



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 11, Issue 2

April, 2011

Saga of the Misty Sea, Part III

The following is the second of seven trip reports sent to me by Tom Collins several years ago. With apologies for the long delay in publication, here is Part III of the Saga of the Misty Sea. Interestingly, Tom and Joanne have recently commenced their sixth Mexico trip. Plans are to spend six-plus months rambling up and down the Mexican Riviera, as far south as Zihuatanejo.

Saturday, December 21, 2002

Tenacatita to Zihuatanejo

Voyage statute miles: 2047; engine hours: 214

It seems like a very long time ago that we were in Tenacatita. Much has happened, fortunately none of it bad. Just more very pleasant experiences. And isn't that what this sort of lifestyle is supposed to be all about?

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When we left off, almost a month ago, we were in Tenacatita, and it was Thanksgiving. The Toast to the Turkey celebration aboard *Misty Sea* was a success. Everyone had a fine time, and some special friendships were made. It is interesting to note that when there are just a few boats in a small anchorage, there is a certain kind of bond that seems to form if only someone makes the effort to break the ice. In fact, we still keep in touch with some cruising sailboaters we met in Tenacatita two years ago. They are now cruising in the South Sea Islands.

We spent a few more days in Tenacatita. Made a five-mile dinghy ride to La Manzanilla, a small pueblo on the south end of the bay. It is a typical dusty little Mexican village with one primary street through town and a hodgepodge of small shops interspersed with homes. Of particular interest is the lagoon on the east end of the town. It is about one hundred yards in diameter and is filled with crocodiles, approximately fifty visible above water, and surrounded by a chain link fence. We stood behind the fence in a viewing area for a few minutes and watched the locals with their small children tossing

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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 *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

Spring is just around the corner as I write this, and boaters everywhere are starting to dust off the equipment and fire up the engines. We don't really have a season here in Southern California, but our yacht clubs follow the convention of having an Opening Day celebration in spring each year. Jan and I have already attended a few opening days and plan on many more this season. At these events, we have a chance to talk up cruiser navigation with many different club members, and we often get a positive response. I suggest you do the same in your local areas; you may be pleasantly surprised.

Southern California Cruiser Association (SCCA) has held its first contest of the season, and a few other organizations have posted results already. By the next issue of *Cruiser Log*, I should have some standings to publish. If you are an association scorer, please use the official form, in either Excel or PDF format, posted on our website at: <http://www.predictedlog.org/Scoring%20Forms.htm>.

Speaking of scoring, an interesting situation occurred at the SCCA Season Opener. When the dust (spray) had settled, the best two scores were exactly the same, out to four decimal places. I had seen one time in the past where two competitors had exactly the same total predicted seconds and exactly the same total seconds of error. That will, of course, result in a real tie, which is a highly unusual situation, indeed. In this case, however, the predictions and the actual errors were different, and this contest was handicapped, which adds another mathematical equation that would, seemingly at

least, preclude the chance of a tie. I actually had to change the setting in my Excel spreadsheet to display a fifth decimal place to determine the winner. The scores were 0.64865% and 0.64869% for first and second place respectively. The winning score was four one hundred thousandths of a percent

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Sad News

I'm sad to report that Win Gray passed away on February 18, 2011. Win was the wife of late New England Cruiser Association Staff Commodore and Gandelman Trophy recipient Jack Gray. Jack and Win were long time members of New England Cruiser Association and Watertown Yacht Club. Jack passed away in 2004.

Joe LeBlanc
New England Cruiser Association

NAI Invitational 2011

The North American Invitational 2011 (NAI), presented by Joule Yacht Transport, Inc., will be held on Tampa Bay in St. Petersburg, Florida, Saturday, October 15, 2011.

The drawing for boats on October 12th and all social events will be at St. Petersburg Yacht Club. Rooms are reserved at the Hampton Inn across the street from the yacht club, and room reservations include a very hardy continental breakfast in the hotel lobby. For reservations, call the Hampton Inn and Suites St. Petersburg/Downtown at 727.892.9900. Call by September 26, 2011, and mention North American Invitational to receive the \$124 per night rate.

Please join us in St. Petersburg for NAI 2011.

Fay Baynard
NAI 2011 Chairman

NACA BLAZER BULLIONS

NACA has replenished its supply of blazer badges and added to its inventory staff commodore badges, with three embroidered silver stars.

Really good looking!

Only \$25 (includes shipping and handling)

Call Bob Ehlers
619.222.9446

Heavy Weather Was Just That!

On Saturday, February 19, 2011, Bremerton Yacht Club (BYC) hosted their 77th Annual Heavy Weather Navigation Contest, with Mother Nature providing weather conditions matching the contest name, "Heavy Weather", on contest day.

This year, forty-four contestants came out to test their prediction and navigation skills around a 19.7 nautical mile course. Fortunately, the course did not take us out into Puget Sound but kept us on the inside waters near Bremerton, Illahee, and Browns-ville. This proved to be challenging enough, with constant 20-25 mph northerly winds gusting to 35 on occasion. So much for clean windows and salt-free topsides; half the contest ran into the wind, and the other half ran with it.

Heavy Weather Weekend at BYC is a Friday through Sunday event, with little time for too much relaxation. On Friday, nearly all contestant and guest boats arrived in sunshine on calm seas, leaving most of us thinking that contest day was going to be just another flat water day in February. So much for accurate predictions.

After all boats were secured dockside, the social side of the weekend began with everyone gathering in the BYC clubhouse for some social time, featuring wine tasting and an Italian dinner.

Saturday dawned clear and sunny but cold (near freezing), with brisk northerly winds. Contestants made their way to the clubhouse for contest log check-in and observer assignment, while enjoying a little continental breakfast. Following check-in, it was back to the boats and underway to the start line.

This year's course took us from the start at the Warren Avenue Bridge, out Port Washington Narrows, and then northbound, past Illahee, Browns-ville and nearly to Keyport before turning south, along the west shore of Bainbridge Island to Point White, and then back through the Narrows again to the finish at Rudy Point, just across from BYC.

While the weather conditions provided good visibility for all the aiming points and control points, the wind didn't do most of us any favors. For the slower boats, the effects of high winds on the boats and the resulting wind-driven currents couldn't be overcome by the ten percent throttle range limitation, imposed by International Power Boat Association rules. Before Saturday evening festivities were over, it was apparent that the high winds had the beneficial effect of providing the basis for a wide range of excuses and major story telling. Ah, you gotta love Mother Nature!

After all contestants had returned to the BYC docks and contest logs had been turned in, the crowd returned to the clubhouse for more social time and a great dinner, attended by about 250 guests. Six visiting clubs each performed a short skit in competition for the highly prized Rubber Clam Gun Award, with Day Island Yacht Club being declared the victor. Saturday festivities finally concluded with dancing to a band until nearly midnight. Whatta day!

Sunday dawned to sunny skies again and a very light breeze (certainly nothing like contest day). Everyone again gathered in the clubhouse for a full breakfast and contest awards.

Vying for overall trophies and awards in five classes were the forty-four contestants on forty-one boats, which is now possible with the new multiple contestant per boat program implemented by IPBA this year. Finishing at the top of the scoreboard for the second time in four years were Dick and Sylvia

(Continued on page 5)

NEW COMPETITORS

Order copies of "Enjoy Log Racing"
Each helpful copy is full of facts and fun.
Only \$5 (plus shipping & handling)
Call Bob Ehlers at 619.222.9446

Heavy Weather Was Just That! (Continued from page 4)

Timmerman of Queen City Yacht Club (QCYC), on *Vagabond*, with the best score of only 0.9249% error, the only score under 1.00%.



Overall winners (l to r): Sylvia Timmerman, Dick Timmerman, and BYC Commodore John Rosendale.

Following in second place overall were John and Ellen Murphey of Meydenbauer Bay Yacht Club, on *Hombre*, at 1.3239%. David and Joanne Padgett, of QCYC, were close behind in third place overall on *Slipaway*, with a score of 1.3459%.

Four yacht clubs fielded at least four boats needed to compete for the Past Commodore Grady Barrentine Team Trophy. Queen City Yacht Club prevailed as the winning team for the second year in a row, with an average score of 1.5151%.



QCYC Winning Team members (l to r) Andy Gerde, Ken Klett, Marv Elbon, BYC Commodore John Rosendale, Dave Padgett, Dick Timmerman

Awards were also given to the top three finishers in each of five classes. One of IPBA's primary goals is to provide recognition to all novice participants in our contests. Six novices participated in this year's Heavy Weather Contest; the winners of the Novice Award were Tom and Dionne Huddleston of BYC, aboard their trawler, *Whistler*.

Bremerton Yacht Club takes great pleasure in annually hosting Heavy Weather Weekend and thanks all who attend for making it so successful. Most importantly to be remembered here is, "Log Racing Is a Social Event!"

Mike Henry
International Power Boat Association

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Get the competitive edge!
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Where Are They Now?

Joe and Sandy LeBlanc moved to Cape Cod, Massachusetts, about two years ago as proceed toward retirement.

Their boat *Sanjen* has found a new owner in Jacksonville, Florida, and they only occasionally get out on boats. Joe and Sandy send their best to all.

Saga of the Misty Sea, Part III (Continued from page 1)

scraps of meat over the fence to the crocks. They were very impressive, with their huge jaws and pre-historic looks. As we left and walked along the road bordering the fence, we noticed a hole in the fence about the size of a Volkswagen. I certainly hope they keep the crocs well fed and a close eye on the children.

Our trip from Tenacatita was short and uneventful, except for dodging the nets the fishermen place perpendicular to shore. They are typically a mile or two long and sometimes have one end nearly on shore. Other times, they are miles out to sea. Problem is that they are marked only with the clear plastic pop bottles they use to suspend them every hundred yards.

It is a real challenge to spot them before running them down. Once spotted, it is necessary to turn and follow along the net until a black flag on a broomstick is spotted; that is supposed to mark the end. Sometimes it is missing. I don't think there is anything about our cruising/navigating activity that disturbs Joanne quite so much as these nets.

Last trip I had to stop the boat in the middle of the ocean and dive under to cut one of them free. Our friend JD reported that on his way down on a friend's boat this year, they hit a net that stopped both engines off of Cabo Corrientes. Upon diving on it, he said that both props were fully encased in what looked like cocoons of netting with a large hawser between the props. They took hours working to cut away the netting from just one prop so they could limp on into Ipala anchorage. The next morning they hired a local diver to cut the other prop free.

We crossed the bar into Barra de Navidad and docked at the marina at the Grand Bay hotel. This is a spectacular place. Probably the finest hotel on the West Coast of Mexico, if not the entire country. The marina, which is part of the hotel, is equally superb, even down to the bronze cleats on the dock. Prices are on the same level as the quality. We pre-

paid a month's rent to get the best price. Our two weeks in Barra went quickly, with never a dull moment. Met more new friends, and it seems like we went out to dinner almost every night. Joanne really enjoyed the hotel pools. They have six that I counted, and some of them are interconnected by slides. Time goes by fast when you're having fun. We still have two weeks credit coming for another

(Continued on page 7)

Noon Cannon Salute

North American Cruiser Association (NACA) would like to say goodbye to Captain Dave Shreve. Dave, from St. Petersburg Yacht Club, was NACA member #181.

Dave gave his time and his talent to craft the trophies that we award each year at the NAI. Thank you, Dave; you will be missed.



FUTURE NAI EVENTS

15 October 2011 - St. Petersburg, FL
04 August 2012 - Chicago, IL
03 August 2013 - Vancouver, B.C.
02 August 2014 - San Diego, CA

Saga of the Misty Sea, Part III

(Continued from page 6)

stop there on our return trip.

We made the thirty-mile run from Barra to Manzanillo Bay and anchored in the Santiago portion of the bay by noon. This is a very picturesque spot, and we had a calm anchorage. The cruise from Manzanillo Bay to Zihuatanejo was in smooth seas and gentle warm breezes. Once again, we encountered the fishermen's nets. We came across six in the first twenty miles of the run (Joanne kept count). Fortunately, we didn't find any more after that, and we enjoyed a smooth overnight run under the light of a full moon.

We felt elation as we entered Zihuatanejo Bay at about noon. This is our destination, our nirvana. Last trip, we pulled in with plans to spend a few days and found we still had our anchor down here seven weeks later. This time, we may spend more. Recall that we are cruisers: no schedule, no plans, just a couple of flaky people.

As I write this at 5:30 pm, the temperature is about 88F; the water is 84. The skies are blue, and the water in the bay is glassy smooth. It is Joanne's birthday, and this evening we are going in to see the Folklorico dancers at Rick's Bar, then upstairs for a steak barbecue. We are violating our own cruiser's rule, because we have dinner plans for every day from now through Christmas. This cruising life is really tough!

We wish you were here to enjoy this with us. It really is a wonderful lifestyle. No question that we are retired.

Our warmest regards and very best wishes for a Merry Christmas and a wonderful New Year.

Tom and Joanne Collins
Cruising Vessel Misty Sea

p.s. In the beginning, I stated that nothing bad had happened. Perhaps that isn't exactly true. There are a few items on the boat that we consider crucial.

One of them is the dinghy. Without it, we are stuck on the boat with no way to get to the shore. There are no docking facilities for the use of cruisers in most of the places we anchor, including Zihuatanejo, so the dinghy needs to be landed and pulled up onto the beach when going ashore.

Our eleven foot Boston Whaler is too big and heavy for the task, so we use our old yellow inflatable boat. We have even added special wheels to the transom that swing down so that we can more easily roll the boat ashore when beaching. We pull it into the cockpit in the evening to prevent theft and also to keep the bottom from becoming encrusted with marine growth, which happens fast in the tropical waters.

The inflatable is almost twenty-five years old, but we felt we could probably get another season's use out of it. And we probably could have, if I hadn't left it fully inflated in the cockpit one day when we took a bus trip from Barra to visit the town of Manzanillo. It turned out to be a very hot day, and the heat in the cockpit caused the dinghy to overpressure. The starboard tube blew out at the forward end, where it joins with the bottom and other side tube, in a place that is essentially non-repairable.

We have attempted to buy a replacement without success. The store in Puerto Vallarta that does carry dinghies has a shipment leaving Venezuela in January. Who knows when that will arrive, especially with the problems going on there right now. We have tried to have one shipped from the States, but there is no way to do it without the very real possibility that it will get hung up in Mexican Customs in Guadalajara for months.

So we are working on patching *Old Yellow*. Every day, we add another patch, but then the air finds another place to leak out. We have patches on patches, and we seem to be making some progress. Nevertheless, we carry the pump with us, and I pump while underway, which works. Using 20-20 hindsight, I really should have bought a new dinghy rather than try to wring another year out of *Old Yellow*. A reliable dinghy is just too important an item to us down here.

Boomerang 2011

Picture Meydenbauer Bay, that pleasant little cove in the heart of Bellevue, Washington, with fifty boats milling about late morning on Saturday, March 5, 2011. That was the start of the 50th running of Meydenbauer Yacht Club's Boomerang Cruiser Navigation Contest. This is an on-the-water sport with a legacy, and if you are a boater, you should be a part of this. Six Puget Sound area organizations were represented, with Meydenbauer Yacht Club turning out thirty-two boats. Under the leadership of Commodore Ken Case, John Murphy, and Vern Smith, the MBYC team slogan was "Fifty Boats for the 50th Running of Boomerang". They were determined to retain the team trophy, only recently won back from Queen City Yacht Club, where it resided for many years.

The course took the competitors south from the start at Groat Point, under the I-90 East Channel Bridge to a hard turn, and a long timed-run about the lower end of Mercer Island. The boats followed the west shore of Mercer Island, passing under the I-90 East high-rise and running along the North side of the bridge to the West high-rise.

Another hard turn and timed-run took them to mid-lake, followed by a run to the West high-rise of the 520 Bridge. The circuit then ran to the East 520 high-rise and boomeranged back to the finish at Groat Point. These numerous bridge transits required the competitors to reduce from cruise speed to seven knots or less five times over the course. Competition rules require all boats to be at seven knots or less when operating within 200 yards of shore.

The weather was uncharacteristically cooperative, with light winds and a few showers. As a result, the scores were very competitive. Twelve boats scored less than 1% error, and four boats scored less than 0.5% error.

MBYC's pre-race preparations paid off. First-time racers Bart Johnson and Thomas Wolebek in *Lil'Trooper* turned in the best score of the day, with

a 0.3995% error. Bob Lindal and Jeff Ewell (QCYC) in *Suzy Q* were second, with 0.4569% error, and Bill Grady and Todd Prodzinski (SYC) in *Zorro* came third with 0.4759% error. Queen City and Meydenbauer Yacht Clubs each had three racers in the top ten, but the *Lil'Trooper* score was sufficient to keep the team trophy in Meydenbauer.

International Power Boat Association's 2011 cruiser navigation contest season is well underway. We are looking for other boating organizations to join us, yacht clubs such as Rainier and Tyee, who have had great histories in the sport and are still members of IPBA. We would surely appreciate having them back in the racing circuit. Please contact me, Bill Anderson, at BigBillASr@earthlink.net and visit our web site at ipbalogracing.org for more information.

Bill Anderson
International Power Boat Association

Commodore's Corner
(Continued from page 3)

lower. Needless to say, one second would have changed the results much more than the above difference, so it's safe to say that this contest was won by milliseconds.

At our last bridge teleconference, we discussed two possible new prospects, one from the Chesapeake Bay Log Racing Association and another from the New Jersey area. The bridge is in the process of contacting these individuals to see if we can generate some interest in NACA. None of us on the bridge is familiar with the Chesapeake Bay Log Racing Association, so if there are any members out there who are, please contact me and let me know.

As always, let's keep promoting our sport.

Craig Ryan
Commodore

Errata

Due to an error by the author, who shall remain nameless, a significant portion of Commodore's Corner was not printed in the February issue of Cruiser Log. The following is the article in its entirety.

Kicking Off 2011

It's hard to believe we are into the second decade of the 21st century. My name is Craig Ryan, and I am the 2011 commodore of North American Cruiser Association. I have been involved in predicted log competition for twenty years with Southern California Cruiser Association and have had the good fortune to attend several NAI and Barusch/Castagna contests throughout the country.

One thing I have learned is that no matter where you go, predicted log racers and their friends and families are some of the friendliest and most knowledgeable boaters in North America. Over the years, I have had the opportunity to meet many of you, and, hopefully, I'll meet more of you this year at upcoming events.

I would like to take this opportunity to thank Junior Staff Commodore Bob Lindal. Bob will be a really tough act to follow. Not only was he a great commodore, he also won just about everything there is to win. I may never be able to match his accomplishments, but I'll at least give it a try.

One thing that will help is that we have a really great group of people on the bridge this year. Our Vice Commodore is Jeff Calabrese from San Diego Cruiser Association, Rear Commodore is John

Vignocci from Chicago Yacht Club, and our Secretary/Treasurer is Fay Baynard from St. Petersburg Yacht Club.

These folks are all very dedicated to the sport and to North American Cruiser Association. You can bet that they will be working hard to promote predicted log competition. We are definitely looking forward to seeing what Fay and friends will come up with in St. Petersburg at the NAI, scheduled for October 15, 2011. We know that the event is in capable hands.

As you know, North American Cruiser Association is an organization of organizations. Our health is directly related to the health of our member organizations. Part of that is recruitment, not just of new members, but of new member clubs as well. One thing that we will be trying this year in Southern California is to work more closely with Southern California Yachting Association (SCYA) to promote membership at the yacht club level.

SCYA presents the prestigious Club of the Year Trophy that many clubs vie for. Clubs earn points for activities on the water and in the community, such as junior sailing, race participation, and predicted log racing. There have been clubs that have missed the mark solely because they did not have a predicted log program. Two years ago, Dana Point Yacht Club, a very competitive club, came to us to get a program started. Last year, one of those new participants was a top ten racer. That just may be one way to get the spark going. I'm not sure if other areas have similar overarching organizations, but it just may be worth looking into.

Once again, I am excited to be your 2011 commodore and look forward to seeing you out on the water.

All the best,

Craig Ryan
Commodore
North American Cruiser Association

.....

If you want to build a ship,
don't drum up the men to gather the wood,
divide the work, and give orders.
Instead, teach them to yearn for
the vast and endless sea.
- Antoine de Saint-Exupéry

Tacoma Yacht Club's Still In It!

After having been out of the sport of navigation contests for a few years, Tacoma Yacht Club (TYC) renewed their participation by hosting the 2011 Jack Hyde Memorial Contest on Saturday, March 26, 2011. Contest Chairman Chuck Irwin recruited a contest committee comprised of about thirty Junior ROTC cadets from Curtis High School to help with everything from contest check-in, scoring and observing, to actually competing as contestants. All of us veteran contestants were sincerely privileged to witness the well-learned discipline and professional demeanor presented by all of the cadets throughout the entire contest day. What a great way to host a navigation contest. Thanks to Tacoma Yacht Club for this inspiring approach.

Eighteen contestant teams entered what turned out to be a three-hour cruise in light rain on calm waters in the Tacoma area. Of the eighteen contestants, nine were novices who were enthusiastically welcomed by all veteran contestants of this sport. Quality social time on the docks Friday evening afforded an opportunity for all contestants and crews to become acquainted and begin the storytelling.

Following log check-in Saturday morning, contestant teams departed the TYC basin and headed for the starting line. The contest course started at Spring Beach on the southwest side of Vashon, proceeded into Dalco Passage, around the south end Vashon Island, into the outer portion of Quartermaster Harbor, and then back out. Once back into Dalco Passage, the course continued eastbound to Dash Point, turned south to Browns Point, continued southward to the Tacoma waterfront, and, finally, turned west to the finish at Pt. Defiance Light.

While the calm weather supported the time predictions, the same could not be said for the current estimates, with significantly less actual current velocities being seen than were published; in fact, published current information is quite incomplete for the Dalco Passage waters, with no ebb current information specified at all.

Following the post-contest log check-in, the awards dinner was held in the TYC clubhouse. Chairman Chuck Irwin announced the final standings and presented awards to the successful contestants. Capturing first place overall was the team of Dick and Sylvia Timmerman of Queen City Yacht Club, on *Vagabond*, with the lowest error of 0.6503 percent. Second place overall went to the novice team of Cadets Gavin Nadong and Chris Foster, onboard *Norwester*, with a score of 0.8843 percent; they also won the Novice Award. Rounding out the top three awards, in third place overall, was the team of Jerry and Shirley Downer of Gig Harbor Yacht Club, also on *Norwester*, at 0.8933 percent. Awards were also presented to the top finisher in each of three classes.

Following the awards, a standing ovation was afforded the cadets and their instructor staff for all their special efforts that made the event such a great success. All the veteran skippers and crews look forward to more partnering with the Junior ROTC cadets in future International Power Boat Association navigation contests.

Mike Henry
International Power Boat Association/South



Overall winning team of Dick and Sylvia Timmerman of Queen City Yacht Club being awarded their trophy by one of the Curtis High School Junior ROTC cadets.



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

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

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

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

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

Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

Spouse Name _____

Home Telephone _____

Office Telephone _____

Yacht Club or Other Boating Organizations _____

Boat Name _____

Please include your check payable to: NORTH AMERICAN CRUISER ASSOCIATION

ANNUAL DUES: \$10.00

CONTRIBUTION: \$ _____

TOTAL ENCLOSED: \$ _____

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



Cruiser Log

The Newsletter of North American Cruiser Association

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



Get Serious!

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

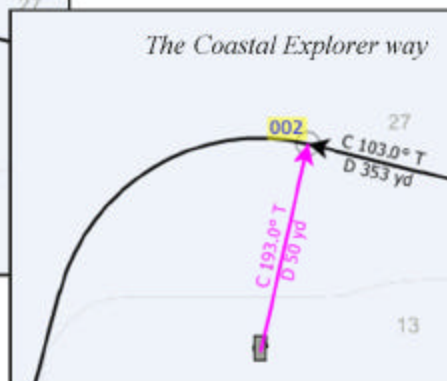
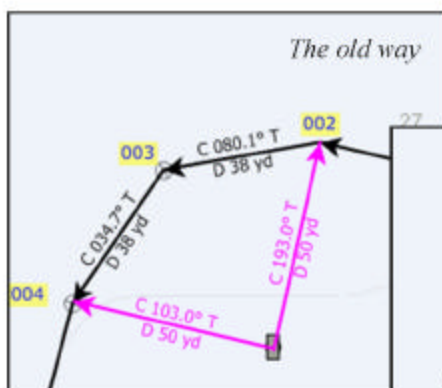
Navigation Software Just Got a Lot Better!

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

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