



# Cruiser Log

The Newsletter of the North American Cruiser Association

Volume 05, Issue 01

February, 2005

## Final Call for Alaska 1000?

*At the end of the Alaska 1000 held in 1999, Don Larson was asked to be wagon master of the next Alaska 1000. In 2001, 2003, and again in 2004, he tried, unsuccessfully, to muster enough interested skippers to conduct this race. Finally, this year, it was decided that, due to the lack of interested racers in the past, Don would try to run the race one final time. This year could well be the last. The articles that appear in this issue are an invitation to participate; they provide some history and a short description of Don's race in 1999. Cruiser Log is proud to promote this most beautiful and exciting opportunity for adventure.*

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This historic contest is conducted through some of the most breathtaking scenery in North America, the famous Northwest Inside Passage. The fleet will assemble on May 29, 2005, in Seattle, Washington, for the traditional skippers kick-off meeting. The first of sixteen contest legs will begin the following day. The racers should be in Juneau by June 29th, and the awards ceremony and banquet, hosted by the Juneau Yacht Club, will be held on July 1st.

The itinerary will include the major cities of Nanaimo, British Columbia, Prince Rupert, Ketchikan, Petersburg, Sitka, Wrangell, and Juneau, Alaska. On the way, the boats will be stopping in locations that cruise ships are not able to: Lagoon Cove, Sullivan Bay, Pruth Bay, Lowe Inlet, Taku, and Ford's Terror.

There are several advantages in joining a group of like-minded boaters on a cruise such as this. There are typically members of the fleet who are skilled in a variety of useful tasks, such as marine, medical, mechanical. Several banquets and parties will be arranged for you. There are many repeat skippers, whose experience adds to the safety and interest of the cruise.

The "work" – predicted log legs – will all be done first thing in the morning, over navigation legs of ten or twenty miles. This is a way to get everybody up and headed in the right direction. The winners of each of the predicted log contests will be honored with the award of rotation trophies that rival the grandest available in any sport.

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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!

### **Commodore**

William Findley 949-760-8747  
 E-mail: [jwstew4@peoplepc.com](mailto:jwstew4@peoplepc.com)

### **Vice Commodore**

Robert Ehlers 619-222-9446  
 E-Mail: [robertehlers6@netscape.net](mailto:robertehlers6@netscape.net)

### **Rear Commodore**

Lisa Curcio-Gaston 773-862-3274  
 E-Mail: [lcuregast@aol.com](mailto:lcuregast@aol.com)

### **Secretary/Treasurer**

Chuck Rubin 781-326-8575  
 E-Mail: [chuckhr@netscape.net](mailto:chuckhr@netscape.net)

### **Acting Executive Secretary**

Robert Ehlers 619-222-9446  
 E-Mail: [robertehlers6@netscape.net](mailto:robertehlers6@netscape.net)

### **Jr. Staff Commodore**

William Stewart 734-591-0492  
 E-mail: [jwstew4@peoplepc.com](mailto:jwstew4@peoplepc.com)

### **2005 Directors at Large**

Jeff Calabrese	SDCA
Bonnie Diefendorf	PLRANC
Greg Yalanis	NCA
Robert VanLandingham, Jr.	SPYC

### **Acting Chief Scorer**

Karen Jepsen 209-462-2986  
 E-mail: [jepsenit@pacbell.net](mailto:jepsenit@pacbell.net)

### **Cruiser Log Editor/Publisher**

Elaine Townsend 619-691-0449  
 E-mail: [thepresence98@yahoo.com](mailto:thepresence98@yahoo.com)

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.

### **New, New *Cruiser Log* Publication Deadlines**

<b>Submit by:</b>	<b>For publication in:</b>
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

The year has started with a lot of unresolved issues, but, thanks to the cooperation of a number of willing members, most of our problems have been or are in the process of being resolved. The untimely loss of Clem Hartley and the illness of Val Scott has put the bridge members to work, covering the loose ends.

Scoring has been completed, and the winners of the trophies have been determined. Now we are looking forward to the new year and the NAI in St. Petersburg, Florida, in October. I have been informed that all is well, and the plans are well under way for another successful contest.

Vice Commodore Ehlers reports that renewals are coming in rapidly, and we hope that continues. Be sure to include any changes in your listing information, so the new 2005 Yearbook will be correct. There is still time to include your business card ad, so don't hesitate - do it now.

**Bill Findley**  
Commodore

## From the Vice

I would like to thank everyone who has responded to my 2005 membership renewal letter. We have heard from about 75% of our 2004 membership.

I have also made many changes to the file. About 40% of you have a new mailing address, e-mail address, boat or !!?? If you have not responded to my questionnaire, please take a moment to fill out and mail the form enclosed in this newsletter. Your ten dollar membership dues cover the expenses for our newsletters and yearbook. Donations cover the rest of our expenses, such as trophies, mailing, and printing.

The membership renewal letter was mailed using a computer file to print labels. I hope that the file was both current and accurate, but please ask everyone who might be interested or involved to see if they are getting newsletters and correspondence.

Thanks,

**Bob Ehlers**  
Vice Commodore

## The 1928 Alaska 1000

Seventy-five years ago, on the morning of June 26, 1928, ten sturdy Puget Sound cruisers left the floats at Olympia Yacht Club and headed to a starting mark just west of the docks at the Port of Olympia. This was the start of the first capital to capital predicted log race. A grueling 1000 miles of salt water awaited the skippers as they plotted their way through narrows, across straits, and along the rugged shoreline of British Columbia to Alaska, with a spectacular welcome at Juneau.

Besides being the longest contest ever run by motor boats on the American continent, it was the first time on the Pacific Coast that such a great race would be conducted under the sanctions of the American Power Boat Association (APBA). This

all came about because of the visions of two Olympia, Washington, yachtsmen, Adolph Schmidt and John Pierce. It was five years from conception to execution of this great undertaking, and the event attracted attention from all over the United States. A.L. Bobrick, of Los Angeles, one of the foremost yacht racers and rules authorities in the nation and official of APBA and New York Yacht Club, was appointed head judge for the 1928 event.

The race started at 12:30 p.m. and finished four days, one hour, and four minutes after leaving Olympia. *Dolphin II*, a 31-foot cabin cruiser skippered by Captain Stickler, ran the entire race with only one six-hour layover. It was another twenty-

*(Continued on page 6)*

# **The Final Year of the Alaska 1000 Predicted Log Contest**

Sponsored by:  
International Power Boat Association

May 29 through June 30, 2005

## **Race Application Form**

Name: \_\_\_\_\_

Telephone #: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State / Province \_\_\_\_\_

Yacht Club: \_\_\_\_\_

Boat Name: \_\_\_\_\_ Length: \_\_\_\_\_

Cruising Range (nautical miles): \_\_\_\_\_ Contest Speed: \_\_\_\_\_

Remarks: \_\_\_\_\_

### **Applications Accepted Until March 15, 2005**

A minimum of six (6) boats will be required to run the race.

Skippers wishing to join the race group, **but not** be contestants, must fill out this application and submit it with a check for \$250.00 US

**Mail to:  
Don Larson  
3916 – 36<sup>th</sup> Street NW  
Gig Harbor, WA 98335**



# 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 the *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.

*Final Call for Alaska 1000?*  
(Continued from page 1)

**Interested?** Fill out the form on page 4. For more details, contact:

Don Larson: 253.851.7214 evenings  
360.876.6000 days  
E-mail: [captdonlarson@harbornet.com](mailto:captdonlarson@harbornet.com)  
Bob Johnson: 206.842.2200  
IPBA website: <http://www.ipbalogracing.org>

**Committed?** Fill out the form and include an entry fee check in the amount of \$250.00 US, payable to: "Alaska 1000 IPBA". Mail form to:

Don Larson  
3916 – 36<sup>th</sup> Street NW  
Gig Harbor, WA 98355

Please join IPBA (International Power Boat Association) on this historical event of 2005 and be a participant in the Alaska 1000 race. Cut-off date for registration is March 15, 2005.

Remember, you do not have to be a racer to tag along. If having a good time cruising to Alaska with other boats interests you, then you, too, are invited to cruise along.

Don Larson  
IPBA

**Future NAI Events**

- 2005 St. Petersburg (October)
- 2006 IPBA
- 2007 San Diego
- 2008 WLECA
- 2009 NECA/NCA
- 2010 PLRANC

*The 1928 Alaska 1000*  
(Continued from page 3)

four hours before all ten cruisers had crossed the finish line, and another several hours before all handicaps and logs had been examined.

At last, Chief Judge Bobrick was ready to announce the winners. In Division I, boats 40-65 feet, with an adjusted error of six minutes and twelve seconds, skipper Adolph Schmidt, aboard *Winifred*, was declared first. In Division II, the smaller boats, Captain John Pierce, in the 31-foot cruiser *Dell*, finished first, with a corrected error of one minute and forty-eight seconds. *Dell*, from Olympia, was declared over-all winner.

The overall winner was awarded a silver trophy, engraved, "The Capital to Capital Challenge Cup Trophy", donated by a jeweler from Olympia, and \$400.00 in gas. This event was proof that small cruisers could travel from Puget Sound to Alaska, via the inland passage, safely.

The race was pronounced a great success. It was truly amazing that ten boats not designed for racing had finished such a great race without incident. News of this feat spread quickly all across the nation. In the May 1928 issue of *Motor Boating*, the events leading up to the race are chronicled. Maurice P. Anderson, journalist, stated in this issue that the Alaska 1000 was "...one of the greatest, if not the greatest, long distance power boat race held in this country." Alaska Territory Governor George Parks stated that "...the successful completion of this race demonstrated to the yachtsmen of the United States and Canada that Puget Sound, British Columbia, and Alaska, through the Inside Passage, have an unequalled cruising course for yacht races and pleasure trips."

Did You Know?

There are only four words in the English language which end in "dous": tremendous, horrendous, stupendous, and hazardous

## Don Larson's Log of the 1999 Alaska 1000

It was now 1998, and the twenty-sixth biennial race was planned to run the following May. I had been racing for nearly twenty years and decided it was time to take a leave from work and commit to the challenge of this great event. Race co-chairpersons Ray Pond, TYC, and Robert Johnson, PYC, both having raced this course several times before, were planning the race to start in Nanaimo, British Columbia, on Tuesday, May 25, 1999. A rendezvous was scheduled for the day before.

The spring of 1999 had been a typical wet Puget Sound year, and I was way behind in preparing *Tewasi* for a three month cruise, much less a thousand mile race to Alaska. *Tewasi* is a 47-foot pilothouse trawler, built in 1979 in Los Angeles. This particular trawler was an International Offshore, built for a skipper who was going to live aboard her in Marina del Rey. Because she was a live-aboard, the owner supplied the power plant, a single Cat 3160. When my wife, Carolie, and I were in Los Angeles in 1993, we inspected *Tewasi*, at that time part of an estate sale. To say the least, she was in very rough shape. A major concern we had was the condition of the engine. The last year Cat built a 3160 was in 1969, and there were no records indicating if the engine, at the time of installation, was new, used, or abused. Everything else about *Tewasi* was what we had been looking for. We decided to take a chance on the engine and brought *Tewasi* up the coast to Gig Harbor in April of 1994. Now, in 1999, in order to take *Tewasi* on this trip, we needed to finish the upgrades we had started in 1994.

It was an early Saturday morning in May when I pushed the starter button on the dash; as usual, the Cat rumbled to life. On board was a stash of groceries, enough to feed a football team for a month, so it seemed. The fuel tanks were full, enough to take us to Ketchikan with at least 40% to spare. Excitement was high. I had been working sixteen hours a day for the past several weeks, getting my business organized for the long absence and trying to finish installing the new stainless arch. The original mast for the radar and running lights had to

come down. The dry rot had finally claimed it, and the only thing keeping the mast together was a 1/8" fiberglass skin.

As I backed out of the slip, I tried to remember what still needed to be installed. My twin brother, Ron, was planning to meet me in Friday Harbor late Saturday night. He had loaded his plane with the rest of the lights, antennas, and wiring to help me finish the arch installation on Sunday. It would be a 12-hour trip from Gig Harbor to Friday Harbor if we could catch the tides right, and we did. Early Sunday morning, we got started on the remaining work to be done. The plan was to finish in time to leave Friday Harbor and arrive in Nanaimo before dark. We didn't. It was after 10:00 p.m. when we entered Nanaimo Harbor, and, to our surprise, we were being welcomed with a huge fireworks display. It was Canada Day. We secured our lines at Nanaimo Yacht Club and turned out the lights.

It was late Monday morning before I got going. Boy, was I beat. At least the work on the mast was complete, and we had electronic eyes. Good thing there was a couple of hours before the skippers meeting; I had yet to draw the first day's race and figure the currents. When I first considered doing this race, I was afraid that the race planning would be overwhelming. I was under the impression that each day we were under way, we would be racing the entire time. Thankfully, that was not so. The race planners wanted this to be a pleasant experience and planned on racing only 15 to 20 miles

*(Continued on page 8)*

### EXPERIENCED PREDICTED LOGGERS

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*Log of 1999 Alaska 1000  
(Continued from page 7)*

each day that we were under way. Speed of the boats was not a factor, since the race rules stated that we would be racing at a fixed throttle. Therefore, we were all forced to adjust for the wind and tide on paper before starting each leg. This would make the competition more of a level playing field.

At the skippers meeting, we were reminded that there would not be an observer aboard each boat and that the skippers needed to maintain the highest level of integrity. Scoring a log race is nothing more than comparing the skipper's predicted time to run a given course to the actual time that it takes to run the course. Skippers are not allowed to have any timepiece or use instruments that measure distance. They must navigate at a fixed rpm, using only a compass, dividers, and paper charts. The race was to start early Tuesday morning at Hudson Rock, near the north entrance to Nanaimo Harbor. We all left the meeting and hit the sack.

On Monday morning at 5:00 a.m., a north wind was howling through the harbor. Even at the yacht club guest dock, the fenders were taking a beating. Ray Pond, with his trimaran sailboat waiting for a mast, left the dock first. His gas-powered vessel was the slowest in the fleet. Ray stuck his nose out the north end of the harbor and declared that this first race day would be a weather layover day. What a relief; I just gained another day to plan my race legs. Wednesday morning, 4:30 a.m., ooh-what-am-I-getting-myself-into? The water beside the marina was like a millpond. There was no stopping now--the race was on.

As I drank my first cup of coffee, the excitement hit me like a ton of bricks. Boy, what a day this was going to be! Whisky Gulf was closed. We would not have to worry about naval operations as we headed north across the Straits of Georgia. The currents were supposed to be flooding, helping us, but the previous day's wind changed everything. We were pushing current all the way. What can I say? With the fixed throttle, scores were lousy. Good thing the race rules allowed a couple of legs

to be thrown out. As it turned out, I could have used more than the two legs allowed. The first day's race ended at Francis Pt. Light, and then we continued to our first night's destination, Royal Vancouver Yacht Club (RVYC) outstation in Pender Harbor. Tom Trapp, longtime predicted log racer, made arrangements for use of the outstation from RVYC.

Over the next few days, we proceeded north, going through Gillard Pass, Yuculta Rapids, Johnstone Strait, and Chatham Channel until we reached Lagoon Cove. It was Friday night, and our race masters had arranged for a crab and shrimp feed at Lagoon Cove Marina. Owners Bill and Jean Barber had the table spread as we tied up for the night. Talk about fresh! Bill had just pulled the pots, and the crustaceans were already in the boiling water. An unexpected treat was the freshly baked bread that Jean had just taken out of the oven. Of all the marinas in Desolation Sound, Lagoon Cove has got to rank right at the top. Early Saturday morning, we were off again and ended the day at Sullivan Bay. I was amazed to see all of the floating docks empty; it was still early in the season. So far, the weather had been great, and we have had following seas. On Monday, we would be crossing Queen Charlotte Sound and then Fitz Hugh Sound, setting anchor in Pruth Bay.

Tuesday, June 1st, was going to be our first lay-day since leaving Nanaimo. A barbecue was planned at the famous Pruth Bay Beach. The trail to the ocean was marked by a large carved wooden native mask nailed to a tree above high water. In 1993, a large hotel and fishing resort was built there. The owners were gracious enough to give us permission to cross the resort to access the beach.

From Pruth Bay, we spent the next three days cruis-

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### **NEW COMPETITORS**

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*Log of 1999 Alaska 1000*  
(Continued from page 8)

ing and racing to Prince Rupert. Prince Rupert was the end of the first half of the Alaska 1000. Many competitors had crew changes, as Alaska Air flew in and out of the city. The eleven legs of this half of the race were scored, and a banquet was held to honor the winners. Normally, there were 16 to 22 skippers participating in the Alaska 1000, but this year, the fleet was made up with only six boats.

In 1986, I had the privilege of traveling in my 34-foot Puget trawler with good friends, Jerry and Marilyn Davies of Gig Harbor, to Alaska. This was not a race, but we had passed the same waters a month later. This year, the most striking difference was that all of the waterfalls were much larger. In 1986, snow still could be seen just a few feet above the high-water mark. Because we were earlier, we also had excellent crabbing and did not have to fight the long-liners fishing for cod and halibut. The days were long enough so that we did not have to worry about getting caught in the dark, and, best of all, there was always plenty of dock space.

It is now Monday, June 7th. We were reminded to set our clocks back one hour because we would be arriving in Ketchikan today. This day would be one of our longest runs. In order to arrive in time to clear customs, we had to leave the docks before dawn. I was the last to leave the dock, and I had not gotten the message to take the shortcut route out of the harbor. Just by luck, I spotted our friend's mast light just as it rounded a corner. We caught up with Doug Lighthouse in his 34-foot Puget trawler, *Windrush IV*, at the channel that we were to take. It was very narrow and shallow.

Many skippers consider crossing Dixon Entrance to be dangerous. I must be lucky. This was going to be my third crossing, and it has been like a millpond each time. (On my return trip in August, my luck ran out.) As I was passing the Ketchikan main dock on our way to our slip assignment, there was a large sign on one of the dock buildings that said they get twelve feet of rain per year.

The city of Ketchikan has such a great history. Our fleet had been invited for a potluck at Bob Johnson's friend's place, north of the city. On the way, we were treated to a tour of the First Nations Totem Pole Park. There must have been twenty to thirty poles, each one with an unbelievable history. It was nearly 10:00 p.m. by the time we were brought back to the city docks. The next day, we were to resume our journey through the inland waters of Alaska. The race course would take us to Thom's Place, then on to Petersburg via Zimovia Strait and Wrangell Narrows. From Petersburg, we would head West to Kake via Frederick Sound, on to Kalinin Bay, and then Sitka. The king salmon were in, and the two-day planned layover was a great welcome. While fishing off of the Sitka docks, we were surprised to see our fellow marina neighbors from Gig Harbor, the Nelsons. They were spending the summer in Sitka aboard their 53-foot Alaskan.

I was told that if I ever want to catch a really big king salmon in these waters, I must get a downrigger. Sitka has a huge assortment of this kind of equipment. I settled on a system, got it all rigged, and headed out of the harbor. I was told that I would find what I was looking for at about eighty feet. Down went the lead ball, slam-dunk went the plastic squid, and, at eighty feet, I locked the system. I put my fishing pole in its holder so that I could grab a cup of coffee. As soon as I stepped away, my line went zing, the pole doubled over, and I caught the butt end of the pole as it left the pole holder. I yelled at the first mate to put *Tewasi* in reverse, for I must have caught the bottom. Go-

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## Where Are They?

The last issue of *Cruiser Log* was returned for the following NACA members. If anyone knows their whereabouts, please let me know so I can correct the mailing labels.

John Brooke  
Dick Spence

Bob Good  
John Brazil

*Log of 1999 Alaska 1000  
(Continued from page 9)*

ing in reverse didn't seem to help; I was still losing line. After twenty-five minutes of panic, my first mate netted a forty-pound king. The best part of the day was when our friends, the Nelsons, returned later. It turned out that they had been fishing for over a week and had yet to get a strike.

On Thursday, June 17th, we were on our way again. From Sitka, we retraced our route, going through Olga and Neva Straits and Salisbury Sound to Appleton Cove. From Appleton Cove, we traveled to Tenakee Springs via Chatham Strait. Tenakee Springs is like many Southeast Alaska communities. The major mode of transportation is with ATV's. The block-long town centers contain a post office and sometimes a small grocery store. Most of the local folks are fishing families or loggers. The people are very friendly and are eager to have someone different to visit with. You really have to be a special breed of person to live this lifestyle, but - think of it - there is no crime. Most local schools are new (Alaska oil) and built to teach to a much larger group than usually attends. Tenakee Springs was blessed by having two local parent-teachers to instruct the twenty or so K-8 students. The 9<sup>th</sup>-12<sup>th</sup> graders usually go to a larger city to finish high school.

It is now June 20th, our last leg of the race. The plan is to leave Funter Bay early enough to be in Gastineau Channel by late morning and be abeam of Juneau Island Light at exactly 12:00. In keeping with tradition, we were asked to wear our yachting blues and adorn our masts with flags. We would pass in review in front of downtown Juneau. But this year, an unexpected problem had disrupted our

### **NACA BLAZER BULLIONS**

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

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plans. There were no fewer than three cruise ships tied up at the city docks. There were plenty of people on the docks, but they could not see our fleet. The tide was in, and the ships blocked the entire view of our boats.

Monday was the awards banquet at Juneau Yacht Club. The trophies to be given out are spectacular; they are priceless. Each time the Alaska 1000 is run, a new name goes on the base plate. These trophies have been around for decades. The thrill of receiving one of these awards is something you can never forget. That's right, folks, yours truly did not win first place, second place, or even third place, but I did win the Iceberg Trophy. The recipient wins this award for the biggest blunder during the four-week race. This trophy was awarded to me because, while I was leaving the fuel dock in Ketchikan after I was told by my first mate Carolie, that all was clear, I threw *Tewasi* into forward gear, just as my first mate was stepping onto the swim step. She did not make it. Even over the noise of the engine, I heard her cry, slammed *Tewasi* into

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## **Uncle Bill Update**

I chatted with Aunt Becki last night, and she told me that Bill is going in for another two rounds of chemotherapy. These sessions are what I am calling "maintenance". They've fought the cancer with chemotherapy and removed the tumor; now they've got to give it a bit more chemo to kill those little bitty cancer pests that like to hide. Same story as last time. He's in for five days with 24-hour drip, then home for seventeen, and back in for another five.

You can call and visit him at Harrison Hospital. He should be checking in and getting settled by about now. This is the sucky part of chemo and cancer. You think you might be all finished because you're in remission and nothing's there, but you've got to do the maintenance to ensure that it won't come back.

Ora Menees

## Spring and Tropic Tides During Autumn and Winter

Toward the end of November and beginning of December, most United States coastal tidewater areas (with some special exceptions) will experience the greatest tidal changes of the year. An understanding of the terms Spring, Tropic, and other special names of various types of tidal conditions, combined with the relative positions of the earth, sun, and moon, will make it easy ( ? ) to understand why these events occur.

Just as the earth tracks an ellipsoidal path around the sun, our moon also tracks a similar ellipsoidal path around the earth. The sun has some influence on our tides, but the primary force acting on the earth to produce variations in tides is the moon. Due to the ellipsoidal path of the moon around the earth, at times the moon is at perigee (meaning nearest the earth) and at other times at apogee (farthest from the earth). Because the moon does not have a fixed track around the earth, it wobbles north and south of the equator, as well as closer and further from the earth. This is known as the declination of the moon. The way these conditions come together explains why we have different ranges of tides that coincide with phases of the moon and the seasons of the year.

The combined sun-moon effect is obtained by adding the moon's tractive forces vectorially to the sun's tractive forces. The resultant tidal bulge will be mainly due to the moon, with modifying effects from the sun.

Special cases occur during the times of new and full moon. With the earth, moon, and sun lying approximately on the same line, the tractive forces of the sun are acting in the same direction as the moon's tractive forces (modified by the moon's declination). The resultant tides are called spring tides, whose ranges are greater than normal. Between the spring tides, the moon is at first quarter and third quarters. At those times, the tractive forces of the sun are acting at approximately right angles to the moon's tractive forces. The results are tides called neap tides, whose ranges are less than average.

When the moon is at the point in its orbit nearest the earth (at perigee), we have tides known as perigean tides occurring. When the moon is farthest from the earth (at apogee), we have smaller apogean tides occurring. When the moon and sun are in line and pulling together, as at new or full moon, spring tides occur (the term has nothing to do with the season of the year); when the moon and sun oppose each other, as at the quadratures, the smaller neap tides occur. When certain of these phenomena coincide, perigean spring tides and apogean neap tides occur.

There are also variations in the semidiurnal (meaning twice a day) portion of the tide. These variations occur as the moon and sun change declination. When the moon is at its maximum semi-

*(Continued on page 12)*

## And the Winners Are...

The following is a preliminary listing of the 2004 awards, based on the December 2004 issue of *Cruiser Log*. One winner cannot receive more than one of the five major trophies.

NACA Trophy  
Queen Mary Trophy  
St. Petersburg Trophy  
Stone Trophy  
Codrington Trophy

Tom Collins  
Bill Doherty  
Chuck Rubin  
Jerry Goldman  
Robert VanLandingham, Jr.

SCCA  
SDCA  
NECA  
PLRANC  
SPYC



# Cruiser Log

The Newsletter of North American Cruiser Association

Elaine Townsend, Editor/Publisher  
642 Marina Parkway #79  
Chula Vista, CA 91910  
Phone: (619) 691-0449



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## *Log of the 1999 Alaska 1000* (Continued from page 10)

neutral, and ran for the save. Carolie had barely hit the water when she had propelled herself onto the fuel dock. She was out of the water so fast, the clothes inside of her foul weather gear were still dry. For this, I was given a 20-pound chunk of glacial ice to hold while the master of ceremonies spent the next twenty minutes recapping the race and my outstanding maneuver. The Iceberg Trophy adorns the display case at Gig Harbor Yacht Club.

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## *Spring and Tropic Tides During Autumn and Winter* (Continued from page 11)

monthly declination (either north or south), tropic tides occur, in which the diurnal effect is at a maxi-

mum; when the moon crosses the equator, the diurnal effect is a minimum, and equatorial tides occur. (Note: Not all United States coastal tidewater areas have semidiurnal tides.)

Another term to note is a lunar day. This is also called the tidal day and averages about 24 hours and 50 minutes and is why the moon rises about 50 minutes later each day and why the tide occurs about 50 minutes later each day. This is not exact and varies at different spots on the earth.

So, if we have a perigean spring tide combined with a tropic tide, we might have more of a tidal range than with an apogean neap tide combined with an equatorial tide, even though it is autumn or early winter in the United States.

**John Willister**  
**Southern California Cruiser Association**