



THE BEACON

MAY 2007

A PUBLICATION OF THE SOUTH COAST CORINTHIAN YACHT CLUB

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SCCYC's Kelly Cantley in Transitio Wining the B Fleet in the Lido Invitational

(Excessive speed downwind caused the blurry photo)



COMMODORE'S REPORT

by Jerry Magnussen

Newport to Ensenada 2007

Boat: Camelot
Skipper: Jim Doherty
Crew: Dana Hutton, Joe Doherty, Geoffrey Downer, Dylan Porter and myself, Jerry Magnussen

Predicted light winds, fog at night

Party Central at Newport Beach, Thursday night (buy drinks for the competition)

.....twelve knots, no 12.5 knots showing on the digital display. The life line is cutting into my lower rib cage. Wave! This is amazing, I just saw 13.5 on the mast display. The stranger on the rail at the stern was facing backwards and hadn't moved for a while. We picked the guy up on the dock at the last minute. I think we could finish in fifteen hours if this holds – wave! Splash. Oh that is cold. The trickle of salt water chilled by the wind, eehh.

The wind was at about 90 degrees and increasing in speed. It seems like every ten minutes the knot meter advances another knot. It is now reading 16.5 constant, with an occasional 17! Wet and intense. The boat needs all the weight it can get on the high side. One down at a time only as required. How could this possibly hold. It is fantastic and at the same time it is grueling. The stranger on the stern is now wearing a thin purple poncho streaming in the wind. He looks yellow and is huddled in a ball. Everyone is getting wet.

We are within striking distance of the Coronados. I am now assuming that this will blow all night long. Records are going down. No point in going into sleep rotation, as we will be there before it gets too late. We are slowing. The display is reading slightly under 13 knots. It feels like we stopped. It was just a while ago that I thought 13 was fast and now it feels like we are hardly moving.

“Jerry, you are up” – “JERRY”

“Say what?”

“It is 4 AM, it's your shift.”

“Ahh, Okay, be right there, Geoff.”

Wait a minute, we aren't moving. I don't hear any water rushing by the hull. I must have been dreaming.

I am getting my pants on as I stop to check my GPS. I note the short line representing the distance that we went

since I went down to sleep 3 hours before. Hey Jim, it looks like a little less than 7 miles including the twists and turns. The ETA at the pre-selected point one mile off the Coronados was more than twelve hours ahead. And Ensenada is another...

Well, as you have probably heard by now, that was the story for the Newport Beach to Ensenada International Yacht Race for 2007. Approximately 450 boats started out with hopes of good winds and victories with only a little over half finishing the race. It might have even been the slowest year on record. In addition to being slow, instead of being the typical downwind race, the wind was on the nose most of the way. The distance of the race can increase by about 40 percent as you tack back and forth into the wind towards your destination. Instead of 125 miles, you may sail 180 miles.

Okay, so it wasn't one of those exciting years. Just doing the race is enough for me. Of course, I like a good wind. But just completing the thing you started out to do, no matter what, has its rewards.

Our crew of 6 worked together and made it happen. Camelot place fifth in class, not bad. I had the pleasure of knowing my five crew mates by sharing good food, joking about our situation and of course working on a continuously changing strategy.

Jim Doherty, our skipper was diligent, fair and very easy going. Thanks Jim for making the race with Camelot. Dana did a great job with the food. Dylan and I knew that if things went south, it is always good to know where the food is stashed. Geoffrey and Joe rounded out our great crew.

Will I do the race next year? Of course I will. Wouldn't miss those fish tacos at that little taco stand or the margaritas in the courtyard where the results are posted. It is a ritual of sorts for me. You never know when you are going to experience a rocket ride to Ensenada.

Oh, and by the way, my dream – that actually happened four years ago. As I recall, it took a little over fifteen hours! You never know... See you at the club. — Jerry



Camelot Avoiding the Kelp off Newport

15 Lido 14's Race to Windward and Back in the Third Annual Fleet 2 Invitational Regatta

By Dave Carroll

Fleet 2, as one might expect, is the second oldest fleet in the Lido Class Association. Once located in Marina del Rey, as the South Bay Fleet, then moving to Westlake, becoming inactive and recently renewing itself in the South Coast Corinthian Yacht Club, Fleet 2 is becoming a shaker and mover in the Association—the 4th largest fleet and growing. Their annual Invitational Regatta is a one-day event held in the channel at Marina del Rey. Usually the winds are moderate and blow almost right down the channel, bounded on the 2 sides by a rock jetty and small no-sail-zone for powerboats.



The Fleet Crowds the Line

HOSTING is spelled with all caps as Fleet 2 turned out with help at the hoist, free granola bars and water before the races and snacks and hamburgers to grill while the scores were being tallied. All of this for a paltry \$15 entry fee.

This weekend the breezes were a bit more than moderate and a storm in the north advanced to cause a southerly shift in the sea breeze for the after-break racing. Numerous Student Lasers from the UCLA Sailing Center and a few Lidos littered the course with centerboards up and rescue boats were busy from the first race on.

Five regular races with “A” and “B” classes were held and the finishing event was a “fun race” in which all started at once, and when the first boat

made the weather mark the rest all turned and fled to leeward for the dock—hoping to beat the fastest “A’s” in an automatically hand-capping race. Tee shirt prizes were donated by Quantum Sails and awarded to the first upwind and first downwind boat. As things turned out, Mark and Sarah Ryan rounded mark 1 by a length ahead of Dave Carroll and Sue Service, and while Dave concentrated on catching the downwind boats, team Ryan concentrated on reading the course and properly rounded the reaching mark. Carroll figured out his error too late, and the Ryans collected a handful of Tee shirts for being first at both ends. All others failed to sail the course properly but arrived at the SCCYC bar first.

For the real races, Carroll and Ryan swapped wins. John Papadopoulos damaged a head stay and retired for repairs while leading



Dave and Sue Leading the Pack Home

the second race, then after returning to competition got foiled by a course that involved more than 2 marks and traded a solid lead for a dismal 5th place in race 4.

The “B” fleet was pretty well controlled by Kelly Cantley but Tom and Carmen Estlow picked up a win in their newly acquired #6195 just edging out Gary and Diane Schaffel.

Furthest distance traveler Mike Sikov was rewarded for his driving effort with trophies donated by West Marine, and the youngest skipper, 13 year old, Phoebe Staff, got a special prize besides being 3rd in the “A” fleet. Watch out for this kid, she was right in there with the top of the fleet and drives like she was lots more experienced. She can only get better.

— Dave Carroll 4960

A Fleet	
1	Dave Carroll & Sue Service 4960
2	Mark & Sarah Ryan 4790
3	Phoebe & John Staff 2999
4	Steve Potter 6284
5	Chris Killian 6297
6	John Papadopoulos & Mike Sikov . . 6188
8	Peter Beale 6274
9	Bruce Fleck 4511
B Fleet	
1	Kelly Cantley & Anne Eggers 5036
2	Tom & Karmen Estlow 6195
3	Don Baker 4179
4	Gary Schaffel 3446
5	Joel Graves 872
6	S. Arkel 1933/5036



Gary and Diane Racing to Windward



THURSDAY NIGHT SUNSTROKE LIDO ROUNDUP

As told by Bruce Fleck

The CYC Sunstroke Series kicked off at the beginning of May. The first race on the third had some pretty heavy air for Lidos. The UCLA Marine Aquatic Center showed an average of over 15 knots from 6 to 7 pm with gusts to 26. Fourteen brave or fun loving or just goofy sailors went out. CYC actually called us to be sure we were up for it, I think they were ready to stay in. When they called I was proud to report three boats in the water and four on deck. It was windy, lots of main flogging and very slow careful tacks. Three boats capsized, righted and continued to race. One boat capsized twice and still finished each race. No breakage and lots of smiles all around.

I went out with Marylyn Hoenemeyer, her first time on the Lido. We swamped once but managed to stay upright and finished second overall. What other boat could you take out with new crew in such conditions and have a ball?

On May 10th we had 10 Lidos. One main feature of the race was the number of borrowed boats. Tracey's boat is being fixed so she borrowed Gary's. Peter's son was in town, and borrowed Steve Potter's boat. Friendly group.

The second feature was the appearance of Mike Guccione of YRRC.com. and Tucker Strausser, Race Chair at DRYC, racing hull 875 bought from Lee Lewis who bought it from me last year. Mike and Tucker, racing without a whisker pole managed a very respectable fourth place. And I know I saw Mike with a big grin on his face.

We had a bunch of new crew out, Tracey brought an old roommate, Tom, Don Baker had some never-seen-before crew, not sure where he found

her, and I had Gwen Gordon crewing for me. Gwen and her husband Dick Schmidt own Outlier a Schock 35 and were Schock 35 National champions in 1995, and a leading Schock 35 MRD boat for many years. One of the things I love about racing the Lido is how easy it is to bring on new crew. Especially some one like Gwen or Marylyn (last weeks crew) who have so much racing experience.

Only one capsized last night, someone trying out role tacking managed to tip over.

CYC did a great job keeping the line as square as possible and getting races off very quickly.

As told by Peter Beale

Wow, what a way to start the new Thursday night season.

For me it started on Wednesday when my regular crew, Amie, had to cancel and Kelly kindly introduced me to Allyn Miner.

Allyn is a visiting lecturer to UCLA and giving a course on Indian Music and specifically the pre Mughal period (pre 1500). The Mughal period is one of the richest documented period of history full of art, music, poetry science, culinary, architecture, political intrigue and wars.

Also Allyn is a GP 14 sailor. This boat was very popular in England in the 1950's and was the first boat I ever sailed in back in 1956. (50 years ago!!!)

So to have a GP 14 skipper, and an expert in a historic period I am very interested in, as a crew was a special gift.

We got to the club early to find Bruce there who reported that the winds had been gusting 21 knots but were down to 16.

During our practice sail Allyn asked how she could ensure that the jib sheets did not go back into the jam-

ming cleats once she had released them prior to tacking. I told her that I did not know as I had not crewed on the boat. I should have given much more attention to the question.

The first race started in strong winds with nearly survival conditions and the front was a contest between Phoebe and her father John, Tracey and our boat. We rounded the top mark, our tore around it hanging on and hoping for a calm moment to jibe, close together with Phoebe leading and had a scary run down to the leeward mark where John lead and where we managed to pass Tracey on the turn.

We tacked to get clear wind from Phoebe. Phoebe tacked to cover us and retained the lead. Tracey held on the West shore and then tacked to fetch the finish line.

For some reason Phoebe over stood the finishing line mark, we tacked to just fetch it and beat Tracey, who had caught up, by 1 second.

One of the biggest images of the race was to see Phoebe, who at best can be described as a small girl, managing the near survival winds with complete calm and control.

We set up to do a good start for the second race tacked onto port, the jib sheet jammed, a very strong gust of wind hit us, and we very slowly but deliberately capsized and turned turtle and the center board closed into the housing.

Allyn went over to port and I went in to Starboard. The water was surprisingly warm. I swam round the boat to find Allyn, could not see her so dived under the boat and still could not see her. I rushed around to the other side and still no sign. With mounting concern I dived again and she popped up from under the boat. I was more than relieved. She looked as cool as an iceberg in a storm, reported that there was plenty of air under the boat and she had

Of Seussism, 5-7-5 Haiku, and Good Ol' Fashion Paganism...

By Robert "Seus" Spieler



A boat known by name
(Another), still sails as sweet
Neptune's appeasement

No virginal gift
By vine's fruit, will Neptune smile
O congregation

At arms length, bounty
Joyous pours in glass and sea
For eternal sips

In union, voices
By which Neptune's favor's
wrought
Humble beseechment

Capricious favor
"Indy" by trident is blessed
Fair winds, buoyed spirits

Lido, heart's vessel
Bear well our proclamations
SCCYC goodwill

Resonate hereforth
Welcomed, cherished, never lost
Paths of those we cross

The diminutive yet ebullient crowd gathered to formally evoke the traditional favor of Neptune for the renaming, rededication, and (re)baptism of another SCCYC family Lido

14 Fleet Two member. Okay, so it was more an excuse to imbibe, but any such occasion etherrally chaperoned by a god is not to be missed! The Lido was skillfully lowered dockside as the final preparations were made. Stu, channeling the voice of Barry White, recited the creed, a succinct appeal punctuated by the copious pouring of sparkling wine to each of the compass points. It should be noted that there was no shortage of "Neptune's tasters" to insure that an inferior product would not incite his wrath.

"Mistress-of-the-Sea", Shari, teamed with Stu, and while she did not resort to voice modulation techniques, my guess is that Neptune found her to be the more enchanting of the two masters of ceremonies.

In short order the ceremony was completed, and after a quick apprehensive glance into the Marina del Rey waters to confirm that no tridents were going to impale anyone for some unknown infraction, we gathered around the transom to witness the decal application.



Toasting the Newly Christened "Indy"

Without incident, "Indy" was unveiled amid applause, cheers, and request for more mortal vino sacraments.

Stu and Shari prepared for Indy's maiden voyage, while the rest of us retired upstairs to the club. A few hours later, Indy appeared at the entrance of Basin G, and granted, we all had been drinking, but it sure looked like Stu had Shari paddling!



Champagne and a Tuna Can Lid

just had her life jacket caught!!!

It took about ten minutes to get the boat upright. First we took the port jib sheet over the bottom of the boat, I stood on the gunnel, (not easy to climb up onto it) holding the sheet and leaning back. The boat slowly came to the point where the mast was horizontal with the surface of the water. Allyn then pushed the center board out, I clambered onto the board, using the jib sheet as support, leaned back, and the boat came up with very little water inside. The buoyancy tanks in the new Lidos are very good.

Getting back into the boat was not easy and the CYC safety boat lent me a short boarding ladder and gave great advice. Many thanks to them.

Allyn said that she wanted to continue racing. She is a great crew and tough as nails.

We started to sail back to the starting line, and bail at the same time. We tacked and repeated the same capsize with the jib sheet jammed. Will have to solve this problem.

We got the boat upright, were getting cold and were debating whether to continue racing (most crews would

have said enough and ditched their skipper) when we looked up to see Tracey heading back to the club.

The trip back the cold set in and we were both shivering by the time we arrived at back at the club. We lost the wind vane and two bailers but otherwise the boat escaped with little damage. Our damage was fixed with a shot of rum, the old English sailors cure for everything.

Peter Beale Pulce 6274



by Mike Priest

I'm guessing (not boasting!) that I was probably the first SCCYC member to finish. I was "Naviguesser" on Santa Cruz 70 Holua, owned by Brack Duker from Cal YC. We were in the first start Friday at noon on the outside line. Got forced to tack onto port just after the gun and it pushed us offshore where we enjoyed all the little puffs first and watched the boats inshore get sucked into Laguna and Dana Pt.

Made "ok" headway as the outside boat in the fleet for all afternoon and evening and were crossing tacks with the faster rated Peligroso after midnight as we tacked around the kelpbeds off Pt Loma.

Somewhere around Rosarito we fell into the same hole everyone else saw at some point during the race, inside the rhumb line but not on the beach where the race was won in the Maxi fleet.

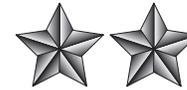
As we worked back toward shore after sunrise we saw my old ride Pendragon 4 working down the beach and Class winner Staghound ahead of them by a bit. FINALLY put up a kite around 10:30AM Sat and finished with 12 knots of wind at 12:10PM ...one day and ten minutes after starting... very slow for a 70 footer, but still happy while motoring the boat back to San Diego and getting to the customs dock by 8PM Sat.

7th of 14 corrected in MAXI class, 11th boat to finish of 240 finishers and 448 entries. Been doing this race most years since 1971, have actually been on the winning boat twice, and been on MUCH worse races than this! All in all, not bad. — *CARRY ON, Mike Priest*

by Stu Coleman

As I wrote here 2 years ago, enthusiasm cannot beat experience when it comes to winning the N2E race but we aboard *Reliance* were quite happy to finish in the top third of our class with a fifth place out of 18 boats. (The winner in opur class had skippered over 40 of these races).

In addition to the all club crew aboard *Camelot*, it was great to see many other SCCYCers in the race with Kelly Cantley on *Voodoo Doll*, an all-female crew that finished at 10:11 Sunday morning, shortly before the cut-off. Also racing was Steve Mullen on *Wooly Bully*, Bruce Fleck and John Staff on *Paddywagon*, and Gimmy Tranquillo on another fast boat.



VICE COMMODORE'S REPORT

by Stu Coleman

It's been a great month around the clubhouse with some fantastic dinners. Commodore Jerry barbequed the best bacon wrapped steaks ever for the April Membership Meeting, Robert Symer pulled no punches with his pulled pork and Barbara Widawski dished out the tacos for our Quatro de Mayo celebration. It's been great to see some new faces enjoying our hospitality at these dinners.

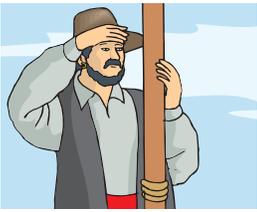
Mike O'Brien threw a great Pirate themed party last Saturday and it was a great example of making the most of an O.D. shift. The costumes, drinks and food added a great air of activity to the clubhouse.

My hat's off to Tracey and Bob Kellock for pulling off the Lido Invitational along with the Fleet 2's hospitality that cements SCCYC reputation as a fun and friendly club. Our next race is just around the corner with our annual Corinthian Cup race/cruise to Redondo Beach and back over the Memorial Day weekend. NOR/SIs are on the website and in the race box. Confirm your dockage and dinners early please!

We have learned that we are not permitted to wash our cars in the dry storage yard, only our boats, so please comply with the wishes of our landlord and wash your cars elsewhere. Seriously.

Shari and I are really enjoying the Lido Racing but I'm starting to think if we don't capsize once in a while, we aren't trying to go fast enough. Learning another boat is a challenge and we'll see you on the water! — *Stu*

Membership Report	
ACTIVE MEMBERS	~ 80
Flag Members	66
Life Members	4
Non Resident Members	5
Cruising Members	0
Honorary Members	2
PENDING MEMBERS	1
William Dampier	
NEW MEMBERS	1
Stephen P. Arkle (Sparkle)	



O.D. SCHEDULE

& Club Events

Friday 1800 - 2200 Hrs (Year Round Hours)	Saturday 1200-1700 Hrs (Spring Hours)	Sunday 1200-1700 Hrs (Spring Hours)
5/4 Nancy Tilford First Friday Dinner	5/5 Mark Spector Cinco de Mayo	5/6 Carl Radusch Board Meeting 6pm
5/11 Mark Register	5/12 Mike O'Brien	5/13 Nik Vale
5/18 Bud Zucker	5/19 Robert Spieler Membership Meeting & Dinner	5/20 Stu Coleman
5/25 Jerome Samarcelli	5/26 Peter Beale Corinthian Cup	5/27 Robert Symer Corinthian Cup
6/1 Mike Priest First Friday Dinner	6/2 Terry Stringfellow	6/3 Ward White Board Meeting 6pm
6/8 Sherry Barone	6/9 Don Baker	6/10 Bernard Auroux
6/15 Sandy Clark	6/16 Sandy Bartiromo	6/17 Bruce Fleck
6/22 Mike Cheda	6/23 Dan Grabski Membership Meeting & Dinner	6/24 Jim Doherty
6/29 Mike Fitzmaurice	6/30 Bud Zucker	7/1 Tom Estlow
7/6 Will Elmer First Friday Dinner	7/7 Geoff Downer	7/8 John Donahue Board Meeting 6pm

If you cannot fulfill your duty on your assigned date, please get a replacement and notify Tracy Kenney (rearcommodore@sccyc.org) of your replacement. It is your responsibility to fulfill your duty or find a replacement; otherwise you may be assessed a donation of one arm or leg.

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.

Sign Up for One Dinner! Call 310 821-6407 to RSVP

Jan 5	First Friday Dinner	Gary Speck	July 6	First Friday Dinner	_____
Jan 27	Membership Meeting	Dan Grabski	July 20	Membership Meeting	_____
Feb 2	First Friday Dinner	Harry Johnson	July 21-22	O/D Weekend Race Hospitality	_____
Feb 24	Membership Meeting	Jim & Maureen Doherty	Aug 3	First Friday Dinner	_____
March 2	First Friday Dinner	Tom & Karmen Estlow	Aug 25	Membership Meeting	Stu Coleman
March 23	Membership Meeting	Stu Coleman	Aug 26	Outlook Trophy Hospitality	_____
Mar 24-25	Les Storrs Race Hospitality	Mike O'Brien	Sept 7	First Friday Dinner	_____
April 6	First Friday Dinner	Robert Symer	Sept 21	Membership Meeting	_____
April 14	Lido Invitational Hospitality	Lido Fleet 2	Sept 23	Fletcher Cup Race Hospitality	_____
April 20	Membership Meeting	Jerry Magnussen	Oct 5	First Friday Dinner	_____
May 4	First Friday Dinner	Barbara Widawski	Oct 19	Membership Meeting	_____
May 19	Membership Meeting	Stu Coleman	Oct 20	Two for One Race Hospitality	_____
May 27	Corinthian Cup Race Hospitality	_____	Nov 2	First Friday Dinner	_____
June 1	First Friday Dinner	_____	Nov 17	Membership Meeting	_____
June 23	Membership Meeting	_____	Dec 1	Installation Dinner	Bridge Officers



SOUTH COAST CORINTHIAN YACHT CLUB

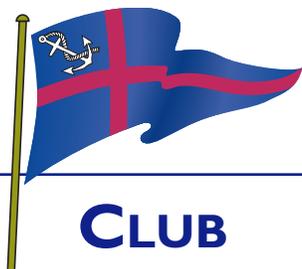
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