



THE BEACON

A Publication Of South Coast Corinthian Yacht Club

June 2004



Well here I am sitting in the cockpit of our sailboat writing this report and looking at a beautiful sunset over Marina Del Rey. I'm thinking what a great sailboat this old 1969 Cal-25 used to be, back before the J24s and the Catalinas, and all these sleek, fast, new boats we see going out every weekend to race against each other, and those beautiful well appointed power boats heading for Santa Catalina for a family holiday. It also makes you appreciate what this little Club of ours is all about. Boating, racing, sitting around talking about our adventures, or enjoying a great meal with friends. We've had a lot of fantastic times in our Clubhouse and we'll have a lot more.



Opening Day @ Dana Point Yacht Club

I was fortunate to be able to attend the Opening Day at Dana Point Yacht Club last month, and I met a few old friends and made some new ones. They have a beautiful Clubhouse and we enjoyed their hospitality very much. Their Commodore Larry Taylor was gracious, and invited any of our members to drop in for a drink or even a meal. They had quite a boat parade after the ceremonies, which included the boats from Dana West Yacht Club, and we took a ride around the harbor. It was a great day and well worth the trip.

I've had the pleasure of meeting some new and old friends at many of the Opening Day ceremonies that I was able to attend, and I hope they will be friendships I'll enjoy over the years to come. Everyone knows that SCCYC has received many compliments on our welcoming and friendly atmosphere when they have visited us. Our reputation for running great race events precedes me everywhere I go.

Our Club is doing great, we have even bought a new ice-machine and it's been installed in time for the summer heat (no more sharing ice cubes). Our last few dinners have been extraordinary, especially when Rick Horner gets cooking (he'll make somebody a great spouse some day, any offers?). Even the gardens in the parking lot look great.

We've got some great events coming up in the near future (see the calendar of events) and I'm looking forward to seeing you all participating in some fashion. Our Rear Commodore, Sandy Bartiromo, and Race Chair, Christine Speck, are even planning some Power Boat events for our new Power Boat Fleet. By the way, look for the plaque hanging in the Clubhouse of Fleet Captain, Dana Hutton's invocation at the Power Boat Fleet's formation. It's inspirational. I'm extremely happy to hear that our Port Captain, John Fischer is again healthy and well and back with us.

Well it's getting a little to dark to see this computer and a fog has rolled in (typical) so I guess I better end this little tale and try to get somebody down here to help me get off this old boat (legs aren't working so good lately) until I see you all.

Keep your sails full of wind or your throttle to the wall.



**Vice Commodore's
Report**
By Carl Radusch



**Rear Commodore's
Report**
By Sandy Bartiromo

The ice machine is in and working! It is great to have a never-ending supply. Becky and I picked it up, dragged it upstairs and finally, with the watchful eye of Sandy Clark and Tom Estlow and a few trips to the hardware store, it was finally installed. Lets see, how many commodores does it take to....?!!! Thanks to all who contributed. I will not attempt to names the names here, as I am sure to forget someone, but we certainly appreciate the donations and will say "Thank You" again in another communication.

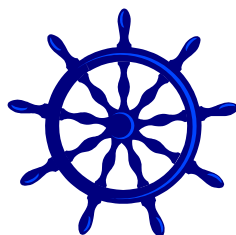
I am particularly interested in finding some speakers that could make arrangements to visits us on Friday or Saturday evenings. If you know of someone who has a particular spin on boating, please give me a call, or arrange it with Judy.

Becky and I have been told that our house will be off the production line on June 7th. It is a manufactured home, and if that date is good, the home will be delivered to our property in Lebec shortly thereafter. We plan to have a house warming sometime this summer and will announce the date when we get settled in.

Sparta has not missed a Wednesday night's racing! We actually put the Ensenada race in between two Wednesday nights, something that I do not think anyone else in MDR did this year. We actually had 13 people on Sparta last Wednesday night. We miss seeing Sandy Clark by the jetty busily speculating on the outcome.

Did I forget to mention that finally, after about 100 races, we actually beat Pendragon on corrected time on the last Catalina Series race from Catalina? We actually took pictures of them putting their sails away! Once in every lifetime, eh?

Our Paradise Cove race was attended by almost the entire Sparta crew, who has fallen in love with Columbia 22's. They had a smashing time, and just wished that others could have joined them from the club. Maybe next year.



A CLUB WITHOUT A MISSION WILL PERISH

Our mission for the next 3 years is this:

- A stable future
- Continued financial security
- A warm and friendly Clubhouse
- Activities that meet the needs of our members
- Events and activities scheduled one year in advance
- A pro-active Board of Executives
- Active members with a diversity of interests and boating experience
- Membership recruitment
- Strong leadership
- Increased participation from the members

And finally, we are striving to change our image from the "little Club that could" to "the Club with Vision".

Please help us accomplish our objectives, we have the vision.

See you at the next dinner, and bring a friend.

**Bandit takes tenuous lead in competition for
Mayrlyn Ritchie**
By Bruce Fleck

As of May 19th, after completing five races out of 20 in California Yacht Club's Sunset Series, Bandit, manned by Mike Cheda, John Thomas and Bruce Fleck is in first place by less than one point. So far this year Bandit has scored three firsts and two seconds, competing against other Santana 20s on Wednesday nights. Mike, John and Bruce have been sailing together on Bandit for 13 years.

Mike does nothing but drive, sometimes John and I pretend to listen to his tactical advise but mostly we just keep a watch out that he is not looking around. John does foredeck and tactics, I do middle which includes trimming and watching for headers or lifts.

If we could learn to get along together we might be competitive.



Race Chair Report By Christine Speck



We had a great Corinthian Cup race/cruise over the Memorial Day weekend. The weather was warm and the winds were kind. Twenty-four racers and five cruisers ventured down to Redondo Beach Yacht Club for fun and food on Saturday. They gathered again at SCCYC on Sunday for a BBQ and trophy presentations. Two racers from RBYC stayed overnight with us at Mdr on Sunday. During the trophy presentations, we had four boats at our Club dock (talk about a full house). To top it all off, everyone had one more day to relax and enjoy before the Memorial Day weekend ended.

The entries consisted of 9 boats from RBYC, 5 from SFVYC and 5 from SCCYC. These were rounded out with a few more boats from other Santa Monica Bay clubs. The boats were divided into three classes: PHRF, Cruiser over 30 and Cruiser 30 and under. The biggest class was the Cruiser 30 and under class with 17 boats.

Spellbound, Steve Krug's 42' California Trawler, served as the race committee boat on both days. What an awesome-looking committee boat! Steve was accompanied by PRO Bob Kellock, RBYC's Vice Commodore, Kyle Wilfong and a few more friends. They started all three classes in a single start at noon on each day. After the exciting start on Saturday, *Spellbound* cruised down to King Harbor to set the finish line just as the first racer was finishing.



Spellbound
Corinthian Cup Race Committee Boat

Thanks to RBYC Vice Commodore Kyle Wilfong and Commodore Carlos Debonis, everyone had pre-assigned slips to tie up to once they arrived at King Harbor. At RBYC, Rear Commodore Jim Murrell and a number of others provided a great BBQ steak and chicken dinner.

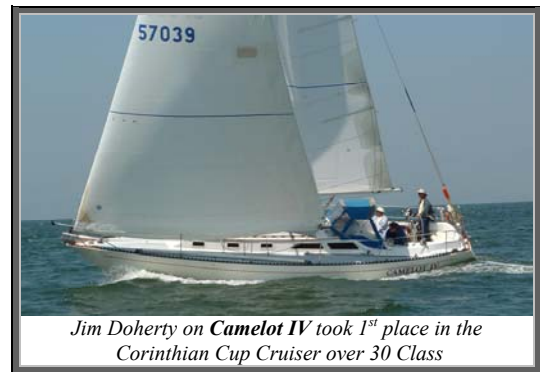
Sunday followed the same pattern as Saturday, except everyone went north instead of south. SCCYC hosted the BBQ and trophy presentations after the race. Trish LaVay was OD and pitched in everywhere. Tom Estlow and Dan Grabski helped Trish behind the bar. Terry Stringfellow was busy docking our guests and leading the protest committee, so he turned the BBQ duties over to Gary Speck. Darlene Stringfellow, Becky Radusch, Karmen Estlow and Trish worked hard with the food preparation and serving. Vice Commodore Carl Radusch was the all around pinch hitter for the weekend, helping out wherever needed. His biggest challenge was helping some fishermen lift a 300 lb thresher shark off their boat with our hoist on Saturday. We're not sure that we really believe Carl

though, since he hasn't produced any pictures to validate his fish story!

The winner in each class was based on the total time for both race days. The first place winners for each class will be added to the Corinthian Cup perpetual trophy. They are:

PHRF	<i>Hot Rum</i> , Al Castillon, CF33
Cruiser Over 30	<i>Camelot</i> , Jim Doherty, Islander 36
Cruiser 30 & under	<i>Wind Song</i> , Joe Cowen, Columbia Challenger 24

Complete results will be posted on our web site: www.sccyc.org.



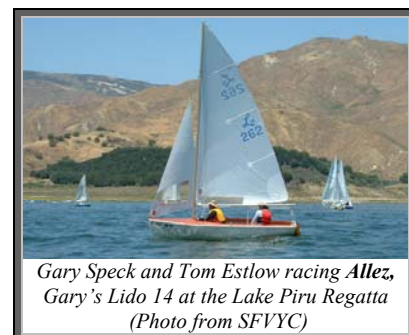
Jim Doherty on *Camelot IV* took 1st place in the Corinthian Cup Cruiser over 30 Class

The individual trophies were wonderful, nautical-themed picture frames, supplied by our Trophy Master, Dana Hutton. The frames will soon be filled with pictures of the winning boats on the race course.

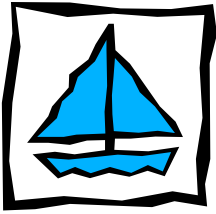
Thanks to all our race/cruise participants, to those that helped support the event and BBQ at the Club (especially those that I forgot to mention), and thanks to RBYC for their hospitality.

Now it's on to June, which includes the Channel Islands-to-Mdr race and the Berger/Stein Cat and Back. Our next Club race is the One Design Weekend series around the Mdr buoys in July.

Hope to see you on the water.



Gary Speck and Tom Estlow racing *Allez*, Gary's Lido 14 at the Lake Piru Regatta (Photo from SFVYC)



Members' Adventures



Jr. Shipmate Program

By Sherry Barone

The South Coast Corinthian Yacht Club Jr. Shipmate Program finished its spring sailing program on May 8th 2004.

On May 1st the children started the day by suiting up for sailing with mild winds of 8 knots and calm seas. Everyone rigged their boats and off they went. The Jr. Shipmates practiced their basic skills and got ready to end the day with a regatta. Boat number two with Paul, Steve, and Christine won the regatta. The boats were neck and neck and a spectacular tack enabled them to take the race. After 3 classes, the children know how to handle their Holder 14 boats. After 4 hrs on the water, the children unrigged the boats and folded the sails, ending the UCLA Holder 14 boat lessons. Both the SCCYC and UCLA staff enjoyed the day.



Sailing on UCLA Holder 14

On the final day of May 8th, the kids were not only able to sail but had an opportunity to learn about other activities. Thanks to the Marina del Rey Outrigger Canoe Club they were given outrigger-paddling instruction on the water. Again we paired our Special Olympic Athletes and abled-bodied children and had a great afternoon on the water. Nancy Dopp from the Outrigger Club supported our adventure. After mastering the Outriggers we had a number of races. We then headed to the Marina Del Rey Fire Dept #110 for a tour. The Fire Dept. has been supporting our program since it began 4 years ago. Captain Moher of MDR Fire Dept #110 and the crew continue to educate the kids on boat safety, search and rescue, and facilities of Fire Dept #110.

A tour of Route 66 motorcycles and rides for the kids was another highlight. We ended our program with trophies and a pizza party.

Throughout the summer, the kids will sail with our staff. The Jr. Shipmate Program is truly a community activity and we thank UCLA outdoor adventures, MDR Sheriff, Fire Dept #110, USCG, Route 66 motorcycles and Marina del Rey Outrigger Canoe Club for supporting our program.

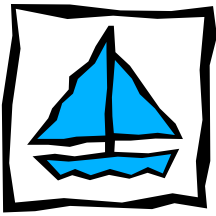


Marina del Rey Outrigger outing

Commodore Ron Tvenstrup presented the trophies to our Jr. Shipmate Athletes and congratulated all the children for completing another successful year of sailing and on the water activities.

Thanks to the SCCYC instructors for volunteering and taking the time to provide sailing instruction, community outreach, and enjoyment to these children who would not otherwise have an opportunity to learn how to sail. We are grateful to these kids and their families for giving us an opportunity to give something back to our community while sharing our love of the sea. See you next year!

The 2004 Instructors included UCLA US Sailing certified sailing instructors and SCCYC members Joseph O'Connor, Bud Zucker, Judith Gavin, Sean Beale (US sailing certified) and Sherry Barone. The Dock Crew consisted of Ron Tvenstrup, Nancy Werner and Patrick Regan. Patricia Regan was in charge of photography and video.



Members' Adventures



Prayers Over a Princess Stove

By Joseph O'Connor

To the new owner of a good old boat with a Princess stove:

Right, the valve-like thingy on the top of the stove is where you pour in the alcohol. Turn the valve thing and you'll notice that it screws off like a cap. Now you need some fuel. Make sure you go and buy some official marine grade alcohol stove fuel. Pay no attention to the denatured alcohol solvent at your local paint store.

One thing to remember about alcohol as a fuel is that it is invisible in whatever form you find it. You should use a funnel to help get some of the alcohol into the stove. Much of it, with no explanation at all, will escape the funnel, no matter what you do, and soak your sleeve or pour itself down the back of the stove and hide out underneath. Carl Jung opined that obsessive drinkers are trying to contact their spiritual natures through the use of spirits. Spirits, or alcohol, has the ability to do amazing things all by itself. I am living proof that this is so. I'd have to guess that between the threat posed by my Princess alcohol stove and the 16 gallons of gasoline in the tank for the Atomic 4 engine, that I'm just playing Russian boat roulette, but then I really am a risk taker. I also used to own a 1959 Jaguar with a Lucas electrical system, so I know the true meaning of the word risk.

After you manage to get some alcohol into the Princess, you are now prepared to find out that the stove needs a serious rebuild. You can get the parts here: A&H Enterprises 714-258-2525

If you're like me, and you have a \$30K restoration project ahead of you just to keep your boat from sinking with all hands IN the marina, you'll press ahead without the Princess rebuild. Many seasons will come and go and you'll be looking for a reasonably priced Origo stove, but just when you find one for sale cheap on the Internet, someone else will snap it up or you'll be out of cash at that moment. Finally, in desperation, you'll find yourself back at the big boating goods store drooling over the Origos that are suddenly no longer in the \$300 range like they were for everyone else, but are now in the \$500 range, and you'll go back to your boat and use the Princess. Now... where was I?

Oh, yeah, after you mop up the now completely invisible alcohol stove fuel and have recovered from the fumes, you just pump in and out on the plunger thingy on the front of the stove. If you are lucky it'll actually pump solidly about 8 percent of the time and you'll be able to pump up some

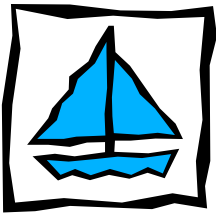
pressure inside the fuel tank. If you slightly vary the angle of the plunger on each stroke you may find an angle that gives you more solid pumps than other angles. This angle will change after every plunge so the experience won't do you any good, but you will have something to do with your mind while you are pumping up the pressure.

Next, bring out your secret weapon. You need either a little squirt bottle of alcohol stove fuel with a teeny little squirt nozzle on top, or you need some Sterno or something like it. The good thing about the Sterno is that you can squeeze it through a sock and become an obsessive drinker. Anyway, you squeeze a little tiny bit of alcohol stove fuel into the bottom of one of the burners or you spoon in a tiny bit of the Sterno and a dash of Angostura Bitters, and then you light it off. Oh... you can probably dispense with the Angostura Bitters if you are religious.

The purpose of the first ceremonial lighting of the fuel in the bottom of the burner is meant to appease the curtain gods. It is well known that from time immemorial the curtain gods have frowned on all water craft, especially water craft with pressurized alcohol stoves, most especially water craft with Princess stoves and cheap owners. You have not yet sacrificed properly, the curtain gods say. You don't have an Origo stove. Therefore, if you approach the Princess without a sacrifice, you risk burning up your curtains AND losing your eyebrows. This is why I have Peek-a-Boo shutters on my port lights. I've changed the dynamics of the struggle entirely. Of course, soon after I made that change I began experiencing strange shorts in the electrical system, so I think I've merely succeeded in driving the struggle deeper into the psyche of the boat.

When the invisible flames have died down you have achieved your goal. The curtain gods have been appeased. BTW, if you have your pot of water or soup pot or whatever it is that you want to heat up, then you should put that pot on the burner just after you light off the ceremonial fire. This starts heating the pot and keeps the flames contained and will preserve your eyebrows, maybe. At this point you'll be thinking of bringing NOTHING that needs heating on any subsequent trip -- ever.

The side product of the ceremonial sacrifice to the curtain gods is that when the flames die down the burner will be hot. This is now your magic moment. If the stars are aligned properly, if the bottom is perfectly faired and barnacle free, and if the Dow Jones average is just so, you should be able to release ever so slightly just so much pressurized alcohol stove fuel by slowly turning one of the fuel release knobs on the front of the stove and holding a match to the resulting fuel/air mixture. Know what a fuel/air bomb does? Maximum



Members' Adventures



damage! Remember this when releasing the fuel into the burner. It won't explode, but a flare-up will spell curtains for your curtains. Just a wee bit of fuel will do it. You'll hear the hissing almost immediately and you'll have your match there ready to light the stove. The fuel/air mix is now perfectly invisible, as will be the resulting flame, should you achieve one. You are left to your own devices to figure out if you have achieved *anschluss*, or you have to start over with the other burner.

Actually, what you really need to buy in order to light the stove with is one of those long-nozzle plastic lighter things, the ones that have a sort of switch and a trigger. If you get enough pressure on the switch, you can't properly pull the trigger. If you release some of the pressure on the switch, then you can pull the trigger but you won't get a flame because you have to put more pressure on the switch to do that. After a half hour of practice you may get a flame 12 percent of the time. This is a high score and you should consider yourself lucky.

And there you go! Voila! Instant cheery heat to boil the water for your oatmeal, make coffee, or bake bread. Bake bread on a Princess stove top? It can be done! And if all of this seems discouraging, it is not meant to be. It is all in good fun and after a few seasons of practice you should be bringing a thermos of hot coffee along from home and be cooking on your propane barbeque on the stern rail. Did you hear about the grease cup on the water pump on your inboard engine? Did you know that you have to "give it a turn" every two hours of engine use? No? How about the fresh water flush of the outboard after every use? No? Well, then there's still more boating fun ahead for you to discover!



Gimmy Tranquillo single handing Brava in the Corinthian Cup

SCCYC Racers

These are some of the SCCYC boats that have been spotted in races over the last month. If we've missed your boat or you plan to race in the next month, let us know at beacon@sccyc.org.

<i>Allez</i> , Lido 14	Gary Speck	Lake Piru May Day Sunstroke Series
<i>Bandit</i> , Santana 20	Mike Cheda, Bruce Fleck, John Thomas	Sunset Series Robert Baker Series
<i>Bella</i> , Ericson 32	Gary Speck	Cruiser Bay Tour Corinthian Cup
<i>Brava</i> , Columbia 22	Gimmy Tranquillo	Corinthian Cup
<i>Camelot IV</i> , Islander 36	Jim Doherty	Corinthian Cup
<i>Fearless Fosdick</i> , Lido 14	Tom Estlow	Sunstroke Series
<i>Gusto</i> , Santana 20	Clark Garrett, Lara Jacques, John Thomas	Sunset Series
<i>Jury Rigged</i> , Columbia 22	Steve Mullen	Corinthian Cup
<i>Quamichan</i> , Davidson 44	Sandy Clark	Wet Wednesday Series
<i>Sparta III</i> , Ross 40	Carl Radusch	Sunset Series
<i>Surprise</i> , Catalina 27	Joseph O'Connor	Corinthian Cup



Joseph O'Connor and crew on Surprise in the Corinthian Cup



SCCYC Jr Shipmate Trophy presentation by Commodore



O.D. SCHEDULE



The following schedule will be in effect as shown

Friday 1800-2200 Hrs. (Year-Round Hours)		Saturday 1200-1700 Hrs. (Summer Hours)		Sunday 1200-1700 Hrs. (Summer Hours)	
06/04	Rick Horner ¹ *	06/05	John Fischer	06/06	Chuck Williams
06/11	Mark Pinkerton	06/12	Dana Hutton	06/13	Terry Stringfellow**
06/18	Sherry Barone ¹	06/19	George Burke	06/20	Peter Beale
06/25	Paul Muggleston	06/26	Judy Gavin***	06/27	Sandy Bartiromo
07/02	Harry Johnson*	07/03	Frank Kronwitter	07/04	Joanne Lehrman
07/09	Kay Miller	07/10	Dan Grabski	07/11	John Danahue**
07/16	Patrick Hafer	07/17	Mike Oliveau	07/18	Mike Cheda
07/23	Ron Tvenstrup	07/24	Ren Oden***	07/25	Steve Krug
07/30	Mark Spector	07/31	Carl Radusch	08/01	Steve Bragg

* 1st Friday Dinner @ the Club ** 2nd Sunday Breakfast @ the Club *** General Membership Meeting

If you cannot fulfill your duty on your assigned date, please get a replacement and notify Nancy Werner (beacon@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 up to \$50.

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.

¹ Modification from last published Beacon OD List


Board Of Directors	Commodore	Ron Tvenstrup	310-821-0806	TheGeordieLass@aol.com
	Vice Commodore	Carl Radusch	310-489-3369	captsparta@yahoo.com
	Rear Commodore	Sandy Bartiromo	310-721-0244	sbart02@yahoo.com
	Jr. Staff Commodore	Terry Stringfellow	661-835-9204	JrCommodore@sccyc.org
	Fleet Captain	Dana Hutton	310-902-0654	fleetcaptain@sccyc.org
	Port Captain	John Fischer	661-251-0066	sjfischer@aol.com
	Secretary	Tom Estlow	310-457-9691	Secretary@sccyc.org
	Treasurer	Steve Krug	310-827-2304	Treasurer@sccyc.org
	Membership Chair	Trish LaVay	310-581-1537	Membership@sccyc.org
	Race Comm. Chair	Christine Speck	310-306-2787	RaceChair@sccyc.org
	House Chair	Rick Horner	310-756-7425	HouseChair@sccyc.org
	Club Staff	Judge Advocate		
Fleet Surgeon		Sandy Clark	310-821-3596	sandy77026@aol.com
Cruise Chair		Kay Miller	310-821-0142	kaymiller@bnet.org
Social Chair		Judy Gavin	818-898-9201	SocialChair@sccyc.org
Publicity Chair		Gimmy Tranquillo	323-935-3898	gimmy@tranquillo.us
Quartermaster		Tom Estlow	310-457-9691	Quartermaster@sccyc.org
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Bar Manager		Mark Tilford	310-580-9237	BarManager@sccyc.org
Recycling		Harry Johnson	310-306-2787	
Historian				
Trophy Chair		Dana Hutton	310-902-0654	fleetcaptain@sccyc.org
Web Master		Nancy Werner	310-322-9266	WebDesigner@sccyc.org

SOUTH COAST CORINTHIAN YACHT CLUB

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MAILING ADDRESS

JUNE		JULY	
04	First Friday Dinner (7 pm)	02	First Friday Dinner (7 pm)
13	Second Sunday Brunch (10 am)	11	Second Sunday Brunch (10 am)
20	Board Meeting (4 pm)		Board Meeting (4 pm)
26	General Membership Meeting Dinner (7 pm)	23	General Membership Meeting Dinner (7 pm)
		24-25	One Design Weekend