

THE BEACON

MAY 2005

A PUBLICATION OF THE SOUTH COAST CORINTHIAN YACHT CLUB



COMMODORE'S REPORT

by Carl Radusch

For all you sailors with laptops, we now have "WiFi" which will allow you to bring your computers to the club and get online without going into the clubhouse storeroom! Bruce Fleck and our housechair Rick got it put together last week.

The mast on Sparta is up and the boat is getting ready for some serious sailing. Becky spent all day just cleaning the deck from five years of grit and grime. There was almost a new boat under all that mess. It just sparkles now.

Just for your information, and because our slip is next to "Haul out # 1" at Windward, we have made some interesting friends. Roy Disney sand his crew offered to take out my crew last week-end on Pyewacket and John and Paul were there to accept. I declined their offer and instead had to repair the bilge pump. They had a great ride and learned a lot about the boat, which Paul said was just an overgrown Sparta IV. Well, maybe..!

I learned yesterday from the Captain of Pyewacket that the reason the boat is again out and the bulb is off, is that Roy is having a new keel made for his last race on the Transpac. Wouldn't it be nice. "Well honey, lets put on a new keel for the next race." "OK, dear, whatever you say..."

Anyway, the rumors are true, it will be Roy Disney's final race. Pyewacket will go up for sale or be donated. Any takers?!

In case you have not noticed, the club has been very

neat and clean. All of this due to Becky, who spends a lot of time waiting for me to return from school. several days a week. I think it even passes Sandy Clark's sharp eye for mess and clutter. I would like to remind those that use the club that it is the responsibility of everyone to keep this clean after using the facilities. Please, smokers, empty your ashtrays.

I encourage all to welcome our new members, Shannon Zollars, Ronald Ikejiri and Ron and Pat Kenney, who haven't been around the club much as of yet. We did not get the reputation of being the friendliest yacht club in the marina for no reason. Let's welcome anyone who comes in the door and make them feel like they have been here many times before. Getting members is one thing. Keeping them is our responsibility.

SCCYC MOTHER'S DAY BRUNCH



SUNDAY, MAY 8, 2005 10 am

Wondering where to take Mom for Mother's Day? SCCYC, of course!

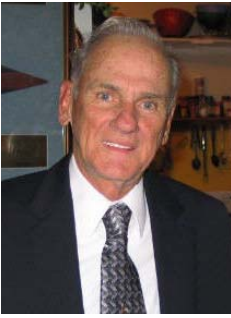
Please join us for a festive brunch to celebrate all Mothers and Members and Guests

**French Toast * Gourmet Sausage
Fresh Fruit * Coffee * Juice**

\$5 Donation

**RSVP required by May 6 to Chef Dana Hutton
at MdRSailorGirl@yahoo.com**





RACE CHAIR'S REPORT

by Jim Doherty

The annual trek south to Ensenada took place the last weekend in April in the Tommy Bahama Newport-Ensenada Race. SCCYC was represented by Stu Coleman on *Reliance*. The winds weren't very strong and it took a bit longer for everyone to finish this year. The results weren't final at Beacon press time, but the preliminary results show Stu finishing in 30:42:53 hours (corrected to 38:20:39). It appears that *Reliance* finished just outside of the trophy positions. However, since Stu was the first SCCYC boat to finish, his name will be added to the brass plate on the Clubhouse wall for 2005.



A pretty sunset in hour 5 of the NOSA race but no wind

Congratulations to new member Brian Mason for winning the LMVYC Invitational in his Thistle with crew member Pamela Hiete. The April 2nd race featured 3 races with 5 Thistles competing.

Now back to the local front. Our next Club event is the Corinthian Cup on Memorial Day Weekend. We'll race/cruise to King Harbor for dinner at the Redondo Beach Yacht Club on Saturday, and race/cruise back to Marina del Rey for a BBQ at SCCYC on Sunday. That still leaves Monday to relax and enjoy before heading back to the grind (except for those on vacation!). Notice that I said "race/cruise." This is a fun race designed for both the experienced and inexperienced racer. We encourage all Club members to come out and try their hand at racing. But, if you're still not up for the race itself, then cruise down (by sea or land) and enjoy the camaraderie and festivities. The Race Invitation is in coordination with RBYC, and will be on the web site soon.

May is a busy month for sailing. The Wednesday night Sunset series has started. It's always fun watching all those boats sailing down the main channel towards the finish line. Other races during the month include SMWYC Duke



LIDO FLEET REPORT

by Bruce Fleck

Harry Wood Memorial Regatta

Three Lido 14 teams from SCCYC headed down to beautiful Balboa Yacht Club on Sunday the 24th. Tom and Karmen Estlow raced their Fearless Fosdick. Tracey Kenney and Gary Speck raced Tracey's Shenanigans, and Gary loaned his Allez to Mike Cheda and me. A special thanks to Gary for providing a rock star atmosphere for Mike and me. When we got to BYC the boat was set up and ready to sail. All we had to do was rig the sails and go.



Tracey "drysailing" the Lido

The weather driving down looked ominous but proved to be benign. Beautiful 70 degrees, 10+ knots of wind and lots of sunshine. The venue was the "turning basin" in the middle of Newport harbor, sort of in front of Newport Harbor Yacht club. Racing between the moored boats with huge powerboats threading their way through the fleet kept it very interesting.

There were 11 boats, three boats in the A fleet and 8 in the B fleet. Any boat with a skipper over 50 was also eligible for the "Grand Master" trophy. One of the boats "Lift" had a combined crew age of 160 years!!



"Bandits" on board

The racing was pretty close within the B fleet, so close that Mike and I managed to foul Tracey and Gary twice and they returned the favor once. Another high light was Tracey's refusal to stay behind the starting line before the start. I think she was called over early in three of the five races. One race she actually managed to be called over early twice by restarting without actually clearing herself.

Anyhow it was a lot of fun and tons of action.

Jones One Design Regatta; SBYRC/MVYC Robert Baker Series with the WSA WOW clinic; and Berger/Stein/Mac Jones series races. Check the ASMBYC calendar for the complete list of events.

Hope to see you on the water, racing or cruising.

Member's Adventures

Spring Break Cruise

by Peter Beale, April 2005

The boat, a 30ft vintage, long keel Catalina was sailing well, tacking back and forth with no effort which, as there was no one on the helm and no sail up would have looked strange on a silent video. However holding onto the lifelines with a forty knot wind blasting at the eardrums we were more concerned about the anchor rodes as they were stretched to piano tightness at the apex of each tack.

We, my son Sean and his guitar playing friend Brian and I, had planned a Spring Break cruise from Marina Del Rey (Los Angeles) to Santa Cruz Island and Santa Barbara harbor. It seems to get harder to schedule a time when Sean is free from college, band rehearsals and performances, teaching sailing and girl friends.

Santa Cruz is some 60 miles NW of our Marina and 25 south of Santa Barbara. Alas the normal predictable California West to South-West wind had been replaced by a stubborn North West, forecast at 10 to 15 knots on the early April Monday morning when we set out. We motor sailed against a grey sky into the cold wind and, having past Pt. Dune, decided to fall-off and go up to Channel Island harbor rather than butt into the wind and short chop.

About a mile before Channel Island harbor is Port Hueneme. It has an ominous entrance and is the only Harbor we have ever seen with very large "Warning" and "Do Not Enter" signs which are painted in bright very large red letters on a building festooned with radar and with a door high up on the superstructure which looks as though it hides a gun or missile. Over the Harbor wall one can see the superstructure of interesting looking vessels, but not much more.

Channel Island Harbor is easy to get in except in an on-shore gale. However it was only a few weeks before that the sail training brigantine, the Irving Johnson, went aground in the main channel so we called up the Harbor Master on VHF channel 12 to check on the depth and book a berth. The harbor office is on the starboard hand just past the Coast Guard berths and has a pontoon for temporary docking while one fills in the forms, provides the ships papers, up to date registration, pays mooring fees (\$15) and leaves the deposit for the marina gate key and showers.

The harbor has a nice balance between fishing and pleasure boats. We had a great berth close to the restaurant, shops and showers and next to a 50ft wooden ketch whose new owner was just coming to realization that his do-it-yourself refit was going to take years rather than months!

A quick trip to the supermarket for fresh bread and the

items we had forgotten to buy and then a great on-board dinner. Sean and Brian got out their guitars and played while I did the cooking. It is amazing what one can cook on a three ring stove in a small galley.

Tuesday morning the forecast was still NW but up 10 to 20 knots. We first took a tour of the harbor to look at the boats and then returned the key to the harbor master. It was at this point we noticed that Sean had developed the knack (which he perfected through out the trip), of being on the wheel for entering and leaving the harbor and docking and undocking and when the wind was at its best. I can think of nothing better for a sailing father than to watch with pride ones son maneuver boats on and off tight docks and sail in storm conditions with absolute confidence and skill.



Heeling in S.B. Channel

We left the harbor close-hauled with a 12 knot NW wind that took us to Anacapa Island about 12 miles to the SW. We went close in to Anacapa to look at the buildings on the hill by the light house and then beat to windward along the coast and across the Anacapa Passage in 15 knot wind up to Santa Cruz Island. We planned to anchor in Smugglers Cove just to the South of the at the East end of the Island. It is normally safe North though WNW and avoids the worst of the swells that build up in Santa Barbara Channel. It is not safe NE though WSW and especially in Santa Anna winds.

We dropped the hook in about 30ft at the East end of the bay under the cliff but as soon as we did the wind turned west leaving us exposed to a lee shore of rocks. We up-anchored and went to the West end of the Cove and laid out two anchors but the wind started moving back to the North West. At this point the weather radio announced a NW storm warning for the waters off San Miguel Island (40 miles West) and NW 20 to 25 knots in Santa Barbara Channel. Typically this brings big swell into the channel which can bend around the end of Santa Cruz Island. We moved again, back to the East end of the Cove, far enough from the beach to avoid any surge and tucked as close as we could under the cliff to avoid any swell that can come around the headland.

We laid two anchors at 45° in 35 feet of water each with 30ft of chain and 220ft of nylon rode. Dinner consisting of soup, Italian pasta, cheesecake, was prepared while Sean and Brian played guitars. The moon was fairly new but even so we could see the white horses out to sea and the wind was steady at

25knots but the boat was lying comfortably but rocking a bit.

By the time we were ready to turn in the wind was gusting 30 knots so we laid out jack lines, safety harnesses, had prepared to buoy and cut the anchor lines, prepared the reef in the mainsail, marked out safe exit routes and set anchor watches, rotating 1 hour each. By 1:00am the wind was a steady 35 knots and gusting 40. The noise was incredible, (yet somehow Sean and Brian slept and had to be woken up for their watches), the boat was sailing from the wind on the mast, and tacking when the anchor rode became so tight I thought it must break but then it would snub the bow around and the boat continued on the other tack until the second rode did the same thing.

The sea was just white as far as one could see. The good thing was that we had direct sea room behind us and if we had lost the anchor we had plenty of sea room to hove-to. The other good thing was we were on a Blue Water Sailing yacht which I knew to be well maintained with new rigging and with the long keel which would make lying hove-to very comfortable. I never understand why cruising people sacrifice sea worthiness of a long keel for a few extra windward degrees of a fin keel. (Very few cruisers sail directly to windward).

The wind slowly abated and by dawn it was down to 20 knots. After the normal good breakfast we up anchored, hoisted the mainsail with one reef, had 4 rolls in the jib, jack lines and safety harnesses. As we cleared the Cove a 25 knot gust hit us and we quickly had the second reef in the main and a very small "storm" jib. The swell hit us as we came out from San Pedro point into Santa Barbara Channel. It had built up all night and was short steep 9ft swells with white caps breaking off the top. Sean was in his element steering a close reach roller coaster course as we made 5~? knots straight towards Santa Barbara 25 miles north. We shared the helm for the next 3 hours as the wind slowly dropped and went towards the West. By the time we arrived in Santa Barbara we had unreefed, motor sailed and then had a nice 12 knot wind to sail into the harbor. Brian, who had never sailed before, seemed to love the storm and, fortunately, was immune to seasickness which is a great asset in a visiting crew.

Santa Barbara is (as everyone in California knows) a great town. The harbor has a friendly harbor master, great showers, good restaurants, there is a small supermarket within walking distance and there is a bus to take on into town 5 minutes away. While the boys went exploring the town I walked up to the station to meet my friend Randy who had taken the train from Los Angeles to sail back with us.

After a good meal in the harbor fish restaurant, more guitar music and cards (Gin Rummy) we had a good night sleep with 20 knot winds whistling through the rigging and rattling the

unsecured halyards on near by boats. We started the next day with a forecast promise of 20 to 25 NW winds with a trip to Ventura harbor 20 miles to the South East, a run or broad reach all the way.

No such luck. We motored the first 17 miles and only then did we get some wind. The entrance to Ventura harbor can be confusing so it is important to locate the red "V2" buoy and then set a compass course to the entrance. (Check your land bearings to make sure the buoy is on station). I should mention that we still navigate on paper, and only carry a basic GPS in case we run into a serious fog.

Ventura harbor has two parts. The West is a housing estate with three or four channels and houses with gardens and pontoons and boats moored in front of each house. To the East is the main harbor with is a mixture of strong commercial activity, oil rig and National Park (Island) servicing and big fishing boats and leisure, sailing and motor boats. They have an unusually heavy concentration of very good cruising sail boats from old to new vintage and I spent two very good hours looking at them

We docked at the Ventura West Marina which aspires to be, and probable is, the friendliest Marina in California. It has even better showers than Santa Barbara, a visitor's lounge with TV and video and a big library of videos to choose from. We chose to walk around to the Harbor Village and came across the *Irving Johnson* sail training brigantine in the ship yard. She has beautiful lines. The details such as the rudder pintles and gudgeons are very impressive. The press reports had said she had no damage from her grounding. Alas the reality is that the stem outer plank had been ripped off leaving very large 2 inch thick bronze bolts twisted and bent. A number of hull planks were being replaced and one could see how thick the planks are. The bow hawsers were badly damaged and some of the machinery was being taken off.

The masts had been taken out and we found them on the dock. Standing close to them one really appreciates the size and weight of them and the intricacy of the rigging. One can only be glad that the ship was saved.

The next day was to be our last. Again forecast NW 15 to 20 knots but we ended up motoring all 50 miles to Marina Del Rey.

However the sail from Channel Island harbor to Santa Cruz, the night at Santa Cruz and the sail to Santa Barbara were fantastic and more than made up for the rest of the motor sailing. Anyway we live in California so can sail 12 months of the year and will have our beloved afternoon W to SW 15 knot winds for a lot of the time.

Peter Beale April 23rd 2005



Whitewater finds its way aboard

Member's Adventures



The usual 450+ boats out for the overcast start

Racing to Ensenada

by Stu Coleman

6:30 am, Friday April 22nd found the crew of *Reliance* waking up in the new luxurious slips of Shoreline Yacht Club in Long Beach thanks to the hospitality of Commodore, Gary Schneider and Port Captain, Terry Asher. An hour later and we were nosing the mighty Beneteau out of Shoreline marina to points South. After letting *Pyewacket* pass us on the way to the start, we checked in and began the interminable process of waiting for our 1:40 start.

We made a clean start in 8-10 knots of wind, and after breaking free of our class, raised the asymmetrical spinnaker, picking up a knot of boatspeed and began passing the boats in the class ahead of us. Things were looking great until, WHACK, the foreguy shackle opened and the sail started flailing about. I started to douse the spin and put it back in the sock when the sock lines got out of my hands, bounced up into the rigging and wrapped themselves around the spreader. We wrapped up what we could of the spin, tied it off to the mast and set the headsail. After duct-taping the boathook to the whisker pole, were able to use the topping lift to support the weight of the pole while tried to nudge the socklines off the spreaders twenty feet up. After providing much entertainment to boats on our port side, we were finally able to coax the sock lines back down to the rail, reattach the tack and set the chute again, only to sail into a windless hole off the coast of Orange County. We counted 100 boats in binocular range, all pointed in a different direction. Drifting into other boats or kelp was the greatest danger.

Moonrise brought a light, gentle breeze that carried us South, although 30° west of the rhumb line. After waking to take the midnight to 3 watch and finding we were nowhere near San Diego, I decided to start the engine and put us back on the rhumb line. 3000rpm and off we went, passing PHRF boats struggling to keep their spinnakers full. 01:52 and the unmistakable sound and shape of a whale made its presence known 50 feet to

port. First mate, Shari Landon, and I looked at each in disbelief until he surfaced again and then disappeared into the deep.

Six a.m. and back on deck saw the Coronados looming in the distance, Mexico at last. We killed the engine, set the chute, and Shari and I headed for the inside lane. The miles ticked by until we were in sight of the Todos Santos lighthouse when the sun came out and the wind again gave up the ghost. We dropped the chute, set the whisker pole to catch the 1.2 knot breeze, changed into shorts and had a beer. We decided to have our filet and tater dinner early and just as we prepared to eat, the wind picked up, so we set our chute and then wolfed down our excellent dinner prepared by maintrimmer extraordinaire, Micah Forbes. We caught up to a small Hunter with a friendly crew and after chatting a bit in the light breeze, headed up, crossed them and took off like a demon toward the lighthouse. After a few miles we gybed, headed back and crossed them again, a gain of 200 yards in 20 minutes. So we doused the chute and followed the rest of the inside boats to the strobe-lit finish boats off the breakwater. 8:23 pm and time to find the anchorage. We dropped the hook, drank a bottle of champagne and then Micah, Shari and I headed ashore leaving my dad, Walt, to stand anchor watch. After turning in our paperwork and grabbing a beer, we checked the race board, only to find that not much of our class had finished yet. Had I run the engine too much in an effort to finish before dark? Oh well, it was back to the boat to find the engine running with my dad fending off boats that were dragging anchor. Up came the chain, and we were off, after only an hour in Ensenada.



Holding up the radio to listen for weather off the Coronados. (No one was overboard, we were in "O" class)

It was clear motoring up to San Diego, very unlike last year's fog shrouded trip with only 50 yards of visibility. After clearing customs and refueling, we left Shelter Island at 11am, bound non-stop for MDR. The wind clocked around to the NW at 15-20 knots on the nose and by 6pm we were only making 3-4 knots over the ground. Watches were spent keeping an eye on traffic, ducking spray and checking on "Otto," the incredible 6001 autopilot. The watches dragged on, but per-

haps it was because I had a schedule and wanted to get back in time to relax by the pool. If it had been a long passage I was making, there wouldn't have been that sense of urgency, just sailing. The winds and seas calmed down after midnight and we glided into Marina Del Rey at 10am Monday morning, having covered nearly 400 miles after leaving the previous Thursday. As the results have shown, we didn't finish too high because of the engine penalty and wrestling match with the spinnaker. This year, enthusiasm didn't win over experience. Maybe next year it will be experience over enthusiasm.

Club Dinners & Brunches

First Friday Dinner	2nd Sunday Brunch	Friday or Saturday Membership Dinner
01/07 Carl Radosch	01/09	01/22 Rick Horner
02/04	02/13 Dana Hutton	02/19 Bob Kellock
03/04 Paul Muggleston	03/13 Lido Fleet Brunch	03/25 Kalina Noelle
04/01	04/10	04/23 Sandra Bartiromo
05/05 Jim Doherty	05/08 Dana Hutton	05/21
06/03	06/10	06/18
07/01 Tracey Kenney	07/08	07/23
08/05	08/12	08/20
09/02	09/09	09/24
10/07	10/08	10/22
11/04	11/11	11/19
12/02	12/09	12/17

Our new Commodore has asked for a place in The Beacon for all potential cooks to sign up for our Monthly dinners (1st Friday/Saturday or General Membership).

Please contact either Carl or Sandy to sign up for your choice of prime dinner dates.

Note: The scheduled dates are subject to change at each Board Meeting.

MEMBERSHIP CHAIR'S REPORT

by Paul Muggleston

(This article was held over from the April issue - ed.)

Well here he is Again!

Yes 12 months later that is Tom Estlow as usual doing something needed and supportive to the club. The stairs seem to have been a challenge for us each year but thanks to Tom they looked fine on opening day.



Best Foot Forward

With almost 15 years under my belt in SCCYC it is great to see that some members have no criteria but the success and improvement of the club, and no question, Tom really does have the right attitude in my book.

Onward and seaward with the Lido Fleet, the Colombia 22 fleet, and new boats coming out of the woodwork, it is great to see the club being used for

what it was designed for, the advancement and enjoyment of sailing and boating in general.

No new members this month but the door is open

Have a great month.

(And now this month's report - ed.)

Well another month behind us already and three new members and another waiting in the wings.

This month we welcome:

Shannon Zollars, Ronald Ikejiri with a Lido 14 and Tracy Kenney's Mum and

Dad, Ron and Pat Kenney with their Bertram 306 Express. A big welcome and hands extended from everyone. In the wings awaiting an interview is Spencer our friend from West Marine who owns a Thoroughbred 24.

We had one resignation and that was Ron Tsvenstrup.

Here's to a great Summer and lots of new members.



O.D. SCHEDULE

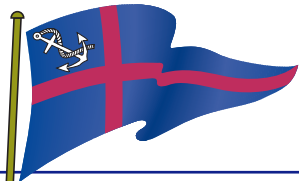
Friday 1800 - 2200 Hrs (Year Round Hours)	Saturday 1200-1700 Hrs (Summer Hours)	Sunday 1200-1700 Hrs (Summer Hours)
05/06 Jotham Schwartz	05/07 Gene O'Connell	05/08 Clark Garrett
05/13 John Thomas	05/14 Bud Zucker	05/15 Gary Magnuson
05/20 Steve Weinman	05/21 Kalina Noelle	05/22 Angel Lopez
05/27 Tracey Kenney	05/28 Ward White	05/29 Ron Johnston
06/03 Brian Mason	06/04 Michael Sikov	06/05 Jerry Magnussen
06/10 Steve Mullen	06/11 Mark Tilford	06/12 Robert Speiler
06/17 Lara Jacques	06/18 Bob Kellock	06/19 Gil Gfelner
06/24 Christine Speck	06/25 Gimmy Tranquillo	06/26 Bruce Fleck
07/01 Mike Priest	07/02 Bernard Auroux	07/03 Tom Estlow
1st Friday @ the Club	General Membership Meeting	Sunday Brunch @ the Club

If you cannot fulfill your duty on your assigned date, please get a replacement and notify Jerry Magnussen (jerry@magnussen.us) of your replacement. It is your responsibility to fulfill your duty or find a replacement; otherwise you may be assessed a donation of up to \$25.

Reminder: Please fill out the OD logbook, as it may be the only record that you fulfilled your duty.

NOTE: The sponsoring member introduces the new Member to O.D duty on the first tour.

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MAILING ADDRESS

May	
01	Board Meeting
06	Friday Night dinner
08	Mothers Day Brunch
27	Membership Mtg/Dinner
28-29	Corinthian Cup

June	
05	Board Meeting
03	Friday Night Dinner
12	Sunday Brunch
18	Membership Mtg/Dinner

