



Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 09, Issue 4

August, 2009

The Soggy Log (or Mrs. Malloy Goes North) - Part II

High Adventures on the Inside Passage

Jack & Marcia Hicks Spend Five Months aboard the *Mrs. Malloy*, Grand Banks 32, Hull #1
May 1 through September 31, 1997

Boating

We experienced the usual problems of living on a small boat in strange waters for five months. We spent only two nights off the boat. One night for a bath, the other for a haulout. The boat leaked badly, then not so badly. The First Mate's air mattress punctured. Fate made a bad move there.

That the refrigerator lost its freon on the short trip from Rio Vista to Stockton should have prepared us for the unexpected, but it didn't. Here are the normal events that we could cope with in good humor:

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1. We hit a log forty minutes into the trip at Boston Harbor. The lessons learned were that you had to inspect the water immediately in front of you and that looking about at the Olympics, Mt. Rainier, and anything else lead to mishap.
2. T-boned the boat at Everett Dock.
3. In Flounder Bay, we went into a dead-end fairway at the yacht club, only to run out of room and couldn't maneuver the boat. Fortunately, several people came to our rescue before we wiped out several boats.
4. The upper helm set screws slipped coming into the slip at Friday Harbor.
5. We went aground setting the anchor at Secret Cove.
6. In Agamemnon Channel, turned over the dinghy, which was lashed too close to the hull, and the bow wave flipped it over. Yes, the motor was mounted.
7. Fouled the anchor chain on a dead head at Isobel Bay and nearly burned up the windlass.
8. Fell down on a hike at Melanie Cove and broke a blood vessel in my toe.

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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 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

News from Florida; we have it all: sun, humidity, and rain, and the summer has heated up. This is the time of year that many of our predicted loggers hit the road and travel elsewhere to cool off. We are expecting to get them back in the swing of logging on local waters the end of August.

Bob Lindal and his team at Seattle Yacht Club are in the thick of preparing for a great North American Invitational this year. There appears to be a substantial contingent from our member associations to participate in the competition. We are looking forward to the trip to the Northwest for the boating competition and camaraderie. It is always a good time meeting old friends and making new ones at the NAI events.

In keeping with a theme to bring more participation into logging, the board has agreed to continue to place advertisements in PassageMaker Magazine and Boat US, promoting NACA and predicted logging. Don't forget to help promote our sport with other boaters that you meet.

Please forward information about your local associations to our editor, Elaine Townsend, so we can keep up to date with what you are doing around the country.

Robert VanLandingham, Jr.
Commodore
North American Cruiser Association

Did You Know?

Many years ago in England, pub frequenters had a whistle baked into the rim, or handle, of their ceramic cups.

When they needed a refill, they used the whistle to get some service. "Wet your whistle" is the phrase inspired by this practice.

From the Editor

With humble and sincere apologies, pages 8 and 9 were duplicated, and pages 10 and 11 were inadvertently omitted in the June issue of Cruiser Log. Here is the end of Part I of Jack Hicks' story, The Soggy Log:

...We got two buckets on a good day. We didn't attempt to turn on one overhead light in the salon when it filled up. We weren't sure what or who would light up.

Damon Runyon once wrote about one of his New York characters who would bet on anything. A favorite bet was which raindrop would reach the bottom of the pane first. He would have *loved* it here.

Sad News

Our 1995 North American Cruiser Association Staff Commodore Paul Pettit passed away recently. Paul was a very interesting fellow. He cared a lot for the sport of log racing and for NACA. He was well known throughout NACA because he attended most of the North American Invitationals over the last twenty years or more.

He will certainly be missed.

Tom Collins
Southern California Cruiser Association

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

Egypt's Three Calendars

Egypt had three calendars. Like most everyone else, their first calendar was a lunar calendar, and religious days became associated with it. So, they kept it.

The second was a solar calendar, actually an agricultural calendar. To keep in step with the seasons, the Egyptians proclaimed the new year started when the star we now call Sirius first rose above the horizon in the spring. This was important because it always occurred just a few weeks before the Nile began to flood.

Their civilization revolved around the Nile and its cycle of rising and falling, so Egyptians got good at predicting when this would happen without ever understanding what caused it. The Nile comes to them through a virtually rainless desert, so they came to believe that the rising of Sirius caused the Nile to flood.

Their most generally used calendar, called calendar number three, was a civil calendar, introduced around 2500 B.C. It was a 365-day attempt to create a lunisolar calendar. But, as it was based on a 365-day year, it started to fall out of sync with the solar year from the day it was introduced. But even so, the government and administration continued to use it.

Lt/C J. L. "Nick" Nicholson, JN
Cocoa Beach (FL) Squadron
The Ensign/July 1993

From the Navigator

Pacific Ocean

The Pacific Ocean is the largest and deepest of the world's four oceans, covering more than a third of the earth's surface and containing more than half of its free water.

It is sometimes divided into two nominal sections; the part north of the equator is called the North Pacific, the part south of the equator, the South Pacific. The name Pacific, which means peaceful, was given to it by the Portuguese navigator Ferdinand Magellan in 1520.

Apart from the marginal seas along its irregular western rim, it has an area of 166 million square kilometers (64 million square miles), substantially larger than the entire land surface of the globe. Its average depth is 4,280 meters (14,040 feet).

Islands in the Pacific Ocean

The Pacific Islands, or Oceania, consists of more than 25,000 islands and islets of twenty-five nations and territories spread over the western and central Pacific Ocean.

The oceanic islands, collectively called Oceania, are the tops of mountains built up from the ocean basin by extruding molten rock. The mountains that remain submerged are called seamounts.

Although the Pacific Islands are scattered across

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FUTURE NAI EVENTS (Tentative)

- 2009 Seattle, Washington
- 2010 Long Beach, California
- 2011 St. Petersburg, Florida
- 2012 San Francisco, California

NACA FLAGS

NACA flags are available for purchase.
Only \$25.00 each
Call Bob Ehlers at 619.222.9446

History of the North American Invitational, as Recalled by Tom Collins

The year was 1973. Log racing was very much alive and well with good participation in various groups throughout North America. Organizationally, we were linked through the cruiser division of the American Power Boat Association (APBA). This predecessor association to the current North American Cruiser Association (NACA) was not an entirely satisfactory solution to our needs for a means to bring us together, and some of the groups chose not to belong to APBA.

Seeking a way to overcome this problem and to better unite log racers from across the country, an idea was germinated to hold a championship contest that would bring together a representative contestant-team from each of the groups. The key figures in the early planning were Dave Shreve and Kell Hennessy of St. Petersburg Yacht Club, Ken Cowan from New England Cruiser Association., and Bruce Crabtree from San Diego Cruiser Association. They worked out a few details and decided the contest should nominally be held in early August and rotate among the various groups on a yearly basis. They named it the North American Invitational (NAI). It was not necessarily to be an APBA event.

The first NAI was held in San Diego and was a fine success. Those groups that had withdrawn from membership in APBA were nevertheless enthusiastic about the NAI and readily participated. The ball was rolling and subsequent contests were held at San Francisco, St. Petersburg, Boston, Seattle, Newport, Rhode Island, Detroit, and Southern California. It is interesting to note that it wasn't until the fifth NAI in Seattle that the winner was from the same coast. And we were up to the ninth contest in San Francisco before local racer Haluk Akol won in his home waters.

At the 1978 NAI in Newport, the contest consisted of two separate races. One ran on Friday and another on Saturday. The scores were added to determine the overall winner. That was the last year we did that, as it was too demanding on everyone in-

olved.

At the 1979 NAI in Detroit, we held a meeting where we voted to disassociate ourselves from APBA and create the NACA. The NAI had truly helped to bring our groups together.

Only once has the NAI been cancelled. The NAIs in St. Petersburg are held in October, which is hopefully after the hurricanes have settled down. Well, in 1999, Hurricane Irene took exception to that premise and was declared the winner of the NAI for that year. The contest was cancelled at the last minute, but the (hurricane) parties went on.

Now, with more than thirty-five NAIs in the history book, that original concept of bringing our loggers from throughout North America together in a single contest has proven to be a winner. Long live the NAI!

Tom Collins
Southern California Cruiser Association

A Bit of US Coast Guard History

Not long after the birth of the WAVES, the other seagoing service, the United States Coast Guard established the SPARS (short for Semper Paratus, that branch's motto). Dorothy C. Stratton, with the rank of lieutenant commander, was appointed director.

From the start, the SPARS had a recruiting advantage over the WAVES, although each wore similar uniforms. Pending construction of the SPARS' own facilities, recruits were trained at the ornate Biltmore resort hotel in Palm Beach, Florida.

-William B. Breuer, *War and American Women: Heroism, Deeds, and Controversy*

NACA Celebrates 30th Anniversary, as Recalled by Tom Collins

The year was 1979, and predicted log racing groups throughout North America were actively running contests. We were coming together annually, thanks to the North American Invitational contest which was begun in 1973. Our common organizational link was the American Power Boat Association (APBA). We were their cruiser division, and Walter Del Mar had been the chairman (officially Vice President) of that division for two years.

There was, however, a problem in that not all of our regional groups choose to belong to the APBA. They thought that we were not being appropriately recognized by the APBA, and they were right. The primary focus of the APBA was speed on the water, and our kind of contests just didn't fit with that concept. We paid our dues, both individually and as member associations, but it didn't seem that we were receiving a fair recognition of our membership, either in publicity or annual trophies.

With little success, Walter had tried to remedy these issues. So, the idea of spinning off into our own organization took hold. It had been discussed amongst our groups, and all seemed to be in favor. Walter, working with others from the various associations, drafted a set of by-laws and presented them to the attendees at the 1979 NAI in Detroit. The plan was met with overwhelming approval, and the North American Cruiser Association became a reality.

The new association consisted of thirteen member organizations* from throughout the United States and Canada. The rest is history. For thirty years, NACA has been well representing predicted log racing interests.

Happy Anniversary NACA!

*They were: Chicago Yacht Club, Eastern Cruiser Association, International Power Boat Association/Gulf of Georgia, International Power Boat Association/North, International Power Boat Association/South, Narragansett Cruiser Association, New England Cruiser Association, Predicated Log Racing Association of Northern California, Southern California Cruiser Association, San Diego Cruiser Association, Santa Monica Bay Power Fleet, St. Petersburg Yacht Club, Western Lake Erie Cruiser Association.

Tom Collins
Southern California Cruiser Association

From the Navigator
(Continued from page 4)

millions of square kilometers, their total land area is just 1,261,456 square kilometers (487,051 square miles) slightly larger than South Africa.

Gulf of Alaska

The Gulf of Alaska is part of the Pacific Ocean defined by the southern coast of Alaska. Meteorologically, the Gulf of Alaska is a great generator of storms that dump vast quantities of snow and ice on southern Alaska, resulting in some of the largest concentrations of snow south of the Arctic Circle.

From the Navigator
May 13, 2009, Daily Program
Holland America Line

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The Soggy Log (or Mrs. Malloy Goes North)
(Continued from page 1)

9. The trailer sign warned of bears, but I found tripping over banana slugs to be of higher danger.
10. Stripped the threads on the injection fuel pump oil level hole doing routine maintenance at Refuge Cove.
11. Got lost on Cortez Island, trying to find Marilyn's hot salmon takeout stand. The dotted line on the chart leads off the trail, on to the road, through the Indian reservation, past the cemetery, down to the shoreline, and up the strand. Make that: up the creek.
12. Had to walk the dinghy back through the inlet to the inner cove at Squirrel Cove, as the water was too shallow for the motor and the current too swift, even if I could have used it. Bad timing. Funny, it was running the other way when we went in.
13. Crossing Juan de Fuca, the auto pilot latch release didn't release.
14. Took heavy seas over the bow at Point Wilson in a maximum ebb cross-current.
15. During the line squall out of Sequim at Protection Island, a wave slapped the port beam so hard, it pushed water up the gooseneck and swamped out the heater. When we went to start the heater at Port Townsend, it filled the cabin with smoke. For that, we got a detour to Seattle to replace the fan motor.
16. Scratched the other fellow's dinghy while we were docking at Maple Bay.
17. The GPS failed the only time I really needed it, coming back from Victoria to Sidney.
18. I fell off the boat at Blind Channel.
19. The ATM machine in Powell River ate my cash card. To recover the card, I had to appear before a stern clerk and explain that it was a new card, that I had used the wrong pin number, and that I forgot to sign the back of the card. However, I confidently presented my passport, which I had also failed to sign. The First Mate said she didn't know who I was and didn't want an introduction.

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Global Recall

Garmin, Ltd. has announced a voluntary product safety recall of the 2009 version of its marine cartography data card, BlueChart® g2 and g2 Vision. Affected data cards were sold between April 8 and June 3, 2009.

Garmin has received reports of data cards giving inaccurate depth indications in waters along the coast of Sweden and Denmark. As a result, Garmin has chosen to recall all 2009 versions of the BlueChart g2 and g2 Vision cards sold in micro SD/SD card format. Customers are advised not to use these data cards for navigation.

Affected customers will be provided with a free replacement, and when the 2009 version has been corrected, Garmin will make it available free of charge to those customers. For more information on the recall, go to www.garmin.com/bluechartrecall.

Other recalls:

Volvo Penta (Model Names: 3.0GLP-J; 4.3GL-J; and 4.3GL-JF)
 Problems: Carb float bowl screws, gasoline stern-drive eng
http://www.uscgboating.org/recalls/recalls_detail.aspx?id=080046T

Cummins Mercruiser Diesel (Model Names: Zeus 3500 and 3800)
 Problems: POD clamp ring bolts
http://www.uscgboating.org/recalls/recalls_detail.aspx?id=090017T

Mercury Marine
 (Model Names: Various)
 Problems: DTS command module fault
http://www.uscgboating.org/recalls/recalls_detail.aspx?id=090005T

Note: Boat owners and users are encouraged to report possible safety defects. You can report suspected problems at: <http://www.uscgboating.org/recalls/defects.htm>

A Friend Is That Someone

Someone to talk with,
No notice required.
Someone to walk with
When that is desired.

Someone to be with
And so glad to share,
Someone to help with a
A fret or a care.

Someone to laugh with
Over simple delights,
Someone to roam with
And see all the sights.

Someone to sigh with
Or enjoy a surprise,
Someone to cry with,
When troubles arise.

A friend is someone,
So steady and true,
The one who will always
Be there for you.

A friend is that someone,
On whom you rely.
Who comes to your aid,
With no questions why.

That was my best friend Paul Pettit. Even though he was suffering, he came and visited me at the hospital after my operation. Paul was a terrific competitor and did much for San Diego Cruiser Association and North American Cruiser Association. He was free with his boating knowledge and will be missed by all. Most of all will be his Rosemary and family.

So long old friend, until we meet again.

Rupe Hansen
San Diego Cruiser Association

The Soggy Log (or Mrs. Malloy Goes North)
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People

People were the highlight of the trip.

At Everett, we stopped to chat up a fellow from Everett Power Squadron, who was working on his Grand Banks 32. He has hull #2. I have hull #1. Small world.

At Flounder Bay, the woman on a Victory tug grew up in Coeur d'Alene, where I had lived. She and the First Mate went to the same Campfire Girls camp.

At Chatterbox Falls at Princess Louisa, we met friends who saved our lives by asking us for cocktails after we had come back from a dinghy excursion to MacDonald Island in a cloud burst. The first light drops caught us just as I pried open the waxed paper on my sandwich. Dashed to the dinghy. Too late. Too late. Thirty minutes back. No rain gear, no boots, no sense of humor. Four inches of water in the dinghy.

At the Grand Banks rendezvous at Friday Harbor, we got valuable information about where to go, what to see, and who to look up. Can't beat local knowledge.

Met Bob Smith, who owns American Diesel in Virginia. A partner with Bob Lehman in the early days. He built my engine, 108 hp Daggenham 330p cu in. He came on board, and nostalgia reigned.

We remember the courtesies and friendship offered by:

The harbor master at Nanaimo.

The honeymooners at Westview, who gave us their place at the very crowded public dock.

The family on the sailboat at Heriot Bay with the

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The Soggy Log (or Mrs. Malloy Goes North)
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old sick dog.

The friends from Marin who built a new life on Quadra.

The owner of the Blind Channel Resort who said her father had also seen an eagle swim a fish to shore. Only he rowed across and took the salmon away. (She confided that was the only salmon he ever caught.)

The owners of the 1902 tug, *Elf*, who invited us for coffee and fresh baked buns. Later came over for drinks and, on their return to *Elf*, fired off their starting cannon in fond salute to the 4th of July. Started a small avalanche.

The lone bagpiper who stepped out of the trees at twilight, silhouetted against the coral pink sunset, playing *Amazing Grace*, which filled the hushed quiet of False Bay on Lesquiti. This reverent quiet stayed with us until the shrimp boat crew came back at midnight from the hotel, roaring drunk and fighting. We huddled in the berth, hoping they wouldn't knock the side of the boat in.

The wharfinger of Stert Bay on Texada, a delightful lady of eighty-some years. Very chipper.

The lonesome guitarist who rowed over from his sailboat to join us in a musical to startled folks at Genoa Bay.

The operator of the Maritime Museum at Cowichin Bay who was restoring a 1920 steam launch. Cutest little two-cylinder engine and boiler. Fell in love with steam.

The marina owner at Mill Bay who told me why I keep tripping ground fault interrupters. My inverter has a design fault that he finally got an engineer to fess up to after he had analyzed a similar complaint from other boaters. The common denominator was the inverter. What a Sherlock.

The couple from Victoria on their 1938 New Zealand ketch who were weekend hosts at Pirates Cove. Talked us into backtracking and spending the weekend with them. An enjoyable time.

The couple who lead the Ladysmith Horseshoe Club fell in love with Marley and inducted him into the club. They felt anyone with such long arms should be pitching horseshoes. He was delighted.

The retired mining engineer who invited us for drinks at Rebecca Spit and gave us a bunch of smoked salmon as a parting gift.

The lady wharfinger at Chemanius who lives on the tug, *Howard Point*. Great sense of humor. Didn't charge any of the Canadian boats tying up but collected from us Yanks. Had to agree with her view that locals pay too much tax already. Proud to be an American and help the local economy.

The fellow who runs the Grand Banks group out of Bargain Bay. Very kind and helpful. Insisted we tie up to his boat house. Gave us more anchor chain. Filled up with private supply of fresh water. Presented us with a jug of excellent home-brewed wine and a font of local knowledge.

Many characters met. Most notable was an old man. Eighty-six and living alone on a 28-foot junk-rigged sloop in Bargain Bay. Struck up a chat with him and brought him some dessert. He invited me on his boat and heard his story. Later, we had him over for dinner and music. He paints and plays mandolin/ukulele. Let me sail his boat. We find out later that he is a legend in his own time. Two books have been written about him and his wife and their fifty years together homesteading. They built boats without power tools from materials scavenged from the beach, to sail away to the south seas, Hawaii, and Mexico. Built over forty boats and was the 1936 gymnast champ for British Columbia.

Sights

We saw whales, porpoises, salmon, eagles, loons,

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The Soggy Log (or Mrs. Malloy Goes North)
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gulls of every sort, sea pigeons, coots, mergansers, and a lot of martins. Took a carrot to the horse left alone on Jedediah Island. We saw an eagle grab a fish; he couldn't get airborne and swam the fish to shore and breakfast. A wonderful butterfly stroke.

Bubbles the seal kept us awake all night blowing bubbles to herd schools of fish in the shallow waters of Sidney Spit.

The most rugged hike was around Princess Margaret Provincial Park on Portland Island.

The narrow transits of the canal between Bedwell Harbour on South Pender Island and Port Browing on North Pender, the portal to the south arm of Secret Cove and the slot to Smuggler's Cove were pretty iffy for newcomers.

The cleft into Gorge Harbour was a challenge, too. We wouldn't have made it without local knowledge offered by new friends.

Otters commandeered the dinghy one night at Winter Cove.

We threw a small rock fish back, and an eagle came out of nowhere to pick it up. If you snooze, you lose in these waters.

We hiked into Skookumchuck Narrows but took *Mrs. Malloy* through Dodd and Surge Narrows, Uganda Pass, Okesole, Green Point and Wellborne Rapids, Blind Channel, Chatham Channel, Dent and Yculta Rapids. Water power took on a whole new meaning. We missed the slack before the outgoing tide at Malibu Rapids and had a short, thrilling exit from the fjord down the chute.

Victoria Harbour is very small. We're used to San Francisco Bay.

Oak Harbour, Cadboro Harbour, and that southeast corner of Vancouver is a rocky passage and has strong currents. GPS and radar are a big help here.

The passage around Swartz Bay to Canoe Cove is another toughie. Lots of rocks and fast water.

Todd Inlet on the backside of Buchart Gardens is popular, and the fireworks are great entertainment. No place for people who suffer from hay fever, though.

A flock of martins landed on the boat at Roberts Bay. We shooed them off only to find that they were after the swarm of flying ants that had stopped for brunch on their migration. We tried to wave them back. But they couldn't differentiate between our frantic "go away wave" and our "here, kitty, kitty wave". Language in a foreign country is always fraught with misinterpretation. In Italy, we might have had a better chance with gestures.

Part III will appear in the next issue.

.....

Young people can seldom understand that at seventy-six one is very much the same person one was at twenty-five, just as the Chairman finds no difficulty at all in identifying with the junior clerk he once was, while his colleagues cannot imagine him anything but Chairman.

- Nigel Nicolson, English writer

.....

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



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!

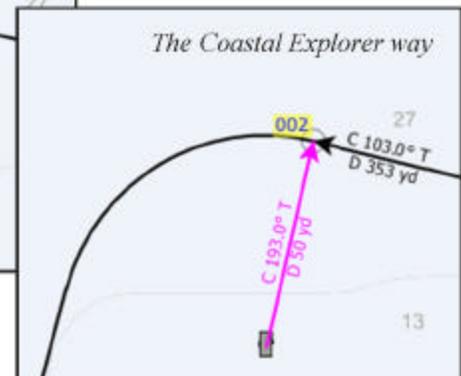
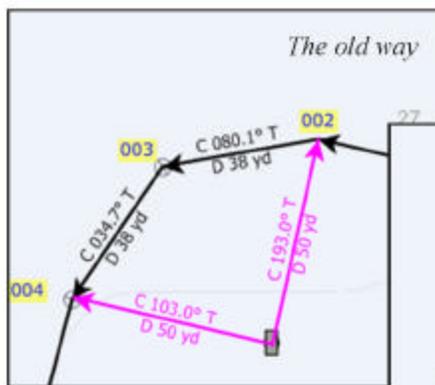
With the only navigation software that includes features designed specifically for Predicted Log Racers

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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