



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 12, Issue 4

August, 2012

Liberty Bay Challenge and Gig Harbor Invitational

Liberty Bay Challenge

The International Powerboat Association commodore has been remiss in his duties and consequently must report on two months worth of Cruiser Navigation contest activity. On Saturday, May 12, 2012, Poulsbo Yacht Club hosted the Liberty Bay Challenge. Eighteen boats gathered near Keyport for the start of the seventeen mile event. It was a beautiful day in May, without significant wind and with minimal currents. The course took the competitors south in Port Orchard, past Brownsville, and along the west bank. Just South of Illahee State Park, the course developers inserted an unusual feature. It required a 180° turn with 2/10 of a mile radius. A quick check of the overall results showed that most competitors handled it in fine fashion. The course then proceeded up the East shore of Port Orchard, around Battle Point, and north, near the Agate Pass Bridge. Proceeding back to Poulsbo required a slowdown at Keyport before moving into Liberty Bay and the finish abeam of the Poulsbo Yacht Club breakwater.

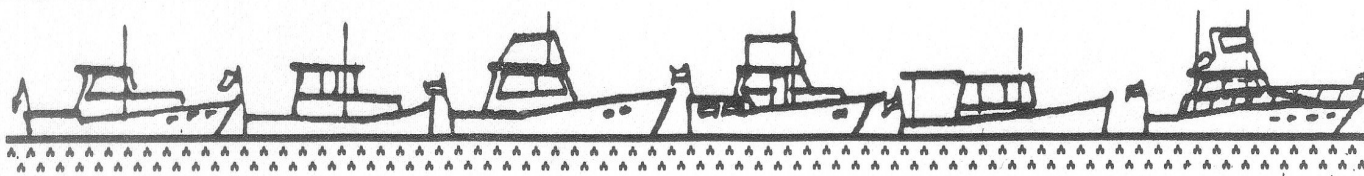
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PYC Winner Dave Padgett (right) with PYC Commodore Dennis Shehan (left)

The scores were quite good, with sixteen of the eighteen boats scoring less than 2% error. In third place was Bruce Cullen in *Caroline* from Meydenbauer Bay Yacht Club with a 0.7452% error. Steve Hazlerig of Seattle Yacht Club in *Solara* scored second with a very respectable 0.6793% error. Bringing
(Continued on page 8)



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

Greetings from sunny San Diego. I had occasion to attend the Barusch/Castagna Regatta this year as a boat donor and as race committee chair. Under the auspices of Pacific Coast Yachting Association, San Diego Cruiser Association put on another truly outstanding event. The venue, Southwestern Yacht Club, is a class act facility; it is very easy to feel very welcome there, and the event was enjoyed by all in attendance.

NACA now looks forward to the North American Invitational (NAI) to be held 1–4 August, 2012, in Chicago, Illinois. Chicago Yacht Club will host this event, and our own Vice Commodore John Vignocchi (the overall guru) promises a lot of fun and a challenging contest. I have the privilege of crewing for Dave Weimer of San Diego Cruiser Association for this one. On behalf of the NACA bridge and board, we are looking forward to seeing lots of you folks there.

On a more somber note, NACA sadly reports the dissolution of West Lake Erie Cruiser Association. WLECA Secretary and NACA Staff Commodore William Stewart and his wife Judith will continue their support of NACA as Trophy Coordinators. Thank you, Bill and Judith.

Time to do some work on my next race, double Blue Water on July 21, 2012.

“Vedere te sulle aque.”

Sincerely,

Jeff Calabrese
NACA Commodore

.....

The three most important matters
to be considered in any boat are:
seaworthiness, stability, and speed.

– A. Hyatt Verrill

Paraprosdokians

Paraprosdokians (Winston Churchill loved them) are figures of speech in which the latter part of a sentence or phrase is surprising or unexpected; frequently humorous.

1. Where there's a will, I want to be in it.
2. The last thing I want to do is hurt you. But it's still on my list.
3. Since light travels faster than sound, some people appear bright until you hear them speak.
4. If I agreed with you, we'd both be wrong.
5. We never really grow up; we learn only how to act in public.
6. War does not determine who is right—only who is left.
7. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
8. They begin the evening news with “Good Evening”, then proceed to tell you why it isn't.
9. To steal ideas from one person is plagiarism. To steal from many is research.
10. Buses stop in bus stations. Trains stop in train stations. On my desk is a work station.
11. I thought I wanted a career. Turns out I just wanted paychecks.
12. In filling out an application, where it says, “In case of emergency, notify:”, I put “doctor”.
13. I didn't say it was your fault; I said I was blaming you.
14. Behind every successful man is his woman. Behind the fall of a successful man is usually another woman.
15. A clear conscience is the sign of a fuzzy memory.
16. You do not need a parachute to skydive. You only need a parachute to skydive twice.
17. Money can't buy happiness, but it sure makes misery easier to live with.
18. There's a fine line between cuddling and holding someone down so they can't get away.
19. I used to be indecisive. Now I'm not so sure.
20. You're never too old to learn something stupid.
21. To be sure of hitting the target, shoot first and call whatever you hit the target.

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Boat Owner's Perspective of the Barusch/Castagna 2012

Barusch/Castagna 2012 was hosted by San Diego Cruiser Association (SDCA) under the auspices of Pacific Coast Yachting Association (PCYA). Southwestern Yacht Club provided the outstanding venue. God provided perfect weather.

Some boat donors (owners) are a little apprehensive about who will use their boat. Bob Lindal, from IPBA/South, representing Queen City Yacht Club, drew my boat. *Living Well* is a wooden 1968 Grand Banks 42' Classic, with twin synchronized engines and digital tachometers. Bob had been on my boat a few years ago as a navigator for another IPBA racer. With Jeff Ewell as his dedicated helmsman and his wife Sue as his crew, I knew the boat would be in good hands.

It was decided to pilot the boat from the flying bridge. Calibration trials went smoothly. My usual base speed of 8.51 knots was adjusted to 8.505 knots at 1650 rpm. This allowed for an additional 350 rpm if needed. Turn radius at standard rudder averaged to be about 36 yards. Speed to increase 1/10th of a knot was 35 rpm, as advertised.

With this information in hand, Bob prepared his predicted log based on his pre-assigned finish time. SDCA uses staggered finish times to avoid confusion at the finish. Staggered finish times result in staggered start times, which also serve to avoid crowding at the start. The sun was shining, and the sky was blue for race day. In addition to me, Bob, Sue, and Jeff Ewell, Ron DeGrazia and Sandy Hardaker came along as observer and scrutinizer.

Once underway for the race, the Big Bay provided the usual challenges. These included: sail traffic, harbor excursion vessels, tug and tow, fishermen, jet skiers, kayakers, and a few idiots who have no regard for other boaters with the wakes caused by their excessive speeds. Somehow, we managed to avoid the majority of this traffic.

This was a very busy race that covered all of the north and south bays and some of the near-shore ocean with eight check points, plus the start and finish, and sixteen route points. Check point 7 was an "abaft the beam" call. With the exception of one check point, the ocean leg, all others were latitude/longitude positions, identifiable by ranges.

One had to be impressed with Bob's ability to read buoys and other signs to predict current and call ranges, his ability to manage "crabbing" when it occurred, and also his ability to make adjustments for the effect on boat performance caused by wind. I learned a lot just by watching him.

On the way out to the ocean, we paralleled a fleet of sailboats heading out for a race of their own, hoping that they would not decide to tack across our course. They did not. The ocean portion of the race was pretty straightforward. There was a pleasant little push down to TG "1" that allowed for a lunch break. This was followed by a predictable head-on slam on the long leg up to RW "SD". The leg from RW "SD" back to the bay was mostly in the troughs. It was lumpy and roly-poly but oth-

(Continued on page 5)

FUTURE NAI EVENTS

04 August 2012 - Chicago, IL
03 August 2013 - Vancouver, B.C.
02 August 2014 - San Diego, CA

NEW COMPETITORS

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Barusch 2012 Scores

Contestant	Vessel	Association	Place	Percentage Error
Bob Lindal	<i>Living Well</i>	IPBA/N	1	1.0229
David Weimer	<i>Aldebaran</i>	SDCA	2	1.3405
Fred Cole	<i>Vos Ist Los</i>	IPBA/S	3	2.0806
Bruce Cullen	<i>JB & Me</i>	IPBA/N	4	2.1120
Garry Adalian	<i>Microchip II</i>	SDCA	5	2.4331
Bernie Blockhaus	<i>Casa del Perro Tres</i>	SMBPF	6	2.8094
Dick Timmerman	<i>Ancora</i>	IPBA/N	7	3.1390
Craig Ryan	<i>Lovit</i>	SCCA	8	3.5667
Steve Brett	<i>Kachina</i>	IPBA/S	9	4.0238

Boat Owner's Perspective (Continued from page 4)

erwise manageable at race speed. The long leg to the finish on the San Diego Entrance Range was uneventful for us, although some of the racers did encounter outbound and crossing traffic.

Our finish time was close to predicted, and our net error was low. When the scores were announced, it was Bob Lindal on *Living Well* that took home the "hardware". Congratulations, Bob!!!! Talk about a happy boat owner!!!! "Knock on Wood."

Jeff Calabrese
Owner of *Living Well*

Paraprosdokians (Continued from page 3)

22. Nostalgia isn't what it used to be.
23. Change is inevitable, except from a vending machine.
24. Going to church doesn't make you a Christian any more than standing in a garage makes you a car.
25. Where there's a will, there are relatives.

NACA BLAZER BULLIONS

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

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Seafaring Terminology

The following colloquialisms are from When a Loose Cannon Flogs a Dead Horse There's the Devil to Pay: Seafaring Words in Everyday Speech, written by Olivia A. Isil.

Time and Tide Waiteth for No Man... (seize the day)

The word *tide* has its origins in the Old English *tid*, meaning “time” or “an extent of time”. Nautically speaking, *tide* is defined as the alternate rise and fall of the earth's oceans on a coast. Tides are caused by the gravitational attraction of the sun and moon. The expression *tidal current* describes the inflow and outflow of ocean waters that usually accompany the rise or fall of the tide. Colloquially, *tide* can refer to both the vertical and horizontal movement of water. In the following lines from *Julius Caesar*, Shakespeare's Brutus admonishes that time and tide waiteth for no man and that success lies in taking “the current when it serves” - in going with the flow:

*There is a tide in the affairs of men,
Which, taken at the flood, leads on to fortune;
Omitted, all the voyage of their life
Is bound in shallows and in miseries.
On such a full sea are we now afloat,
And we must take the current when it serves,
Or lose our ventures.*

Brutus was speaking of the strategies of war, but his advice is just as sound when applied to the eddies and currents, the ebbs and flows, of life's circumstances. In common usage as early as the twelfth century, the expression “time and tide waiteth for no man” is basically an alliteration of two more or less synonymous words.

Fathom... (get to the bottom of things)

From the Anglo-Saxon *faethm* (to embrace), a fathom represents the span between the two outstretched arms of a person of average size—approximately six feet. Admiral William Smyth remarked that it was once defined by an act of English Parliament as “the length of a man's arms around the object of his affections”. In *King Henry IV, Part I*, Shakespeare referred to the fathom, known universally as a measurement for sea depths:

*By heaven, methinks it were an easy leap,
To pluck bright honour from the pale-face'd moon,
Or dive into the bottom of the deep,
Where the fathom-line could never touch the
ground...*

Nautical fathoms are gradually being replaced by soundings expressed in metric values. The length of a man's arms around the object of his affection is now equal to 1.8256 meters. Figuratively, by sea or by land, *fathom* describes the process of delving deeply into an idea or concept in order to get to the bottom of it. Harold J. Morowitz uses the metaphor in his poem *To the Humpback Whales*:

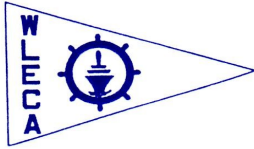
*We once had a philosopher named Melville
Who maintained that you fathomed
the secrets of the universe,
But his name I only whisper to you, whales.*

I have noticed
even people who claim
everything is predestined, and
that we can do nothing to change it,
look before they cross the road.
—Stephen Hawking

An optimist is a person
who sees a green light everywhere,
while a pessimist sees only the red stoplight.
...The truly wise person
is colorblind.
— Albert Schweitzer

Western Lake Erie Cruiser Association

The Voice of Mid-America's Predicted Loggers



June 26, 2012

I am writing this letter to let you know that the remaining bridge and members of Western Lake Erie Cruiser Association have voted to dissolve our organization. This ends the organized predicted log competition in the western end of Lake Erie. There is no or little interest in the sport of predicted logging, and only three sponsored contests have been held for the last several years. These contests will continue, but support of the national organization will not be necessary. Western Lake Erie Cruiser Association would like to thank you for the many years you have supported our organization by remaining a member club/organization.

We will be donating our small remaining treasury to the I-LYA Yachtsman Fund and thanking it for its generous support of our Assistance Fund, which was started by WLECA to help the winning member of WLECA to attend the National Competition sponsored By the North American Cruiser Association and held in member clubs all around North America.

We will also be donating part of our treasury to the Western Lake Erie Safe Boating Council.

WLECA Secretary,

A handwritten signature in cursive script that reads 'William M. Stewart'.

William M. Stewart

Liberty Bay Challenge and Gig Harbor Invitational (Continued from page 1)

the beautiful winner's trophy back to Queen City Yacht Club was Dave Padgett in *Slip Away* with a 0.6628% error. Dave has a lock on the currents of Port Orchard and Agate Pass. This is the third time in the past five years that Dave has won this event.

Gig Harbor Yacht Club's 2012 Invitational Navigation Contest

Nineteen intrepid vessels with skippers and crew converged in picturesque Gig Harbor on June 8, 2012, to participate in the Gig Harbor Yacht Club's annual running of the club's invitational navigation contest. On the cruise to Gig Harbor on Friday, many visitors from North and South Sound clubs expressed concern for their predicted currents, as they experienced far greater velocities than anticipated. Friday was a bit blustery with rain, only adding to these seasoned racers' trepidation with the predictability of our currents around the Tacoma Narrows.

Saturday morning arrived in Gig Harbor; all nineteen contestants were ready with their logs for the prescribed log turn-in schedule. The contest committee was prepared, with lots of coffee and sweet rolls, to get everyone's day started and to satisfy the craving for sweets and coffee. With the club's enlisted observer corps trained, logs turned in, and the slower vessels' predicted starting times fast approaching, all made preparation to depart moorings, heading out to the start line of a running start at Point Defiance Light.

The prescribed contest route took contestants on the scenic tour of the Narrows, along the charming Salmon Beach community, south of Point Defiance. On a slight angled timed run toward the Narrows bridge, the boats turned to pass the first control point, which was Point Evans, northerly toward Gig Harbor, along the shoreline to the second control point of Point Richmond (Colvos Light "6").

From Point Richmond, the contestants were to make way along the shoreline northwest of the

Point on the second timed run, where local knowledge indicates there is often a back-eddy, causing currents to run opposite from that which is normal for Colvos Passage.

The route then took contestants north to Colvos Light "4" at the striking Prospect Point community, just north of Olalla. The last timed run across Colvos Passage was followed by the home stretch trek to the finish line at quaint Spring Beach Road, heading up a hill from the beach just north of the southwest corner of Vashon Island.

This was an easily laid out course for contestants and an especially scenic tour of the waters just outside of our lovely Gig Harbor. What could be better? The sun even graced these waters, and the wind remained just a breeze, except, perhaps, toward the end of the contest.

Well, now, when it was all done and contestants returned to moorings in Gig Harbor, there was endless grumbling and commiserating about how the predicted currents simply did not materialize. Of course, as we all know (but hate to admit), that's why they call them predictions.

The contest culminated with the event's social hour at 1730 in the Gig Harbor Yacht Club's clubhouse, just up the street from Arabella's Landing, where the out-of-town guests were moored. The libations served up at the bar helped salve the wounds created by the unpredictable currents of Tacoma Narrows and Colvos Passage. Following the social hour, the committee served up a hamburger barbecue with all the picnic fixings.

Following dinner, there was the "hardware" presentation extravaganza. The overall winners were: first place overall winner, Bob Lindal and navigator Jeff Ewell, aboard *Suzy Q* from Queen City Yacht Club, with a 1.0177% error; second place overall, Fred and Linda Cole, aboard *Mouse Trap* from Port Orchard Yacht Club, with a 1.3021% error; and third place overall, Dick and Silvia Timmerman, aboard their 1929 cruiser *Vagabond*, racing for Poulsbo Yacht Club, with a 1.3761% error.

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*Liberty Bay Challenge and Gig Harbor Invitational
(Continued from page 8)*



Gig Harbor Yacht Club winner Bob and Sue Lindal (center), Marcie Crew, Jim Anderson (right), and George Babbitt (left), all members of Gig Harbor Yacht Club.

What in the world happened to all those scores of recent contests of around a one-half percent error? Port Orchard Yacht Club had the best team score at 2.5934%, with Fred Cole (*Mouse Trap*), Jeff Swan (*Clair Marie*), Dick Hall (*Wine down*), and Don Larson (*Tewasi*).

On an interesting note, Tacoma Yacht Club was represented by two contestant vessels, “the guys”, aboard Dick and Eva Bennison’s *Well Done*, Chuck Irwin, Dick Bennison, and Kevin Kohler, and “the gals”, aboard Chuck and Beth Irwin’s *Laughing Place*, with Beth Irwin, Toni Kohler, and Eva Bennison. Beth and Chuck are pretty competitive around the Irwin household, and, following the TYC Jack Hyde contest in March, Beth felt she and “the gals” had a good chance of showing “the guys” how this sport is done. Congratulations to these TYC entrants as they really gave it their best; according to “the gals”, it was a real “social event”, as they had a gourmet lunch and “the guys” reportedly had chips and salsa.

*Jim Anderson
Gig Harbor Yacht Club Power Boat Chairman*

A Competition Rowing Glossary

Blade—the end of the oar that works against the water

Bowball—a rubber ball that protects the boat’s stem

Bowman—the oarsman nearest the bow

Button—a collar on the oar’s shaft that positions the oar in the oarlock

Catch—the part of the stroke when the oar engages the water

Catch a crab—to miss the stroke, causing the oar blade to dig into the water

Coxswain; also **cox**—the member of the crew who sets the stroke and steers the boat

Drive—the part of the stroke between the catch and the release, when the oar is doing its work

Feather—to turn the oar blade so it is parallel to the water’s surface

Fin—skeg

Finish—the last part of the drive

Gate—a bar that pivots over the top of the oarlock to keep the oar in place

Hatchet; also **chopper**, **cleaver**—an oar blade that is larger than the standard spoon blade

Loom—the part of the oar between the blade and the handle

Oarlock; also **rowlock**, **swivel**—the fitting that holds the oar and provides a fulcrum for the stroke

Outrigger; also **rigger**—the device on which the oarlock is mounted

Pin—the lower part of the oarlock that swivels in the outrigger

Pitch—the angle at which the oarlock positions the blade in relation to the surface of the water

Recovery—the part after the release of a stroke when the oar is made ready for the next stroke

Release—the end of the stroke, when the oar is removed from the water

Run—the distance the boat travels between strokes

Scull—an oar used by a rower who uses two oars, one in each hand

Seats—generally numbered from the bow to the stern; thus, the bowman would be number 1

Shell—a racing rowing boat

(Continued on page 10)

The Bagpiper

As a bagpiper, I play many gigs. Recently, I was asked by a funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a paupers' cemetery in the back country.

As I was not familiar with the backwoods, I got lost, and, being a typical man, I didn't stop for directions. I finally arrived an hour late and saw the funeral guy had evidently gone, and the hearse was nowhere in sight. There were only the diggers and crew left, and they were eating lunch.

I felt badly and apologized to the men for being late. I went to the side of the grave and looked down; the vault lid was already in place. I didn't know what else to do, so I started to play.

The workers put down their lunches and began to gather around. I played out my heart and soul for the man with no family and friends. I played like I've never played before for this homeless man.

And as I played "Amazing Grace", the workers began to weep. They wept. I wept. We all wept together. When I finished, I packed up my bagpipes and started for my car. Though my head hung low, my heart was full.

As I opened the door to my car, I heard one of the workers say, "I never seen nothin' like that before, and I've been putting in septic tanks for twenty years."

- *Anonymous*

A Competition Rowing Glossary (Continued from page 9)

Slide—a pair of tracks that direct the wheels in a sliding seat

Stretcher—foot brace

Stroke—the motion of rowing; also the oarsman nearest the stern

Sweep—an oar used by a rower who uses only one oar gripped by two hands

Foretelling the Weather

You can foretell the weather by the color and tone of the sky:

Rosy sky at sunset—fine weather

Bright yellow sky at sunset—wind

Pale yellow sky at sunset—wet

Orange or copper sky at sunset—wind and rain

Red sky in morning—bad weather

Gray sky in morning—fine weather

Sickly, greenish hue—wind and rain

Tawny or coppery clouds—wind

Dark red clouds—rain

Soft-looking or delicate clouds—fine weather with light or moderate breeze

Hard-edged, oily-looking clouds—wind

The softer the appearance of clouds—the less wind

The harder the appearance of clouds—the more wind

Dark, gloomy blue sky—wind

Light, bright-blue sky—fine weather

An Old Climate Ditty

Spring—showery, flowery, bowery

Summer—hoppy, croppy, poppy

Autumn—wheezy, sneezy, freezy

Winter—slippy, drippy, nippy

There is nothing like actual contact
with the sea, the winds, the mud,
and the forces of nature to show up
the futility of inexperienced theories
and the absurdities talked in the
bars of most yacht clubs.



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!

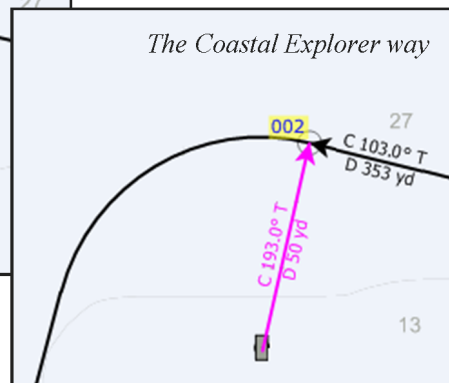
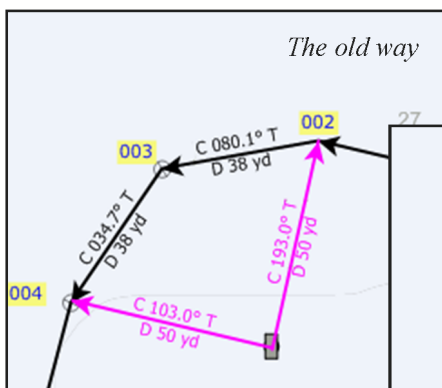
With the only navigation software that includes features designed specifically for Predicted Log Racers

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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