers and still no lunch. We all miss the camaraderie and the stories that always follow the contests. Garry Adalian won with a very respectable 0.848%, followed by Bob Ehlers with 1.21% and Jeff Calabrese with 1.56%.

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Notice of Proposed Amendment to the NACA By-Laws

It is proposed that the NACA By-Laws be amended to reflect current practice, where routine matters are decided in an expeditious manner by the Executive Committee in regular bi-monthly teleconferences. Toward that end, it is proposed to move certain routine approvals away from the annual directors meeting to the Executive Committee.

As such, it is proposed to remove the following approvals from the NACA By-Laws, ARTICLE VII, SECTION 4 and place them in the description of the Executive Committee in ARTICLE V, SECTION 8.

Paragraphs to be removed from ARTICLE VII, SECTION 4:

- b. Establish member association and individual membership dues for the following year at the annual meeting.
- e. Approve the "Recommended Contest Rules" for member associations.
- f. Approve the annual budget.
- g. Establish the date and sites of NAI contests and the annual meeting.

The wording of the Executive Committee description in ARTICLE V, SECTION 8 will be changed to:

SECTION 8. The Executive Committee shall consist of the Commodore, Vice Commodore, Rear Commodore, Secretary/Treasurer, Jr. Staff Commodore and the C.O.B. During the period between annual meetings the Executive Committee shall have authority to render decisions by a majority vote on the following:

- a. Matters involving significant policy decisions.
- b. Expenditures in excess of \$500.
- c. Member association and individual membership dues for the following year.
- d. Approve the "Recommended Contest Rules" for member associations.
- e. Approve the annual budget.
- f. Establish the date and sites of NAI contests and the annual meeting.
- g. Any matter submitted to it by the Commodore or Board of Directors.

This amendment will be submitted as a motion for approval at the September Board Meeting.

NACA BLAZER BULLIONS

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

Really good looking!

Only \$25 (includes shipping and handling)

Call Ken Griffing

626.333.0513

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

Go to 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.

The Year That Wasn't
(Continued from page 3)

planned for us. The good news is that they have agreed to host the event in 2021, so their work is not for naught. We look forward to convening the event next September in San Diego.

The one wrinkle will be determining the contestants for NAI 2021. Normally, we would invite each association to present their top skipper from the prior year (i.e. 2020). Since the top skippers of 2019 were unable to compete in NAI 2020, we plan to ask each association to identify their top skipper for the two-year period of 2019-2020 to compete next September. More on that will be provided as we approach the contest next year.

NACA normally also conducts an Executive Council meeting and the annual Board of Directors meeting on site during the week of the NAI. That will not happen this year. Instead, the Executive Committee will meet as scheduled via video conference, as we do bi-monthly throughout the year. We will certainly have some new challenges to tackle this year as we consider the pandemic impacts. We will conduct the business of the Board of Directors, including the election of next year's officers, approval of the budget, and a vote on a proposed by-law revision published in this *Cruiser Log*, by mail-in ballots consistent with the Special Meetings clause of our by-laws.

All of us have been presented with new challenges this year of far more significance than navigation rallies or predicted log contests. Hopefully, though, many of you have been able take a few opportunities to enjoy the social distancing boating can provide and give your navigation brain cells a little exercise while enjoying special family times and activities on the water. The challenges of the pandemic will be with us for a while, but it is good to see organizations being creative in finding the means to still hold some events in a safe manner. We look forward to better times and the opportunity to again gather around a challenging navigation rally and enjoy in

full the camaraderie that you all bring to these events.

In the meantime, Be Safe. Be Well. *And Rally On!*

John Buruwell
Commodore, NACA

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SDCA Happenings
(Continued from page 6)

Maybe August (or later) will be different. Well, here we were getting to ready to run the next contest. Still no observers and no lunch. We hope it will change.

We will let you know how it goes. Safe boating and stay healthy.

Mike Elowitz
San Diego Cruiser Association

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Have Another Address?

If you have an alternate address for certain times of the year, be sure that NACA knows what each of those addresses are and when each is effective. 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".

To avoid missing your NACA information, please let the Executive Secretary know each of your addresses and when you wish each to be active. In that way, the 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), or mail to 14404 Eadbrook Dr., Hacienda Heights, CA 91745-2536, indicating that it is NACA mailing information. Any questions call Ken at 626.333.0513. Please include each complete address and the dates each is to be effective.

Sneak Peek of 2021 NAI

With the postponement of the 2020 North American Invitational (NAI), the 2021 NAI will be held in San Diego, as previously scheduled. The tentative date will be on September 25, 2021. That date needs to be confirmed with IPBA, SDYC and SWYC. The associations scheduled to hold the NAI have simply been moved to the right.

Please hold on to all your planning data. It's all applicable.

Cross your fingers for an early vaccine (for a lot of reasons, of course. We anticipate a contest schedule very similar to this year's schedule. An announcement and early rough schedule will be provided via the SDCA website, www.sandiegopl.org.

Since we share the waters with many vessels, SDCA will very likely produce a course that starts by going out the channel into the area called the roads, under North Island and east of the Silver Strand. During September, our visibility is generally very good, and we can use sightlines effectively. The competitor will have to determine whether the counterclockwise current is flowing and, if so, how strongly; it varies with wind direction. The competitor will be provided with the hand-drawn roads current charts we've learned to love.

Then, we probably head back up the channel and call a lat/lon or two in the upper bay. From there, we head south into the South Bay, often with a long run to a lat/lon with an interesting wind on your starboard beam. Crabbing, anyone? Shallow water (10 – 14 feet) makes the run interesting. Coming back, more visible lat/lons may be set up. Boats may be all over the place, but they should not be in your way.

We finish somewhere in the North Bay, avoiding the sailboat races. Over four hours of intense concentration is complete. Until you compute your gross error, you have no idea how you have done. If you

have competed here before, it will be similar, but different. We stagger starts to stagger finishes.

On-going plans will be made available as the dates draw closer for the 2021 NAI.

Ed Denaci

San Diego Cruiser Association

Covid-19 Diary, Part I

The following article is part of a series written by Raymond Ashley, Ph.D., K.C.I., President/CEO, Maritime Museum of San Diego, and is published here with permission. Copyright © 2020 Maritime Museum of San Diego, All rights reserved.

Dear Shipmates:

As I'm sure many do, I try not to look at the news too much and also, as many do, with mixed success. One of the most prominent subjects you see in the news concerns the urgent search for medications and vaccines for coronavirus and the rigorous time-consuming trials necessary to ensure that they are safe and effective, *□maddingly□* time-consuming in the midst of an emerging crisis taking an ever-larger toll. The constant background refrain grows ever louder: "why not just try everything, *□anything□* you think might work?"

That was once the norm, after all.

Until the very first clinical trial in history.

The Dawn of Clinical Medicine

Large-scale epidemics were once the common experience of humanity, but as the world was not al-

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Covid-19 Diary, Part I
(Continued from page 9)

ways so closely and immediately connected as it is now, many of these afflictions were more localized, hemmed in by “disease gradients”, which served as barriers to vectors of contagion and prevented their emergence as pandemics. Among the most effective of these disease gradients were the oceans, until people learned how to cross even the widest of them with sailing ships, which, in turn, elevated the spread of a wide spectrum of epidemic disease to world-changing potential. □ Now □ the disease gradient we live with daily has shrunk from the width of an ocean to a bare six feet of social distancing.

One epidemic disease, however, was a consequence of seafaring, not the result of it: scurvy. Today, we think of scurvy as vitamin C deficiency, but until the role of vitamins became understood in the 1930’s, there was no way to distinguish what effects were the result of the lack of any specific nutrient.

Consequently, even though vitamin C deficiency produced the quickest and most horrific symptoms, scurvy, as it once existed, could be the cause of any of several dietary deficiencies or multiples of them, making isolation of cause extremely difficult. Also complicating isolation of cause was that while we tend to think of citrus fruits as the primary sources of vitamin C and other vitamins, these nutrients can be found in lots of foods to degrees which vary over time and freshness. □

Thus, one could be consuming oranges, lemons, and limes and avoid scurvy at some times but not at others. Scurvy was a serious and devastating disease, which might typically begin to appear among a ship’s crew after only six weeks at sea, sometimes less, and ultimately limited the time a ship might spend under way, how far it could sail with adequate strength, or if, due to the weakened state of its crew, the ship made its destination at all.

To cite one of the most extreme examples, in 1740, eight men-of-war under the command of Commodore George Anson departed England for the Pacific

to attack Spanish possessions and capture the Manila galleon. Though successful in fulfilling the mission, only the flagship HMS *Centurion* completed the voyage, bringing home to England just 145 of the 1,939 men who set out, most of those lost having died of scurvy. As an interesting aside, because children are less susceptible to vitamin deficiency, especially vitamin C deficiency, by the time HMS □ *Centurion* fought and captured the galleon □ *Nuestra Senora Covadonga*, her crew was composed almost entirely of children – the original company of “lost boys”.

The Spanish squadron sent out in pursuit of Anson’s expedition was itself destroyed by storms off Cape Horn - and by scurvy. Such experiences imparted enormous urgency for European sea powers to determine a cause and remedy for the disease.

The first maritime state to do so might well win the international contest for seaborne empire. □ The problem, however, was not only a flawed understanding of disease itself, but lack of a systematic, as opposed to anecdotal, method for isolating cause and cure...

To be continued in the next issue of Cruiser Log.

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“Creeping”

“Creeping” or dragging, for a lost old-fashioned anchor, from an old seamanship manual:

When a cable has parted, or has been slipped, the anchor may be crept for. Boats having a rope with the bight weighted, which keeps it on the bottom, row on parallel courses some distance apart. When the rope comes in contact with the flukes of the anchor, the boats cross each other’s course; a hawser is hauled round the fluke by means of the creeping-rope; an anchor-shackle is then put on both parts of the hawser and allowed to run down to the anchor to jam the parts together to prevent the hawser from slipping off when weighing anchor.



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 (NAI), hosted by a different NACA organization each year.

For your annual dues of \$20, 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: \$ 20.00

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.

If you have multiple addresses during the year, please provide that information and the dates for each or notify Ken Griffing each time you change locations.

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

COASTAL EXPLORER

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.