



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 08, Issue 01

April, 2008

Predicted Log Racing IPBA Style

International Power Boat Association/North (IPBA/N)

IPBA/N started off the 2008 log racing season with Queen City Yacht Club (QCYC) hosting the aptly named First of the Season Race on Saturday, January 14, 2008. Twenty-five contestants exercised their boats on Lake Washington over a 16.6 nautical mile course. There was enough south wind to add additional interest to this contest, with everyone finishing, save one. Dick Timmerman said he “probably had the winning race going” until his *Vagabond* encountered a mechanical challenge that sidelined him during the last leg.

On the social side, the race was preceded by Queen City Yacht Club’s Friday night burger bash and was followed by a social hour, dinner, and awards on Saturday evening. Top finishers were Bill Grady of Seattle Yacht Club on *Thor*, taking first place with 0.2820%, Mike Henry of Bremerton Yacht Club (BYC) on *Peachy Keen* in second place with 0.6381%, and Dean Lentgis of QCYC on *Kalos Filos* in third place with 0.8606%. Seattle Yacht Club won team honors with the best total score of their top four racers.

Race Chairman Bob Lindal specifically congratulated Meydenbauer Bay Yacht Club (MBYC) for their six racers who were participating in an IPBA contest for the first time. Sunday morning breakfast was enjoyed in the QCYC clubhouse prior to the visiting racers’ departure home.

The next IPBA/N contest was the Boomerang Race, hosted by MBYC on Saturday, March 1, 2008. This was a 16.9 nautical mile course again run on Lake Washington. Fortunately, the winds subsided significantly from the 20-30 mph blow across the lake on Friday afternoon to a slight breeze by race time on Saturday.

The weekend festivities started on Friday evening with a gathering in the clubhouse bar, where MBYC outdid themselves with an hors d’oeuvres table that was literally heaped with marinated prawns, crab cakes, barbecued ribs,

(Continued on page 7)

Inside This Issue:

Who's Who in NACA	2
NACA Objectives	2
Cruiser Log Deadlines	2
Commodore's Corner	3
San Diego Bay Information	4
News from Florida	5
To All Association Scorers	6
Beaufort Wind Scale	6
Pirate, Privateer, or What?	7
Pirates Recycled	9
Future NAI Events	9
2007 Trophy Results	10
NACA Application	11



North American Cruiser Association

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

It provides a resource for boaters looking for information, to learn more about predicted logging or NACA, or to find a member organization near them.

Feel free to call any of us with your thoughts and ideas!

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NACA Objectives

The objective of the North American Cruiser Association is to promote the sport of Predicted Log Contests in North America. Pursuant to this objective, NACA will:

1. Publish and distribute a periodic newsletter known as the *Cruiser Log*, which shall contain news and information pertaining to the sport.
2. Schedule and coordinate an annual "North American Invitational" (NAI) Predicted Log Contest.
3. Sanction contests of member associations that are to be scored for NACA points.
4. Maintain and publish scoring and standings of Predicted Log contestants participating in NACA sanctioned contests.
5. Provide perpetual and suitable keeper trophies and other awards for winners of such North American Predicted Log series and events as may be established by NACA.
6. Establish "Recommended Contest Rules" for NACA sanctioned Predicted Log Contests.
7. Generally be responsive to the needs and requirements of member associations and of the sport of Predicted Log Contests.
8. Support boating and Corinthian yachting in general.

Cruiser Log Publication Deadlines

Submit by:	For publication in:
January 15	February
March 15	April
May 15	June
July 15	August
September 15	October
November 15	December

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

Commodore's Corner

You all know that our next major event is the 2008 North American Invitational (NAI), to be held in San Diego, California, in October. Information as to exact dates and facilities will be coming shortly. It promises to be the event of the year. Don't miss it.

Cruiser Log editor, Elaine Townsend (thepresence98@yahoo.com) is looking for material for our newsletters. Each association can help by encouraging its members to send her local news. Anybody can submit information. Has someone bought or sold a boat? Do you know of any weddings, births, anniversaries, special awards? Have there been any interesting incidents during contests or cruises? What's going on in your neck of the woods?

Why not appoint a representative from your association to gather news and forward it to Elaine? If you miss a deadline, you can still send her articles for publication in a future issue. Let's help her out, so that *Cruiser Log* continues to be something we all look forward to reading.

Some promising news on the burner for NACA is the strong possibility that we may start some new associations. I've been contacted by several people from Ocean City, New Jersey, and they are very interested. I will keep you posted. In Massachusetts, Bourne and Buzzards Bay, along with Point Independence Yacht Club in Onset, have also indicated

interest. A third possibility, although in the future, is the east coast of Florida (twenty-five mile perimeter around Daytona Beach). I'm moving my boat to Daytona Beach in late May or early June and, if all goes well, will be promoting the establishment of an association down there.

One last item: We are looking for your thoughts on changing the distribution of *Cruiser Log*. There are several members who would just as soon read it on our website or have it sent via e-mail, rather than read a hard copy that has been mailed. They could then print any portion, or all of it, as they wish. There are others who prefer to have a printed copy in hand.

We're not going to change anything now, and we will continue to print and mail each issue and post the contents on our website.

Please let us know if you want us to remove your name from the *Cruiser Log* mailing list. You can check the block shown on the dues invoice or drop an e-mail to me at chuckhrl@msn.com

I'll be looking in *Cruising Log* to find out what you're all doing.

Good boating to all,

Chuck Rubin
Commodore

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Really good looking!
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Predicted Log Racing in San Diego Bay

Tom Collins of Southern California Cruiser Association sent in the following, written by the late E. F. Grant to better predict the time of transit between Ballast Point and any point out the channel toward Pt. Loma, either way. It is based on several assumptions:

1. The surface current varies inversely with the channel cross sectional area.
2. The Ballast Point current doesn't change during the transit time.
3. The cross-sectional area is represented by an exponential function. (It served it's purpose in my day for the Craig Race. Today, I'd do it by numerical integration for the specific values on my North Star.)

Assumptions 1 and 2 above could be tried for inside Ballast Point. The cross-sections are fairly constant for short distances with relatively abrupt changes. The idea of the following table is to use, for the time of transit, the Ballast Point current from the current table divided by the PLR speed. This is so everyone can use the table. Then find the percent change in vessel speed under the desired distance. (It's *not* the percentage to speed, up or down.) Of course, you may have to interpolate. The relative current is negative for opposing direction.

Percent Change in Vessel Speed over Given Distance to/from Ballast Point toward Pt. Loma

Relative Ballast Point	NAUTICAL MILES TOWARD PT LOMA										
CURRENT	.1	.2	.4	.8	1.2	1.5	2.0	2.5	3.0	4.0	5.0
-.30	-28.6	-27.2	-24.8	-20.9	-17.9	-16.1	-13.6	-11.7	-10.2	-8.1	-6.6
-.27	-25.7	-24.5	-22.3	-18.8	-16.1	-14.4	-12.2	-10.5	-9.1	-7.2	-5.9
-.24	-22.8	-21.8	-19.8	-16.7	-14.2	-12.8	-10.8	-9.2	-8.0	-6.3	-5.2
-.21	-20.0	-19.0	-17.4	-14.6	-12.4	-11.1	-9.4	-8.0	-7.0	-5.5	-4.5
-.18	-17.1	-16.3	-14.9	-12.5	-10.6	-9.5	-8.0	-6.8	-5.9	-4.7	-3.8
-.15	-14.3	-13.6	-12.4	-10.4	-8.8	-7.9	-6.6	-5.7	-4.9	-3.8	-3.1
-.12	-11.4	-10.9	-9.9	-8.3	-7.1	-6.3	-5.3	-4.5	-3.9	-3.0	-2.5
-.09	-8.6	-8.2	-7.4	-6.2	-5.3	-4.7	-3.9	-3.4	-2.9	-2.3	-1.8
-.06	-5.7	-5.4	-4.9	-4.1	-3.5	-3.1	-2.6	-2.2	-1.9	-1.5	-1.2
-.03	-2.9	-2.7	-2.5	-2.1	-1.8	-1.6	-1.3	-1.1	-1.0	-.7	-.6
.00	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
+.03	2.9	2.7	2.5	2.1	1.7	1.5	1.3	1.1	.9	.7	.6
+.06	5.7	5.4	4.9	4.1	3.5	3.1	2.6	2.2	1.9	1.5	1.2
+.09	8.6	8.2	7.4	6.2	5.3	4.6	3.8	3.3	2.8	2.2	1.7
+.12	11.4	10.9	9.9	8.2	6.9	6.2	5.1	4.3	3.7	2.9	2.3
+.15	14.3	13.6	12.4	10.4	8.8	7.9	6.6	5.7	4.9	3.8	3.1
+.18	17.1	16.3	14.8	12.3	10.4	9.2	7.6	6.4	5.5	4.2	3.4
+.21	20.0	19.0	17.3	14.4	12.1	10.7	8.8	7.5	6.4	4.9	3.9
+.24	22.8	21.7	19.7	16.4	13.8	12.2	10.1	8.5	7.3	5.6	4.5
+.27	25.7	24.5	22.2	18.4	15.5	13.7	11.3	9.5	8.1	6.2	5.0
+.30	28.5	27.2	24.7	20.9	17.2	15.2	12.5	10.5	9.0	6.9	5.5

News from Florida

2007 Awards Dinner

The cruiser navigation fleet of St. Petersburg Yacht Club (SPYC) held their awards dinner on December 7, 2007. The awards were presented after a good time of Christmas songs, good food, and fellowship.

This year, there was a tie for first place in points, with Fay Baynard and Mike Lovchuk taking the honors. Karen Lieberman placed second, and Janice Berman was third.

Don Murray took first place in a new category, Closest to a Predicted Finish Time. Janice Berman won the Newcomers Award, and Sally Wheeler was awarded the 2007 Observer of the Year Award. Robert VanLandingham was presented with the 2007 Navigator of the Year Award.

Congratulations to all!

March 2008 Contest

The cruiser navigation fleet had a good day of competition on Sunday, March 2, 2008. The weather was good, and five boats competed in two predicted log contests. Both contests incorporated GPS to find a blind point between and east of little and big "J" range marks, with the bearing and range method of location being optional.

For the first contest, the winners were Peter Dawson in first place; Janice Berner, second; and Fay Baynard, third.

In the second contest, Peter Dawson placed first; Janice Berner took second, and Maurice McGough came in third. Less than 0.055% error separated second, third, and fourth places.

A number of other SPYC boaters as observers and crew. Thanks very much to all who participated.

Robert VanLandingham
St. Petersburg Yacht Club



Sally Wheeler, Terry Schwalm, Sheila Moore, Gloria Lewallen



Karen Lieberman, Ray Pettit, Duke Wheeler, Fay Bayard, Janice Berner



Robert VanLandingham, Fay Baynard, Don Murray, Karren Lieberman, Mike Lovchuk, Janice Berman

To All Association Scorers

For those of you who do not know, there are some handy scoring forms on our website that may make your reporting a bit easier. If you go to the helm station at <http://www.predictedlog.org/HelmStation.htm>, click on the link labeled, "Association Scorers". Please click there for the scoring form; you will find two versions of the scoring report.

One is a Microsoft Excel spreadsheet that you can download and save as a master form. If you have Excel, you can just fill out the saved master, and then use the "Save As" command and give it any name you like. Then you can e-mail me the file at his@craigandjan.com

The other is a pdf document. You can download it and print copies. Then just fill it in and send it to me by regular mail:

Craig Ryan
2820 Boa Vista Drive
Costa Mesa, CA 92626-3549

In either case, there is more information than just the contestant points required. Here are the important items that I need:

1. Name of the contest.
2. Date of the contest. If two contests are conducted on a single day, I need to know which was first.
3. Your association name.
4. Contest number (07-X) where X is 1 for your first contest of the season, X is 2 for the second contest of the season, and so on.

Any other information you can give regarding the contest is appreciated.

Please send your contest scores as soon after a race as possible. Thanks very much.

Craig Ryan
NACA Scorer

The Beaufort Wind Scale

The following is from the daily newsletter, Celebrity Today!, published by Celebrity Cruises, which I received onboard Galaxy, December 3, 2007, on a cruise from Athens, Greece, to San Juan, Puerto Rico.

Francis Beaufort was born in 1774 in County Meath, Ireland, and, at the age of thirteen, began his nautical career as a cabin boy in the Royal Navy. He realized that, when at sea, it was important to be aware of and to know about weather conditions, so he started to keep a meteorological journal. He continued to do so until his death.

By the age of twenty-two, Beaufort had risen to the position of lieutenant. In 1812, while on assignment, which was a combined hydro/graphic study and patrol mission against the pirates operating out of the Levant, the mission came under attack, and Beaufort was hit in the groin by sniper fire, leaving him with a fractured hip. His ship was called back, and Beaufort's navy career changed direction at this point.

After he was given the position of hydrographer to the Admiralty, he never returned to the sea. He was promoted to Rear Admiral and worked in the Navy until two years before his death in 1857, serving for sixty-eight years.

Beaufort invented the Beaufort Scale in 1806 and used it from then on. The Royal Navy adopted his method in 1838, and, although over the next hundred years, the Beaufort scale was slightly adapted, it is still based around Francis Beaufort's original concept.

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The quickest way to double your money
is to fold it in half
and put it back in your pocket.

Predicted Log Racing, IPBA Style (Continued from page 1)

and more. What a great start for a good racing weekend!

Twenty-six contestants checked in Saturday morning for the “tour” around the lake (local knowledge might have helped while trying to find the house with the red roof or the beach house at the park).

After the race, all gathered for a social hour and MBYC’s special salmon and prime rib dinner, followed by the contest awards. Bob Lindal of QCYC on *Suzie Q* took first place with a score of 0.5983%. Rounding out the top three finish places were Dean Lentgis of QCYC on *Kalos Filos* with 0.9534% in second place and Bill Grady of SYC on *Thor* in third place with 1.1563%. Team honors went to Queen City Yacht Club.

MBYC Fleet Captain Ken Case deserves credit for persuading thirteen MBYC skippers, most of whom are in their first year of log racing (including one sailboater), to turn out. The weekend concluded with a very nice breakfast in the clubhouse prior to embarking for home.

International Power Boat Association/South
Bremerton Yacht Club’s Heavy Weather Race was the first IPBA/South contest. Held on Saturday, February 16, 2008, “heavy weather” was nowhere to be found; sunny skies, flat water, and no wind made it a great Pacific Northwest cruising day.

Twenty-six contestants showed up to accept the challenge of a twenty-two nautical mile course on Puget Sound waters. Currents were predicted to be

up to three knots in a couple of places. Unfortunately, while the boats showed, the currents did not, and the scores reflected exactly that.

Taking top honors was Dick Timmerman of Poulsbo Yacht Club on a borrowed boat, *Nauti Gal* (his *Vagabond* was still being repaired) with a score of 1.5355%. Mike Henry of BYC on *Peachy Keen* finished in second place with 1.6640% followed by Ray Gorski of BYC on *Great Bear* in third place with 1.7764%. Team honors went to Bremerton Yacht Club.

Socially speaking, the weekend was total entertainment. Wine tasting was enjoyed in the BYC clubhouse Friday evening. After the Saturday afternoon race, a “Country Jamboree” theme greeted the guests arriving at the clubhouse. The festivities included a country fried chicken dinner, followed by skits performed by the visiting yacht clubs and dancing to a country western band. Race awards were presented Sunday morning, following breakfast in the clubhouse.

BYC Race Chairman Chuck Silvernail deserves mention for coaxing sixteen BYC skippers to enter this race.

Int’l Power Boat Association/Gulf of Georgia
IBPA/GofG ran their Hot Toddy Contest on Saturday, February 16, 2008. The initial report indicated that five contestants competed. However, scores were not available at press time.

Please remember – log racing is a *social event*.

Mike Henry
International Power Boat Association

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Pirate, Privateer, Buccaneer, or Marooner?

The following is another excerpt from Celebrity Today!, which I received on December 5, 2007.

Pirates, privateers, buccaneers, and marooners are some of the terms heard when discussing piracy. Each term has its own meaning and history.

A **privateer** was a ship under papers to a government or a company. Sometimes these letters would give the captain rights to act to obtain slaves or, perhaps, bread fruit trees. Often the limits of the Letter of Marque were vague, leaving it up to the captain and crew to determine what they could take. Sometimes, the privateers ignored the Letter of Marque and just did what they pleased.

During times of war, some governments would commission privateers to seek out and attack the ships of hostile nations. This was especially true of England. In this case, the privateers would sail “on the account”. That is, they would loot, pillage, and plunder England’s enemies for King and Country. For their efforts, the captain and crew would receive a portion of the plunder, between one-fifth and one-half, with the rest going to the Crown. In return, the captain and crew had safe harbor and were protected by England. Henry Morgan was a privateer.

Privateers often worked beyond the limits as detailed by their Letter of Marque, attacking neutral countries as well as hostile nations. Rarely would privateers attack their own country’s ships. This would have been an act of high treason.

Most importantly, the famous “*Articles of Piracy*” often did not apply to a ship of privateers. The owner of the ship would be the captain, or the government or company would commission a captain by Letter of Marque. The captain would then raise a crew of volunteers, and the crew would be arranged along the lines similar to the navy of the nation served by the captain. Typically, a privateer would sign up for a mission and was free to go or stay after that mission was over.

Often privateers were simple merchant marines;

others were mercenaries. Privateers, unlike pirates, were quite open about what they did and were typically considered heroes by their host nations. Most movies, such as *Captain Blood* and *Sea Hawks*, are movies portraying privateers. Captain John Paul Jones, father of the United States Navy and revolutionary war hero, was a privateer.

Buccaneers were French settlers in the Caribbean who used to barbecue or “smoke” wild boar and oxen. Boucanier literally means one who hunts wild pork. It is a term used to describe the pirates and privateers who had their roots in the Caribbean. Many of the buccaneers found more profitable lifestyles hunting Spanish doubloons instead of wild pigs. Of course, they usually didn’t run the risk of being hanged in irons when they hunted pigs.

Buccaneers were known as the “Brothers of the Coast”. Many were French sailors who had jumped ship to avoid the harsh discipline of life at sea. They settled in the numerous small islands in the Caribbean and, for the most part, wanted nothing to do with the world outside.

They became expert marksmen with their long-barreled muskets but rarely used their guns while hunting. Instead, they would band together, run down their prey, and kill it with their long sharp knives. Typically, each buccaneer would carry at least two large knives...

When their numbers were small, Spain ignored the buccaneers, but as their numbers began to increase, Spain realized that they could become a threat to

(Continued on page 9)

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The winds and waves are always
on the side of the ablest navigators.

- Edward Gibbon
Decline and Fall of the Roman Empire

Pirate, Privateer, Buccaneer, or Marooner
(Continued from page 8)

their New World colonies. Because of this perceived threat, Spain began an active program to rid its colonies of these vagrants, and the preferred method was to kill them. It was because of Spain's oppressive nature toward the buccaneers that England was able to easily recruit them into privateering forces.

Marooners were yet another special breed of pirate harassing the Spanish Main. Marooner is a corruption of the Spanish word "cimarrona", which loosely translates to deserter or runaway.

Many Spaniards deserted the Navy at the first opportunity. Imagine, if you will, the prospect of protecting the gold on a galleon from pirates while being poorly fed and treated, and you can see why Spain suffered from a high desertion rate.

A second group of marooners were the Cimmaron Negroes. These were the runaway slaves that had been brought to the Americas by Spain to haul gold. The cimarronas quickly fell in with the other brethren of the coast and became known as Marooners.

Eventually, the term became a common word for any pirate in the Caribbean. As time passed, the pirate punishment of leaving shipmates on small spits of land entered the language as "marooning". The most famous of these marooned men was the pirate Selkirk, better known as Robinson Crusoe.

Spain considered what privateers did as piracy, so as far as they were concerned, there was no difference between a pirate and a privateer. A **pirate** was a sea robber that, for one reason or another, looted under no jack (flag) other than Captain Death (the Jolly Roger). For the most part, they organized their ship just as a privateering crew but with some exceptions.

Many a privateer became pirates when they continued to stay *on the account* during a time when England decided to be at peace with Spain.

Recycle Like a Pirate

Listed below are the top ten ways pirates were "greener" than the average landlubber:

1. Pirates used rain barrels on deck to collect drinking and washing water.
2. Pirates recycled and reused bottles for their rum, passing messages and using them as weapons in bar brawls. Then, they went back for refills.
3. Pirates spent as little time on land as possible, helping avoid spreading invasive species.
4. Pirates commuted less and bought local. While merchant vessels carried goods far and wide, pirates took what was nearby, supporting local towns and pubs.
5. Pirates repaired things instead of buying new versions. Instead of upgrading immediately, they mended sails and ships that were damaged. When they did upgrade, they generally "bought" used.
6. Pirates were kinder to animals (parrots and monkeys) than they were to people.
7. Pirates kept it simple, from what they wore to how they navigated. No need to launch expensive satellites into space for GPS units to work, when the stars are right above your head.
8. Pirates went paperless. Their codes were generally not written down, because they might be incriminating. Most of their contracts were verbal.
9. Pirates used wind and human strength to sail the seas.
10. Pirates rarely bathed; that's water conservation.

FUTURE NAI EVENTS (Tentative)

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

2007 NACA Trophy Results

North American Cruiser Championship

The best eight of the first eight or nine contests entered

NACA #	Name	Vessel	Assn.	Contests	Tot. Pts.	Avg.
800	Garry Adalian	<i>Jonathan</i>	SDCA	9	7404	926

Queen Mary Trophy

The best ten of the first ten or eleven contests entered

NACA #	Name	Vessel	Assn.	Contests	Tot. Pts.	Avg.
782	Dick Timmerman	<i>Vagabond</i>	IPBA-N	11	9016	902

Saint Petersburg Trophy

The best four of the first four or five contests entered

NACA #	Name	Vessel	Assn.	Contests	Tot.Pts.	Avg.
182	Joseph Le Blanc	<i>Sanjen</i>	NECA	5	3609	902

Herbert L. Stone Trophy

Awarded to the highest scorer from First, Second and Third finishes in the first 7 NACA contests

NACA #	Name	Vessel	Assn.	Contests	Tot. Pts.	Avg.
815	Bonnie Diefendorf	<i>Time Out</i>	PLRANC	7	5556	794

Codrington Trophy

The best five of the first five, six, or seven contests entered

NACA #	Name	Vessel	Assn.	Contests	Tot. Pts.	Avg.
833	Dale King	<i>King's X</i>	SCCA	7	4670	
	934					



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

Membership in NACA keeps everyone who is interested in Predicted Log Contests well informed about the sport throughout North America. Competitors from thirteen member Associations compete for National Trophies simply by competing in their local contests. The champion from each organization competes in the North American Invitational, hosted by a different organization each year.

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

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

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

Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

Spouse Name _____

Home Telephone _____

Office Telephone _____

Yacht Club or Other Boating Organizations _____

Boat Name _____

Please include your check payable to: NORTH AMERICAN CRUISER ASSOCIATION

ANNUAL DUES: \$10.00

CONTRIBUTION: \$ _____

TOTAL ENCLOSED: \$ _____

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



Cruiser Log

The Newsletter of North American Cruiser Association

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



Get Serious!

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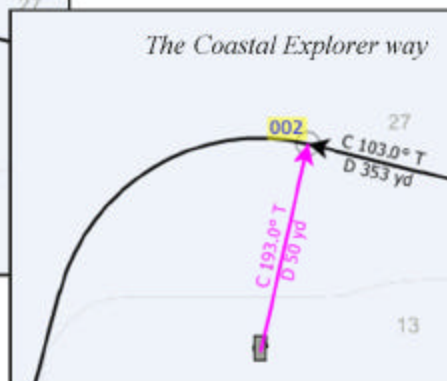
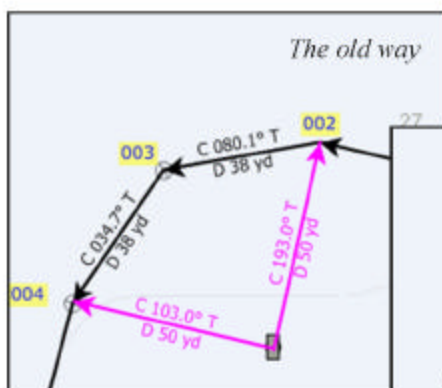
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