



THE BEACON

DECEMBER 2007 ~ JANUARY 2008

A PUBLICATION OF THE SOUTH COAST CORINTHIAN YACHT CLUB

Inside:

Commodore Reports

Installation Dinner

**Rolex International Women's
Keelboat Championships**

**Cruising the Channel Islands
in November**





COMMODORE'S REPORT

by Stu Coleman

Happy New Year from the bridge of the good ship, South Coast Corinthian Yacht Club. The forecast calls for fair weather and a following sea. I am happy to take the helm with such and able bodied crew as our new Board of Directors and Club chairpersons. It was delightful to see so many of you at our Commodore's reception and Installation Dinner at the beginning of the month. We have booked the Marina Room again and the next installation dinner will be Sunday, December 7th, 2008.

I must admit that the reception/dinner was an embarrassment of accolades for this past year's efforts and I will assure the membership that I am removing myself from the running of all awards except perhaps, Principal Race Officer, as I plan to make myself available again to run all of our club races on the water with the our seasoned Race Chair, Bruce Fleck and hopefully the mighty mentor, Bob Kellock.

You can see from the cover of this month's Beacon how tranquil the Isthmus is this time of year. (Reliance nearly alone with the shore-boats). Shari and I sailed over the weekend of December 15-16 and it was so delightful, we have organized this year's Christmas at the Isthmus. I'd like to see a monthly cruise out of the harbor this upcoming year to get more of our non-racing members out on the water and some of our racing members that are no longer as concerned with pickle dishes to relax more with their boats.

Speaking of cruising, Shari and I had a wonderful trip through the Caribbean aboard the Carnival Destiny, visiting



REAR COMMODORE'S REPORT

by Tom Estlow

From the Cabin of the Rear Commodore

Happy Holidays to all, and Merry Christmas to those that do. We've had our installation festivities, and to those that missed or couldn't attend, please sign up early for next year. We all had a great time, led by properly attired Master of Ceremonies, Bruce Fleck.

six islands. One of the highlights was the tour of the Mt. Gay facility just north of Bridgetown on Barbados. We were given the red carpet treatment for wearing our red hats from our most recent Ensenada race with a free tour of the distillery and several samples of the rum that is many a sailor's lifeblood.



Stu and Shari Drinking at the Source in Barbados

Thanks go to everyone who have made the clubhouse so festive again this year, especially Trish LaVay with her cornucopia of decorations and her candle shuttling. Thanks to Tracey and Rob for the great tree and to Kathy and Peter Gonzales, Don Baker, Robert Symer and Shari who put the finishing touches on everything.



Some of The Holiday Decorating Team

I look forward to seeing everyone at the First Friday Dinner on January 4th for Harry's special Chinese food, as we talk strategies for the next day's Berger/Stein Race and I trust that the membership will sign up for a dinner to keep our clubhouse hospitality alive. — See you on the Balcony

We're in for a great year at SCCYC and the planning is underway already. The first board meeting of the new Board was December 9th, and I think things are really looking good for us.

There will be ongoing activities, and remember, it's your Club, so get out and use it. Since we all volunteer our time and energies, anything anybody does to make the Club better is greatly appreciated. And on that note, our next really big activity is Opening Day in March. Come on down, and see what you can do to make your Club better in 2008

To be continued

Yours in yachting,
Tom Estlow Rear-Commodore, SCCYC



O.D. SCHEDULE

& Club Events

Friday 1800 - 2200 Hrs (Year Round Hours)	Saturday 1200-1600 Hrs (Winter Hours)	Sunday 1200-1600 Hrs (Winter Hours)
11/30 Tracey Kenney	12/1 Tracey Kenney	12/2 Dan Grabski Installation Dinner
12/7 Trish LaVay	12/8 Tom Estlow MDR Boat Parade	12/9 Shari Landon Board Meeting
12/14 Gray Marshall	12/15 Jerry Magnussen	12/16 Gary Magnuson
12/21	12/22 Christmas@Isthmus	12/23
Have a Happy Winter Holiday – Bring your Family and Friends to the Club		
12/28	12/29	12/30
1/4 Mike Oliveau First Friday Dinner	1/5 Steve Mullen	1/6 Sam Pepkowitz Board Meeting
1/11 Dana Hutton	1/12 Harry Johnson	1/13 Karyn Jones
1/18 Dylan Porter	1/19 Mike Priest SFVYC Race Dinner Meeting	1/20 Mark Register
1/25 Rich Festa	1/26 Michelle Shanks	1/27 Chris Zimmer
2/1 JoAnn Dean First Friday Dinner	2/2 Jerome Samarcelli SFVYC Race	2/3 Stu Coleman Board Meeting

If you cannot fulfill your duty on your assigned date, please get a replacement and notify Tom Estlow (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 to RSVP

Jan 4	First Friday Dinner	Harry Johnson	July 4	First Friday Dinner	_____
Jan 19	Membership Meeting	_____	July 19	Membership Meeting	_____
Feb 1	First Friday Dinner	_____	July 19-20	O/D Weekend Race Hospitality	_____
Feb 23	Membership Meeting	_____	Aug 1	First Friday Dinner	_____
March 7	First Friday Dinner	_____	Aug 23	Membership Meeting	_____
March 21	Membership Meeting	_____	Aug 24	Outlook Trophy Hospitality	_____
Mar 22	Les Storrs Race Hospitality	_____	Sept 5	First Friday Dinner	_____
April 4	First Friday Dinner	_____	Sept 19	Membership Meeting	_____
April 19	Lido Invitational Hospitality	_____	Oct 3	First Friday Dinner	_____
April 19	Membership Meeting	_____	Oct 12	Two for One Race Hospitality	_____
May 2	First Friday Dinner	_____	Oct 18	Annual Business Meeting	_____
May 17	Membership Meeting	_____	Oct 26	Campbell Cup Hospitality	_____
May 25	Corinthian Cup Race Hospitality	_____	Nov 7	First Friday Dinner	_____
June 6	First Friday Dinner	_____	Nov 15	Annual Election Meeting	_____
June 21	Membership Meeting	_____	Dec 7	Installation Dinner	Shanghai Red's

INSTALLATION DINNER RAISES THE BRIDGE

After the trophies were awarded, 48 celebrants carpooled to the Shanghai Reds for a catered sit-down affair in the lovely Marina room. After the dinner and desert, Emcee, Bruce Fleck rocked the mic with some MC standards and introduced Commodore Jerry to award the Yachtsman and Corinthian Spirit Awards before the Bridge ceremonies began.



Commodore Jerry swears in Stu and give him the "con" of the bridge.



Newly Pinned Commodore Stu pins his new Vice Commodore Tracey



SCCYC Yachtsman of the Year Kelly Cantley



Bruce Congratulates SCCYC Racer of the Year, Tracey Kenney, and the new bridge shows off their flag halyard accessories.



SCCYC Corinthian Spirit Award Bob Kellock



Once the ceremonies are over, it's time for the incoming Board of Directors to smile as they anticipate giving up a Sunday Evening a month to flaunt Robert's Rules of Order and get on with the business of running the club. Pictured, left to right, (although you should know them all) Membership Chair, Jim Doherty; House Chair, Gary Speck; Race Chair, Bruce Fleck; Treasurer, Shari Landon; Port Captain, Robert Symer; Fleet Captain, Kelley Cantley; R/C Tom Estlow; VIC Tracey Kenney; Commodore, Stu Coleman; Jr. Staff Commodore Jerry M.



Jerry Thanks his outgoing Board with Commemorative Photos

COMMODORE'S RECEPTION IS A TROPHY NIGHT

The blue blazers were out in force on December 2nd for a night of celebrating the years accomplishments and installing the leadership that will see us through our 76th year. The wine poured freely and the hors d'oeuvres were snacked at the commodores reception while the years sailing trophies were awarded.



Newport to Ensenada
Jim Doherty / Camelot
Overall First SCCYC Boat



Cruiser of the Year
Dylan Porter



R.C. Boat of the Year
Gary Speck / Stu Coleman



Corinthian Cup
Dylan Porter / Papalagi



O.D. of the Year "Top Droppers"
Tom Estlow and Gary Speck



Bruce honors the new and old treasurers



Jerry Wins the Columbia 22 Award



Lido Iron Man
Stu and Shari



Stu Swears in his new bridge on a copy of Dave Perry's rules book



Members and guests looked their best



Cruising the Channel Islands in November

by Ron Judkins

Climbing from our bunk at 4:00am to check the anchor, I wondered why we were here—on the north coast of Santa Cruz Island at an anchorage called "Little Scorpion." The night was gloomy, overcast, and the roar of the seas pounding into the cliffs sounded very near. Of course I had gotten up at 2:00am and was to rise again at 6:00am—Jennifer taking the odd hours—and I was already sleep deprived from the middle-of-the-night departure from MDR the previous evening. But as I peered into the darkness, things were reasonably under control—even though the stern anchor, while checking our swing, took us broadside to the surge. The rocking of the boat contributed even more to my sleeplessness. Was it worth it? I tabled the question, chalking some of it up to first-night jitters in unfamiliar territory.

Jennifer and I for some time had harbored an idea of taking off one day for serious cruising, for the South Pacific and perhaps beyond, and we figured that ten days visiting the Channel Islands might give us just a hint of what a longer voyage could be like. We were aboard a Catalina 30 MIII (the "Mark III") pretty much a "stock" version of the boat. It carried an ancient GPS, but plenty of fresh water and an extra five-gallon jerry can of diesel to augment the eighteen-gallon tank. So with provisions stowed and secured—off we sailed.

The morning at Scorpion dawned cold and dreary. There was no wind but a west swell, which gently washed through the anchorage. After break-

fast, the fog lifted as we motored to Smuggler's Cove on the east side of the island. After setting a single anchor this time, we jumped into the dinghy to almost capsize on our assault of the beach! Drenched but unharmed, we toured the picnic area and walked the half mile to the old ranch buildings. The sunlight lightened our mood. A public latrine was a welcome sight after the Mark III's macerator had developed hiccups while trying to cough up plastic bags deposited by some former skipper or crew. We returned to our vessel and later in the day we were joined by the cutter-rigged "Alistor," but we made no contact with her crew.

The forecast for the next couple of days predicted light Santa Anas. We set out for Coches Prietos on the south side of the island, which the cruising guide suggested as a Santa Ana refuge. Arriving a couple hours before sunset, we discovered a beautiful and pristine beach, the Alistor again, and a 38-foot Beneteau named "Jazz." The Jazz's captain emerged to greet us as we pulled alongside to exchange pleasantries about ground tackle and scope. We anchored in

twenty-five feet of water inside of Jazz and protected by cliffs and the curvature of the beach. After deploying our kayaks, we played along the rocky ledges among scores of pelicans, brightly colored starfish, and the occasional sea lion.

The next day we were visited by Jazz's owner, Rich, who was on his way to "maybe Catalina," "maybe Newport," or "maybe Mexico." He seemed a bit lonely. At sixty-two years, Rich had sold his house and belongings, bought his boat, and departed Bremerton in June to single-hand around the San Juans before "heading south." Before we became too envious of his wanderings he noted that he'd had his share of problems as well, notably spending five days hove-to off of Cape Flattery while gale-force winds battered his vessel. He had sat with his back against the companionway hatch covers and tried to catch an occasional hour of shut-eye. But his stories did



The Fleet trails behind the mother ship



Jennifer Paddling for Sea Lions

little to quell our wanderlust. Many of his friends had tried to talk him out of going—but here he was. He left us with the admonition, "Don't be ruled by other people's fears.... or... your own!"

I understand that in the summer the anchorage at Coches Prietos can get crowded, but in early November it was incredibly beautiful. But as the Santa Anas never materialized, we grew itchy to move on. The forecast was for light winds and swell, opening a weather window to visit Santa Barbara Island. We set our alarm for 2:00am to slide out in the darkness past Jazz—wishing Rich good weather and fair sailing.

After seven hours under the "d-sail" the dark mass of Santa Barbara Island began to slowly emerge from the mist. We were excited to spot a pod of pilot whales in the distance. But this day too, had turned overcast and foggy and the small island seemed foreboding. Stark cliffs dropped onto rocky ledges where the surge swirled and churned.

Jennifer and I both had thoughts to continue on to Cat Harbor, but neither of us relished the idea of four more hours under the engine. So we decided to stay. Having read about the island's sea lion rookeries, we quickly dispatched the kayaks again. And a half mile south of the anchorage we found them. Boy did we find them! Thousands of them! Inquisitive and friendly, they circled

our kayaks, coming closer and closer until they would all spook at once and dive. It was quite comical! One amused himself by flipping over and rubbing his belly on the bottom of Jennifer's kayak. I feared he would jump into her boat, but Jennifer was mesmerized and unafraid.

The next morning after a late (thankful for sleep!) breakfast, we pulled anchor and discovered a newly frayed spot in the rode about five feet up from the chain. The line was worn halfway through. It might have been safe for mild conditions but I wouldn't trust it for an overnight. We had to consider at picking up moorings now, or replacing it with the stern anchor rode. It was sobering for me to see what a rocky bottom could so easily do to our line.

But while steaming towards Cat Harbor we were greeted by—wind! A whole six or seven knots. We set a whisker pole to sail wing-on-wing, our first real sailing in four days. It was glorious. Then while trimming the headsail, I caught some movement off our starboard beam. I turned to discover a large swirl of water. It had to be something large—and it was passing right under our boat.

As I shouted to Jennifer, up it come—an enormous blue whale which spouted less than fifty feet from us! And then another! In the distance we noted two more, all of them moving north. We toyed briefly with the idea of chasing them, but they were moving away very quickly. We bid them goodbye, both of us awed and gratified. It was an experience we will always remember.

The rest of the cruise is a jumble of thoughts and images: watching the pelicans dive for anchovies at Cat Harbor—hundreds of



Ron Viewing the Beaches

them hitting the water and causing a roar like a waterfall, racing along at 7.8 knots while surfing on a beam reach around the southern tip of Catalina, talking with a waitress named Sherry who had circled the Pacific three times on a Hans Christian 38, and not the least—the pride I felt while watching Jennifer (my own first mate!) skillfully maneuver our vessel through the tightly-packed moorings at Avalon.

So was it worth it? Absolutely. I guess I knew that already. It was obvious in the excitement I had felt at being awake in the middle of the night during our initial departure—watching the lights of Santa Monica slowly fade into darkness.

It reminds me of a birthday card from Jennifer where she quoted Andre Gide, "One can't discover new lands without consenting to lose sight of the shore for a very long time..."

Here's to open water.



Alone in the unspoiled anchorage



Rolex International Women's Keelboat Championships

by Kellie Fennessy

The road to Rolex for Team Taylor started in November 2006. Our team consisting of Susan Taylor, Denise George, Kellie Fennessy and Michelle Parker Ondrey had gathered some momentum in 2006, by taking 2nd place at Adams Cup. There, we had a respectable finish, but more importantly we learned invaluable sailing skills and that we really enjoyed sailing together. While seeking new horizons for our team we received an invitation from the Rolex Women's International Keel Boat Championships, and decided to set our sights on heading to Houston, Texas the following November.

Inaugurated in 1985 at the instigation of US SAILING's Women's Championship Committee, the Rolex International Women's Keelboat Championship is known as the premier women's sailing event in the U.S. and worldwide. Held biennially, the event provides women keelboat and offshore sailors' high quality racing and an opportunity to compete with top national and international women sailors.

So beginning this past September we made SCCYC our home for the many practices scheduled for the next two months.

The regatta was sailed in J22's, a boat none of us had any experience sailing. Knowing the competition would be tough our goal going into the regatta was to finish in the top half of the fleet and to accomplish that would take work. We found a generous J22 owner willing to lend us his boat for 2 months, we purchased some sails, hired Pease Glaser as our coach, and laid out a fairly aggressive schedule of 1 or 2, 3 hour practices per week. Looking back our first few practices were comical. The J22 is a lot like a dinghy, and it requires physical finesse to sail it fast. In the beginning even the simplest maneuvers were difficult. We were clumsy on the boat, and to anyone

observing us they would have thought us unconvincing as experienced sailors. With the help of our coach we worked out our boat handling skills, and began practicing skills that would set us up for success such as; maneuvering our boat on a crowded start line and spinnaker trim. The benefit of that time on the water was immense, and gave us the confidence we really needed to go to Houston knowing we had the chance to do well.

We chartered our boat "Cactus Jack" from a local Texan. The boat was in good shape and ready for us to take it sailing (we were pleased). We made some minor adjustments to the lines and hardware in the morning and went out sailing that afternoon. Mike Priest played the part of Michelle for the afternoon and got lots of remarks out on the water that his gender wasn't quite right - his response "two more operations and I will be there...."

We set out Tuesday morning for our most important practice to date, our whole crew in Galveston Bay. The race committee was going to run a few practice starts and then one practice race. On the second practice start our boat was hit by a starboard/windward boat and it put a 12" hole clear through our starboard side. Fortunately it was above the waterline and we were able to sail in. The boat that hit us was local and had already called a fiberglass guy before we docked. The guys worked diligently through a rain storm to get the boat prepped and the work was done by 9:00am the next morning, but for us the real tragedy was not being able to get in our much needed practice.

On the second practice start, our boat was hit by a starboard/windward boat and it put a 12" hole clear through our starboard side.

The regatta started on Wednesday, with anxious energy we got out a bit early, tuned our rig, did a few sets and started our first race. The conditions were interesting with what appeared to be wind on the sides of the course and mostly light in the middle until late afternoon when these strange puffs would come blasting down the middle of the course. First race was disappointing, not our best start, we dropped our spinnaker and hit the leeward mark forcing us to take a penalty turn and lose about 6 boats. Second and third races that day were better... finishing 10 and 16th.

The RC warned us big winds were coming on Thursday and they were right. A front came in from the North West and we were seeing winds above 20 knots. The class rules suggest not running a race on 25 knots sustained winds and we were at 22 so out we went. We were one of the first boats to leave the dock and get some practice and rig tuning in. We decided to set a spinnaker during practice and after 5 - 6 gybes we had all the confidence in the world that we could set and sail in the high winds. Susie loves the conditions and the grin on her face was priceless. Our first race was bad due to a particularly bad start and it became our throw-out race for the series. The rest



(L-R) Michelle Parker Ondrey-bow, Kellie Fennessy- trimmer
Denise George-tactician, , Susan Taylor- skipper,

of the day we got off the line well, played the big shifts and kept our boat in control. This combination yielded us a 10th and 12th for the remainder of the day. Overall we were pleased with ourselves and excited for a chance to go back out the next day and do it again.

The winds started out light on Friday and built during the day, a great day to sail. We had our best race of the regatta in race 9 with a 5th place. We came in excited to have been up there with the Olympians and past Rolex winners. The overall standing put us in 13th place and we went into the last day believing we could end up with a 10th place finish for the regatta.

Light and shifty winds require focus, patience and sometimes a lot of luck. Sadly, the final two races of the regatta on Friday were frustrating for us. We had the right ideas but seemed to struggle for speed and in a fleet of 40 boats it is easy to get bounced around trying to find clear air. We ended up both races in the top half of the fleet but with a 14 and a 19 it dropped our standings to 17th overall for the regatta. $39/2=19.5$, we met our goal of finishing in the top half but could not help but be a little disappointed at the awards ceremony when the 10th place team was called to the podium.

Overall the regatta was outstanding! It was evident the Houston Yacht Club takes pride in their events and race management. Of the 4 of the 5 nights we were there, we were completely hosted. The events were grand! Hayrides, trips to NASA, fine meals and open bars (thanks Mount Gay). Each night t2tv.com hosted a video of the days racing with commentary by Tucker Thompson; it was done very well and exciting to attend.

Once again Team Taylor had a respectable finish, we learned a ton and we really enjoyed sailing together and we can't wait to do it again! We have the 2009 Rolex International Women's Keelboat Championship in our sights, but you can bet we'll be looking for other regattas to keep us busy until then.

A big thank you to all the SCCYC members for your support!

Membership Report

ACTIVE MEMBERS	~ 76
Flag Members	67
Life Members	3
Non Resident Members	7
Cruising Members	0
Honorary Members	1
Active Staff Commodores	10
NEW MEMBERS	3
Rich Festa	
Chris Zimmer	
Michelle Shanks	
FORMER MEMBERS	1
Mike O'Brien	

Michelle Shanks and her son Micah come to us via the Lido 14 path. They worked with John P to find and fix up a classic and are planning on keeping it at the club. Their boats name is Little Miss Magic. Wonder who Miss Magic is?



Carl Radusch introduced the other new member to the club, Chris Zimmer was one of his students. Thanks Carl. Chris is actively shopping for a sail boat of his own. Maybe one of the Columbia guys should pitch him on the advantages on one design.



Christmas - Isthmus Cruise

Saturday December 22-

Tuesday December 25th

Badminton Tournament Sunday 12-23-07 1pm





SOUTH COAST CORINTHIAN YACHT CLUB

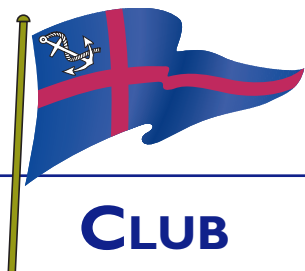
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