



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 21 Issue I

January 2021

Covid-19 Diary, Part II

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.

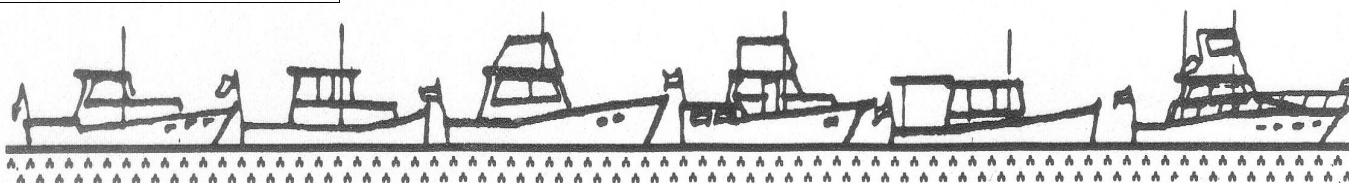
During most of the eighteenth century, formal medicine favored theories of disease based on the ancient Galenic “balance” system of diagnosis, in which health was defined as a proper balance of “humors” within the body (blood, phlegm, black bile, yellow bile). Towards the end of the period, the most accepted variant of this approach was the system of Hermann Boerhaave (1668-1738) of Leyden. Commonly referred to as the “solidist” system, disease in various forms emerged as a consequence of blocked or unbalanced nervous and cardiovascular solid tissues (“fibers” or tubes) that could upset their capacity to sustain humoral balance through the circulation or flow of blood, nerve fluids, sweat, saliva, mucus, urine, excreta, etc. Various medicines and combinations of them could be prescribed to augment circulation or re-establish a proper balance of fluids, or to achieve balance by purging the body of unwanted fluids. Phlebotomy (bleeding) remained an important technique among these.

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Thus, cures for scurvy tended to extrapolate from this understanding to a variety of “let’s try *this*” approaches and anecdotal reporting of the results. For instance, salt water was believed to unblock pores and promote free “insensible perspiration”, – along with various dietary supplements. Likewise, bleeding to restore humoral balance was observed to work, especially if reinforced with a better dietary regimen. Purgatives, such as “Ward’s Drop and Pill”, which produced violent intestinal reactions, also worked to restore balance, so it seemed, and promote recovery in those it did not kill outright.

In the latter half of the century, notions of humoral balance began to be influenced by discovery of the acid to base spectrum present in many foods, and especially citrus fruits which had been widely known since medieval times to prevent scurvy (citrus fruits spoiled and rapidly lost any antiscorbutic value when carried to sea, otherwise scurvy would never have been a problem).

(Continued on page 7)



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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Helle Getz	SPYC
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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.

NACA Dues for 2021

As you have likely noticed the reminders to renew NACA membership for 2021 are in the mail. Where else can you get a bargain like a full year membership with quarterly newsletters, the *Cruiser Log*, and a membership roster for only \$20? On top of that, there is an outstanding trophy program for the winners of a variety of categories and the North American Invitational (NAI) contest for winning contestants from the member associations around the nation.

The NAI for 2021 is scheduled for September 25 in San Diego, California, to replace the 2020 NAI, which suffered the fate of so many things in 2020, cancelled due to COVID 19. Look at the outstanding NACA web site (<http://www.navrally.org>.) for pictures of the trophies and identity of past winners.

If you have not already returned your 2021 renewal, please either do so now or go to the web site and click the Join/Renew button. Also please include any updates to your membership information along with your name so that the 2021 Roster is up to date. Either way, donations are always appreciated and are how we are able to maintain our dues at only \$20 and help to keep us solvent.

Do be safe, and we hope to see you soon at a Cruiser Navigation Rally.

Ken Griffing

Executive Secretary

Outgoing Commodore's Corner

We will enter the new year with hopes of putting this pandemic behind us and resuming many of the activities we enjoyed pre-COVID. And the outlook, as I write this, is encouraging.

With the beginning of the new year, NACA has a new Bridge. I would like to welcome Mike Elovitz as our new commodore, supported by Vice Commodore Chuck Goes, Rear Commodore Randee Woods, and Secretary/Treasurer Jim Van Antwerp. And I am glad to report that Tom Collins and Ken Griffing continue as Chair of the Board and Executive Secretary. I want to thank each of them, along with Staff Commodore Ted Moorman, for their support over this past year. I think that during last year, perhaps more than any other, the regular (and extra!) meetings of the Executive Committee helped us all take new ideas and insights back to the clubs and associations we represent to help carry the sport forward in a safe and responsible manner.

I also want to acknowledge Staff Commodore Ed Denaci and SDCA for their perseverance in putting on the NAI for us. A lot of work went into that, and I know there will be much more in 2021, but, thanks to them, we can look forward to a great event in San Diego in September.

With that, Commodore Elovitz has the conn. Be Safe. Be Well. *And Rally On!*

John Burwell

NACA Junior Staff Commodore

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

North American Cruiser Association (NACA) Announcements

Due to restrictions on indoor meetings and dining, plus restrictions prohibiting boats having passengers other than household members, it became prudent to cancel the 2020 NAI that was to have been held in San Diego. San Diego Cruiser Association (SDCA) Committee agreed to reschedule the NAI for 2021 on September 25, 2021.

The annual NACA director's meeting and election, normally held during the NAI, was held by mail (e-mail), and the vote was done by ballot. Your NACA Bridge is looking forward (hopefully) to a return to normal for at least a portion of 2021.

The following were elected to the 2021 NACA Bridge:

Commodore: Mike Elovitz – SDCA
 Vice Commodore: Chuck Goes – SPYC
 Rear Commodore: Randee Wood – SCCA
 Secretary/Treasurer: Jim VanAntwerp – IPBA/S
 Jr. Staff Commodore: John Burwell – IPBA/S

The following were confirmed as Directors at Large for 2021:

Jim Vaupell, IPBA/N
 Walter (Sonny) Lisowski – CYC
 Magnus Karlsson - SDCA
 Helle Getz - SPYC

The proposed (previously published) NACA By-Law amendment was recently approved by a vote

of the Directors.

The following proposed NAI venues were recently approved by the Board of Directors:

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)

Tom Collins

NACA Chairman of the Board

IPBA Update

International Power Boat Association (IPBA) held their first event since contests were suspended in the Spring, and it was their final event of the year. A double contest took place on October 3, 2020.

The first four legs of the day comprised our International Cruiser Race and the second four legs, the Century 21 contest. Combined, this was a 28 nautical mile course around Bainbridge Island run out of Port Orchard. Though the winds were calm and the currents light, the slack was tough to time, and a moderate fog persisted throughout the course.

(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

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)

Using Coastal Explorer on Nav Rally

In the old days of predicted log races, only compass and tachometer were allowed. If you're still running those, then this article isn't for you. But, if you're running modern cruiser navigation rallies and chart plotters are permitted, then I've got a few tips for enhancing their use.

These tips are specific to using the Coastal Explorer (CE) charting program while underway. Coastal Explorer is the preferred program for use by our cruiser-navigators, because it features course plotting with a specified turn radius and includes the turn distance in the predicted distance, thereby simplifying the otherwise difficult task of including turn-time allowance in predictions. Coastal Explorer is available at special pricing to NACA members. See their ad on the rear cover of the *Cruiser Log* found on the News tab of NACA's navrally.org website.

We'll assume that you're already proficient in laying out a route and preparing the prediction using Coastal Explorer. If not, then you might want to review my article on 'Predicting a Log Race... *the Easy Way!*' on the NACA website on the Cruiser Navigation Education and Training tab http://www.predictedlog.org/cruiser_navigation_education_and_training.aspx. Also check out the CE educational videos at: Rosepoint.com/support/coastal-explorer/videos.html.

Assuming you've done your predictions using CE,
(Continued on page 6)

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with our flag on a gilt-edged 2 1/2" medallion.
Really good looking!
Only \$25 (includes shipping and handling)
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IPBA Update (Continued from page 4)

There was just enough visibility to maintain contact with the shoreline and call marks, but the course ahead was nothing but grey. A safety rule was invoked to allow the use of radar and GPS for position only, with no speed, heading over ground, or course overlay allowed.

IPBA adopted many of the socially distance practices that have been used in other contests this year. Observers were assigned from the boat's crew, predicted and contest logs were submitted by email, and then the results were announced by bullhorn to a well-spaced gathering on the dock and nearby boats. That was followed by delivery of fantastic prime rib dinner plates to each boat.

Thirteen contestants competed in each of the contests. John Murphey on *Hombre* won the ICR contest with a 0.6438% score, followed closely by Dave Padgett on *Slip Away* at 0.7628% (scores with IPBA handicap). In the second contest, Dave bested John with an impressive 0.2109% to John's 0.6299% for second. For the day, Dave had the best score in five of the eight legs, and his score for the second contest without handicap, 0.2998%, earned him a spot in the NACA 500 Club.

For all of us who participated, the event was a very welcomed respite from all the distractions and restrictions we have endured over much of this past year. We had a fun contest and a moderately sociable gathering that was safe and well-enjoyed by all.

John Burwell

International Power Boat Association /South

In 1811, the Knickerbocker Boat Club,
the first club in the United States
for boating enthusiasts,
was established in New York.

Using Coastal Explorer on Navigation Rally (Continued from page 5)

now it's time to run the course and see how well you can make good on those predictions. You could just follow the route guidance information it provides. However, because of the Predicted Log plotting feature of CE, where properly radiused turns are applied to the course, following the CE plot should give more accurate results; and that's the objective in Cruiser Nav Rallying. If you don't have a permanently installed computer and display for CE, then you can use a laptop with CE and GPS supplied from a USB GPS receiver, available for under \$15 (Amazon).

Set up the CE instrument panel with, as a minimum, the following: Active Waypoint Name (WP), Range to Waypoint (RNG), Bearing to Waypoint (BRG), Course Over Ground (COG), Cross Track Error (XTE), and Reset XTE. Display the contest route on the screen.

When ready to start, position the boat at the charted Start waypoint and confirm that you are correctly positioned relative to any visual checkpoint. For a standing start, we typically add a five- or six-second allowance in the predictions to account for time lost in accelerating from a stop¹. With CE-3, this was simply inserted as a layover time on the Start waypoint properties. Unfortunately, CE-4 does not apply any layover time entered for the first waypoint². The workaround is to enter a Layover waypoint a short distance from the start on the first leg and enter the layover time on its properties.

Underway, adjust the heading so the COG is the same as the BRG and make minor adjustments to maintain the XTE at zero. While we're only addressing course following here, it is also necessary to adjust the throttles to maintain the predicted speed, accounting for any wind, current, or crab.

Approaching a checkpoint, most rules require that a physical mark be called visually, regardless of its electronically indicated position. So, minor correc-

tions to the course may need to be made to satisfy that requirement. When a virtual (non-visual) waypoint is to be called, a problem that will be noted in CE is that the distance to the waypoint will automatically switch from the active waypoint to the next waypoint, 100 yards before mark is to be called. This can be disconcerting if the skipper was depending on calling mark when the RNG distance fell to zero because the distance to the next mark is now displayed. The switchover distance can be changed to zero by setting the Arrival Circle Radius to zero on the waypoint properties. The problem with that is that switchover won't occur unless the XTE is zero when the waypoint is passed - not likely. The best way to determine the time of mark on a virtual waypoint is by reference to the position of the boat symbol on the chart display. In order to enhance the precision, keep zooming in by pressing

(Continued on page 9)

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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.

Covid-19 Diary, Part II
(Continued from page 1)

Believing that it must be the acidic quality of citrus which restored the “acid-base” balance and prevented scurvy, popular eighteenth-century cures included ingestion of hydrochloric acid and sulphuric acid, with side effects we can well imagine. Some remedies were more empirical still and emerged, not from medical theory, but more rudimentary assumptions.

Many captains observed that victims of scurvy were extremely lethargic and assumed that the lethargy was itself the cause rather than the consequence of the disease. Their remedy was to require incessant labor of patients in pumping bilges, working aloft, exposure to the elements, and, when all else failed, dancing until the patient dropped. Unfortunately, these activities tended to drain what little of the vitamin remained in their system.

Finally, there was the most empirical cure of all and one of the most popular. Observing that scurvy occurred mainly at sea and that many patients recovered quickly upon return to land, captains and surgeons sometimes buried their ill men up to their necks in boxes of dirt and ballast tailings, literally immersing them “in the land” as it were to bring on the desired result.

As we know now, none of these things had the slightest chance of working, but ALL of them

were reported to work because some of the patients who were subjected to them recovered, and, among those patients and surgeons who witnessed the recovery, that anecdotal evidence provided the only explanation needed. And so, with protocol informed by anecdotal evidence in support of prevailing theory, scurvy continued to ravage the crews of ships and determine the outcome of great events.

During the naval intensive Seven Years War (1759-1763) for instance, British seaman and marines killed in battle at sea numbered slightly over 1500. Seaman and marines lost to disease, mostly scurvy, numbered 133,708 - more than *twice* the strength of the entire Royal Navy of 1759. When that world war concluded, there was no reason to believe that this kind of attrition would not go on forever, in every war and on every ocean of the world.

But what no one quite realized at that time was that something unlikely and profound had already happened; something that western medicine had never seen before, and which would change everything.

In 1747, during the same War of Austrian Succession that saw Anson’s squadron nearly destroyed by scurvy, naval surgeon James Lind found himself posted to the 50-gun HMS *Salisbury* during a ten-week patrol in the English Channel. After only four weeks (a very early onset, possibly exacerbated by recent massive crop failures and an associated lack of fresh provisions throughout Britain
(Continued on page 10)

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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.

Message from Incoming NACA Commodore

Well, its almost 2021, and I hope that you are all well. I am optimistic that this year will bring an end to the Corona Virus and let us resume reasonably normal lives.

NACA has a New Bridge with Mike Elovitz, San Diego Cruiser Association (SDCA) as Commodore; Chuck Goes, St Petersburg Yacht Club as Vice Commodore; Randee Wood of Southern California Cruiser Association as Rear Commodore; and, new to our bridge, is Jim VanAntwerp of International Power Boat Association/South (IPBA/S) as Secretary/Treasurer. We will have the continued support of Junior Staff Commodore John Burwell of IPBA, Board of Trustees Chair Tom Collins from SCCA, as well as Ken Griffing, Executive Secretary, from SCCA.

A word about me...I became engaged in Cruiser Navigation when my wife Judi and I joined Southwestern Yacht Club. I believe it was 2001. Initially, I rode with Rupert Hansen. He was quite the character but was a serious competitor. I guess I didn't learn much from him because the best I have done is come in second and am generally in the middle of the pack. Rupe was always in one of the top spots. I keep on trying, because I like the people and the challenge. There are a lot of very bright and interesting people participating in our sport. They have a lot of skill and a lot of patience.

Assuming COVID is contained, our main event in 2021 is the North American Invitational, (NAI), hosted by San Diego Cruiser Association. Ed Denaci, Magnus Carlsson, Geoff Calabrese, Mike Pearlman and David Weimer have all been hard at work putting the pieces in place. We could have as many as ten contestants, which makes for an interesting competition. The planned dates are September 22 through September 25, 2021. Please mark your calendars. The hotel has been selected, and SDYC has agreed to hold the event with the support of SWYC. Invitations will be sent to all mem-

ber associations with the details within the next 60 days. Stay tuned.

The bridge and I are encouraging all associations to send a synopsis of your monthly activities, so we can keep in touch. We all enjoy reading the stories about contests where the minutes or seconds slip away or the current that wasn't there...or unexpectedly was there. That is what makes our sport so challenging.

Until next issue, good luck and watch those slippery currents.

We wish you all the best of the holiday season.

Commodore Mike Elovitz

North American Cruisers Association

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The Bark *Endurance*, Coast of Antarctica January 16, 1915

We came abreast of the northern edge of a great glacier or overflow from the inland ice, projecting beyond the barrier into the sea. It was 400 or 500 ft. high, and at its edge was a large mass of thick bay-ice. The bay formed by the northern edge of this glacier would have made an excellent landing-place. A flat ice-foot nearly three feet above sea-level looked like a natural quay. From this ice-foot, a snow-slope rose to the top of the barrier. The bay was protected from the southeasterly wind and was open only to the northerly wind, which is rare in those latitudes. A sounding gave 80 fathoms, indicating that the glacier was aground. I named the place Glacier Bay and had reason later to remember it with regret.

– Sir Ernest Shackleton

Using Coastal Explorer on a Navigation Rally (Continued from page 6)

the plus button as you approach the waypoint and call the mark when it is displayed exactly abeam.

If there is a substantial turn following the mark, then CE can be useful in executing the turn and evaluating the quality of the maneuver. Be sure you have tracking turned on by right clicking on the boat and Enable Tracking. Because a boat can't accelerate instantly into a turn, experience has shown that rapidly moving the rudder to the desired turn angle two or three seconds before calling mark will help the boat to follow the curved course plot more accurately. Verifying that the boat correctly follows the curve helps to verify that the vessel's Turning Radius is correct in the CE Settings³.

Another problem is that even though the route properties have been set to Waypoint Style: Predicted Log Race, when the next waypoint is automatically activated upon reaching a waypoint, a new course is automatically plotted directly from the charted waypoint to the next². The solution is to follow the curved course track to the new heading then reset the cross-track error to zero by either hitting "X" on the keyboard or the Reset XTE button on the instrument panel.

Enjoy Cruiser Nav Rallying!

¹To determine the exact standing start time allowance for your vessel, simply run the measured mile from a standing start and note the time difference from a running mile.

²Coastal Explorer programmers have been alerted to this and may develop a fix.

³Using the CE track plot to determine the Turning Radius is simply a matter of making about three continuous turns at your predicted speed for a given rudder angle. Likely, rather than a circle, the resultant plot will be a spiral due to current. Measure the diameters of the circles perpendicular to the direction of the current using the Range/Bearing Line tool on CE. Average the diameters and divide by two to determine the radius.

Tom Collins

Southern California Cruiser Association

Rub Salt in the Wound

In the days of sail, salt was critical to preserve meat stores needed for a voyage that could last many months. It was also used as an antiseptic. An unfortunate sailor who had just received a lashing with the infamous cat-o'-nine-tails would then have salt rubbed into his wounds. Metaphorically, one rubs salt into a figurative wound by adding insult to injury.

- From *When a Loose Cannon Flogs a Dead Horse There's the Devil to Pay*, by Olivia A. Isil.

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Covid-19 Diary, Part II
(Continued from page 7)

and in all of her ships at sea), Lind began to see patients presenting with symptoms of scurvy. The weather had been foul, so there was no opportunity to open hatches and gun ports to promote ventilation, which was thought to be a serious precursor to scurvy.

On the other hand, the water supply was “fresh and sweet”, which should have offset the bad ventilation. These countering tendencies bewildered Lind and provoked him to undertake a remarkable and unprecedented experiment. He isolated twelve of the victims “as similar as I could have them” in the same part of the ship and placed them on diets that were identical except for a few critical factors. The common fare included gruel with sugar for breakfast, either fresh mutton broth or pudding for dinner, and, for supper, barley and raisins, rice, currants, etc. There were six variations upon this basic regimen, each tested by two men for a period of fourteen days. The daily variations were:

1. One quart of (hard) cider.
2. Twenty-five “guts” (drops) of *elixir vitriol* (sulfuric acid) three times per day and gargle with same.
3. Two spoonfuls of vinegar three times per day before meals, as well as gargle and addition of vinegar to their food to acidulate it.
4. A “course” of half a pint of sea water per day.
5. An “electuary” (paste), the size of a nutmeg, made up of garlic, mustard seed, balsam of Peru (resin from the tree, *Myroxylon peveirae*), dried radish root, and gum myrrh. They were to drink barley-water acidulated with tamarinds, and were occasionally given cremor tartar (potassium hydrogen tartrate) as a mild laxative. (The electuary was a pain reliever prescribed by another surgeon).
6. Two oranges and one lemon for six days: the extent of the supply.

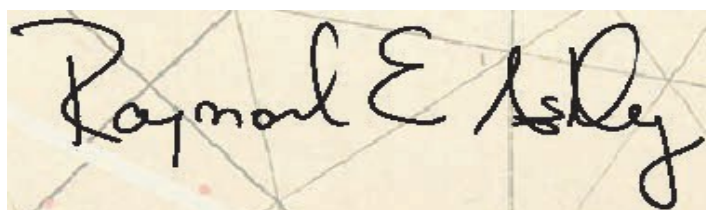
Within six days, the two seamen who had consumed the oranges and lemons had recovered. This was not surprising; most people knew that was the best rem-

edy if such things were available (and there certainly weren’t many to be had on HMS *Salisbury*). The seamen consuming the oranges and lemons, the prevailing “standard of care”, were effectively the “control” group, at that time, a completely novel concept. What was surprising was that none of the other things worked at all, even though every one of them was reported to be effective anecdotally.

Those twelve sailors in HMS *Salisbury* constituted the first clinical trial in medical history. Interestingly, to this day, vitamin C remains among the most popular placebos used in modern double-blind clinical trials.

Two hundred and seventy-three years later, we anxiously tune in or log on daily, seeking news of progress toward a cure for coronavirus, and every day, there seems to be a new candidate promoted as the thing which will solve the problem, solve it quickly, and solve it without the interminable delays attending a true clinical trial. Because above all things, we just want this to be over.

We are all the crew of HMS *Salisbury* now.
... which is where I’ll pick this up next issue.



.....

Moby Dick,
then, marks, I think,
the beginning of modern sea-literature.
It is the first major work about the sea itself—
as distinct from works about adventures on the sea,
which is quite a different thing.
— Aubrey de Selincourt

Maritime Museum of San Diego Provides Free Videos and Virtual Lesson Plans for Educators Seeking History and Culture Content

The Maritime Museum of San Diego has launched this timely online video and lesson plan resource for teachers and parents looking for engaging, educational and entertaining activities for youth distance learning.

EXPLORE (Experiential Learning Online Resources for Educators) studies focus on the story of Juan Rodriguez Cabrillo and his galleon *San Salvador*, which took place during the Age of European exploration.

The **EXPLORE** program today can be repurposed while we are learning on-line, giving teachers and distance learners California history and culture lesson plans, without leaving their home.

Normally, the Maritime Museum of San Diego would be hosting hundreds of classroom field trips and welcoming thousands of school children to the waterfront for these hands-on immersive educational experiences told through the historic ships and award-winning living history staff.

Now, with pandemic conditions and uncertainty surrounding the distance learning and in-person classroom experience, the Museum makes available these easy-to-use digital tools.

Our community watched the *San Salvador* being built right here in San Diego, with the keel laid nearly ten years ago at Spanish Landing. Today, the galleon replica can be visited dockside at the Museum as part of the general admission experience, and normally public and educational group sailing programs would be witnessed in the Bay.

Looking for a break from your streaming video routine? Carve time out for these new productions the Maritime Museum of San Diego created and partnered on for audiences near and far.

The moment in time represented by the *San Salvador's* voyage of 1542 also allows us to emphasize the fact that the coastline she explored had been occupied by indigenous peoples for thousands of years prior to her arrival, and that these peoples themselves possessed an ancient maritime legacy, a sophisticated understanding of the ocean world they had mastered, and technologies that had allowed them to utilize ocean resources in sustainable ways for countless generations.

Maritime Museum of San Diego forged a partnership in history with Cabrillo National Monument to provide all ages in the community as well as visitors, an opportunity to learn of the region's maritime roots with the building and sailing of *San Salvador*. As seen in a special short film produced by the Maritime Museum of San Diego and Chris Szwedo, the Partnership in History film reveals the bond that exists between Cabrillo National Monument and the Maritime Museum of San Diego and how the partnership works on many different levels.

A new Cabrillo National Monument film, *Voyages of the San Salvador: Cabrillo's Journey*, was also just recently released and can be accessed on the **EXPLORE** section of sdmaritime.org and follows the 1542 expedition leg by Juan Rodriguez Cabrillo on a journey to find a route to China to trade for valuable spices. Filmed on the Maritime Museum of San Diego's replica of *San Salvador*, and with the use of interviews, the movie allows viewers to experience what life was like during the Age of Exploration.

While Cabrillo's expedition never found a route to China, Cabrillo and *San Salvador* play a significant role in California history. The full film version is 23 minutes long, with versions available in English and Spanish. It is accessible with the option of audio descriptions for people who are blind and the option of

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Association Standings

Usually this section of the Cruiser Log is used to publish the standings for the NACA Annual Trophies. Due to the COVID pandemic, many association contests were canceled this year and, as previously announced, the NACA Executive Committee suspended awarding of the annual trophies because of the limited number of competitions completed. Instead, we are publishing the top three finishes in each of the NACA-sanctioned contests completed this year.

Congratulations to all who competed and special thanks to the associations and clubs who found creative ways to run their contests.

John Burwell

Southern California Cruiser Association

Season Opener - SOG 3/7/2020

1	McCormick, Bill	INAMORATA	0.5230%
2	Collins, Tom	MISTY SEA	0.5770%
3	Walker, John	PRIME TIME	0.7850%

Sharkie - SOG 6/5/2020

1	Collins, Tom	MISTY SEA	0.9340%
2	McCormick, Bill	INAMORATA	1.7030%
3	Wood, Randee	AUNTIE GRAVITY	2.0030%

BCYC Invitational - SOG 6/6/2020

1	McCormick, Bill	INAMORATA	0.8800%
2	Collins, Tom	MISTY SEA	0.9970%
3	Wood, Randee	AUNTIE GRAVITY	2.3040%

Shoreline YC - SOG 9/18/2020

1	Collins, Tom	MISTY SEA	0.2790%
2	McCormick, Bill	INAMORATA	0.2870%
3	Wood, Randee	AUNTIE GRAVITY	0.5000%

Ramsey - SOG 9/19/2020

1	McCormick, Bill	INAMORATA	0.3840%
2	Collins, Tom	MISTY SEA	0.5150%
3	Norman, John	WHITE SHARK	0.8910%

Season Closer - SOG 10/10/2020

1	Collins, Tom	MISTY SEA	0.3470%
2	McCormick, Bill	INAMORATA	0.7080%
3	Wood, Randee	AUNTIE GRAVITY	1.3910%

San Diego Cruiser Association

Harbor #4 11/16/2019

1	Weimer, David	JUST DESERTS	0.4922%
2	Adalian, Garry	JONATHAN	0.7088%
3	Greene, Steve	FULL MOON	1.0771%

Spring #1 1/18/2020

1	Karlsson, Magnus	LOLITA	0.4798%
2	Ehlers, Bob	JB & ME	0.9092%
3	Weimer, David	JUST DESERTS	1.0648%

Spring #2 2/22/2020

1	Adalian, Garry	JONATHAN	1.0789%
2	Calabrese, Jeff	LIVING WELL	1.4528%
3	Ehlers, Bob	JB & ME	1.8196%

Spring #3 3/7/2020

1	Ehlers, Bob	JB & ME	1.4041%
2	Adalian, Garry	JONATHAN	1.9204%
3	Calabrese, Jeff	LIVING WELL	2.4113%

Harbor #1 5/16/2020

1	Adalian, Garry	JONATHAN	0.5424%
2	Ehlers, Bob	JB & ME	0.8814%
3	Salerno, Ralph	ANCORA	1.6285%

Harbor #2 5/30/2020

1	Adalian, Garry	JONATHAN	0.8487%
2	Ehlers, Bob	JB & ME	1.0273%
3	Calabrese, Jeff	LIVING WELL	1.5646%

Blue Water #1 6/20/2020

1	Adalian, Garry	JONATHAN	1.3924%
2	Salerno, Ralph	ANCORA	1.7044%
3	Ehlers, Bob	JB & ME	2.0517%

Blue Water #2 7/18/2020

1	Ehlers, Bob	JB & ME	0.7413%
2	Adalian, Garry	JONATHAN	1.0391%
3	Denaci, Edward	GRAND ISLE	1.1922%

Blue Water #3 8/15/2020

1	Adalian, Garry	JONATHAN	0.7433%
2	Karlsson, Magnus	LOLITA	1.6924%
3	Pearlman, Mike	BLACK PEARL	2.0158%

Blue Water #4 9/5/2020

1	Adalian, Garry	JONATHAN	1.3017%
2	Denaci, Edward	GRAND ISLE	1.3342%
3	Ehlers, Bob	JB & ME	1.4017%

(Continued on page 13)

Association Standings (cont.)

International Power Boat Association

QCYC First of Season		1/25/2020
1	Murphey, John HOMBRE	0.3767%
2	Team Klett/Elbon/Cullen KLETTITAT	0.3846%
3	Case, Ken RAZZLE	0.8938%
BYC Heavy Weather Classic		2/15/2020
1	Murphey, John HOMBRE	0.9777%
2	Korzetz, Jim FREEDOM	1.0643%
3	VanAntwerp, Jim SARAH B	1.4556%
MBYC Boomerang		3/7/2020
1	Herman, Bill SUMMER HOURS	0.7911%
2	Padgett, David SLIP AWAY	0.8236%
3	DeGard, Dan SAGA	1.2764%
IPBA International Cruiser Race		10/3/2020
1	Murphey, John HOMBRE	0.6438%
2	Padgett, David SLIP AWAY	0.7628%
3	Lindal, Bob SUZY Q	0.8155%
IPBA Century 21		10/3/2020
1	Padgett, David SLIP AWAY	0.2109%
2	Murphey, John HOMBRE	0.6299%
3	Korzetz, Jim FREEDOM	0.7939%

Chicago Yacht Club

Chicago YC #1		6/15/2020
1	Wolf, Kenn & Loren NOANNE	2.3221%
2	Falkenhayn, Ed LAKE HOUSE	2.6591%
3	Lisowski, Sonny MIRAGE	3.5343%
Chicago YC #2		6/15/2020
1	Wolf, Kenn & Loren NOANNE	1.8367%
2	Lisowski, Sonny MIRAGE	2.3760%
3	Falkenhayn, Ed LAKE HOUSE	3.4556%
Chicago YC #3		6/21/2020
1	Vignocchi, John RIPRAP	1.9634%
2	Wolf, Kenn & Loren NOANNE	2.1339%
3	Ainley, Meg & Clyde OUT OF THE BLUE	3.4403%
Chicago YC #4		6/22/2020
1	Vignocchi, John RIPRAP	1.1757%
2	Wolf, Kenn & Loren NOANNE	1.9826%
3	Lisowski, Sonny MIRAGE	2.2138%
Giovan		9/7/2020
1	Vignocchi, John RIPRAP 1.	1.4826%
2	Wolf, Kenn & Loren NOANNE	2.3010%
3	Ainley, Meg & Clyde OUT OF THE BLUE	2.4043%

NACA 500 Club

The following outstanding finishes over this past year place these contestants in the NACA "500 Club". To qualify for the 500 Club, the percentage error for the contest, with no handicap applied, must be 0.5% or less or, if Speed over Ground (SOG) is permitted, be 0.25% or less.

SDCA Harbor #4 (No SOG) 11/16/2019
Dave Weimer **0.4922%**

SDCA Spring #1 (No SOG) 1/18/2020
Magnus Karlsson **0.4798%**

IPBA QCYC First of Season (No SOG) 1/25/2020
John Murphey **0.3767%**
Team K. Klett, M. Elbon, B. Cullen **0.3849%**

IPBA Century 21 (No SOG) 10/3/2020
Dave Padgett **0.2812%**

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The whaleship *Tiger*, Magdalena Bay,
Baja California, December 31, 1846

"The boats from the different ships have all been off whaling. Two of the ships got one each. We man 4 boats which takes all on board save brother James who is both cooper and carpenter, the cook and Steward and cabin boy. Husband and self are quite alone, and we enjoy it much and anticipate much pleasure whilst the fish are catching.

The boats start before light so to be up there where the whales are early enough to get fast before they leave in the morning. They take their dinner with them and stop till towards night before they return, These whales frequent this bay once a year to calve."

— Mary Brewster
wife of the captain

Maritime Museum of San Diego (Continued from page 11)

captions. A shorter six minute version of the film is also available. When it is safe to re-open Cabrillo National Monument's Park auditorium, the film will be played for visitors several times a day.

According to Cabrillo National Monument Superintendent, Andrea Compton, "The National Park Service at Cabrillo National Monument are pleased to be able to work with the Maritime Museum of San Diego on the creation of this new film and recent video production projects. It reflects the broader partnership between the two organizations, and the film explores multiple perspectives on the meanings of the Cabrillo expedition to different people. We hope local San Diegans, visitors, and students alike benefit from this partnership in the enhanced experiences they have – whether through seeing the film, visiting *San Salvador*, or experiencing the view of the harbor from Cabrillo National Monument where *San Salvador* first sailed over 400 hundred years ago. The Maritime Museum of San Diego partnership with Cabrillo National Monument is for the benefit of all."

EXPLORE tools and digital documentation of support for teachers include a series of lesson plans, the California Maritime Archeology issue of the Maritime Museum of San Diego's research journal, *Mains'l Haul*, video of the build project and sailing adventures, interpretive text panels, downloadable paper model activity, *San Salvador* exhibit guide, background history, image gallery, and the new *History of Oceanic Exploration*.

History of Oceanic Exploration:

Humanity has always moved through our world with curiosity and fascination. We always want to know what's over the horizon and why the world works the way it does. We believe that science is a process, a collection of methods that humans have developed to better understand the natural world and navigate our way through it. That is never more evident than in the story of how we explored the seas.

First Contact – The Voyage of Cabrillo:

First Contact is a tale about Juan Rodriguez Cabrillo, who first sailed into the waters of what is now the State of California in 1542 aboard his flagship, the *San Salvador*. He explored much of the coast, including The Channel Islands. Cabrillo's exploration of and interaction with the native peoples of present day California occurred 50 years after Christopher Columbus' voyage of discovery and 78 years before the Pilgrims landed at Plymouth Rock.

These tools are for all to enjoy and share with friends, family members and anyone in your community in need.

For further information, you can access the Maritime Museum of San Diego at <https://www.sdmaritime.org>.

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Shifting Winds

In the Northern Hemisphere, when the wind shifts with the sun—that is, from left to right—it is said to veer. Thus, an east wind will shift to west via southeast, south, and southwest. A west wind will shift to east via northwest, north, and northeast.

When the wind shifts against the sun—that is, from right to left—it is said to back. Thus, an east wind will shift to west via northeast, north, and northwest. A west wind will shift to east via southwest, south, and southeast.

Note: In the Southern Hemisphere, the rules above are reversed.

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Wind is to [the sailor] what money
is to life on shore.—Sterling Hayden
Head winds are sore vexations.
— Ralph Waldo Emerson



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

It is time to renew our NACA dues for 2021 - due on January 1. At just \$20 per year they're a bargain, and though we've had to suspend trophies this year due to Covid19, we still have other expenses, such as *Cruiser Log*, the annual Roster of Members, and other operational expenses.

Please update your information with any changes, so that the 2021 Roster will be accurate and complete. As always, the donations made by our members are greatly appreciated and go a long way to helping keep us solvent. Thanks!

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

Last Name*: _____ First*: _____ S/O: _____

Street Address: _____

City: _____ State: _____

Phone (H): _____ (B) _____ (C): _____

Email: _____

Boat Name: _____ Association: _____

Yacht Club: _____ NACA # _____

Dues: \$20 Contribution: \$ _____ Total Enclosed: \$ _____

*Required

Have a safe and healthy 2021, especially on the water.

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

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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.



ROSE POINT

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

*Offer only valid for trial download version.