



THE BEACON

A Publication Of South Coast Corinthian Yacht Club

October 2004



**Commodore's Report
By Ron Tvenstrup**

That seemed like a very short summer, here it is fall already and my thoughts always turn to Narragansett Bay in Rhode Island where I grew up. The foliage would just be starting to turn into that beautiful New England color wonderland. The bay would always have a great herd of sheep (what we use to call white caps), and the winds were fresh and a little nippy. Sailing on Narragansett Bay is at its best in the fall. I grew up in a little town called Narragansett Pier on the western side of the bay, almost directly across from Newport where sailing is a way of life. Then again it's difficult to compare that setting to Santa Monica Bay in the summer and those beautiful sunset cruises from Marina Del Rey up to Malibu and back, especially with that someone special. I've been very fortunate to have experienced both settings. I think the best thing about being in Southern California is, NO SNOW or ICE. Although ice sailing is great fun also.

Now that fall is here it won't be long before the club is going to experience another change in command, the nominations will be presented to the members at the October General Membership Annual Business Meeting and voted on at the November General Membership Annual Election Meeting, followed by the Installation Dinner in December. The club is always looking for members to fill the positions on the board that will become vacant at the end of this year. If you or someone you would like to recommend is willing to devote some of your valuable time to a great club, then by all means, contact Staff Commodore Sandy Clark who is heading up the Nominating Committee this year. We need good conscientious people to keep the club on the right course. Which, by the way, is doing great! We are very solvent and

still have a lot of fun activities to look forward too. Keep your eyes on the Beacon for information on what's coming up; also visit the SCCYC web site which not only has club schedules but loads of pictures of past events. Maybe you're in some of them.

I would like to personally thank all of you that have volunteered their time and efforts to making the club a great place to enjoy, especially all of you that have donated their culinary skills. A special thank you to all of the event volunteers without whom there would be no events and the OD's that served up a great time, not only to members but also to all the visitors and competitors throughout the year.

Well I guess I'll go back to dreaming about fall foliage, and sailing my 12-foot Beetle Cat as a kid on the Bay, those were the days.

See you all soon;
Keep your sails full and/or your throttle to the wall

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	Sundown Series
<i>Bandit</i> , Santana 20	Mike Cheda, Bruce Fleck, John Thomas	King of the Hill
<i>Bella</i> , Ericson 32	Gary Speck	MdR to Seal Beach Fletcher Cup
<i>Brava</i> , Columbia 22	Gimmy Tranquillo	Two for the Day
<i>Camelot IV</i> , Islander 36	Jim Doherty	Fletcher Cup
<i>Faute de mieux</i> , Lido 14	Robert Spieler	End of Summer Regatta
<i>Fearless Fosdick</i> , Lido 14	Doug Russell	Sundown Series
<i>Osprey</i> , Newport 33	Terry Stringfellow	MdR to Seal Beach Fletcher Cup
<i>Sparta III</i> , Ross 40	Carl Radusch	Catalina Island Series
<i>Vas-Y</i> , Cal 20	Mike Oliveau	Harris Series



Vice Commodore's Report
By Carl Radusch

Went to Annapolis and visited the 1D48, "Leading Edge" which is on the hard in the Navy's boatyard. Made a counter offer, which was accepted, and now I am just waiting for the buyer of "Sparta" to cough up the cash. Must get it all done this week to take advantage of the tax loophole, which will be scrapped, essentially, on October 1st. If all comes together I will have a "new" boat for the next racing season and will be able to get into play with the bigger boats! (Watch out Pendragon, ha ha.) The 48 rates -30 here in SC but I am sure that PHRF will find some way to penalize me just for showing up. Anyway, we are excited and who knows what will come next. Anything can happen.

Becky went with Terry and Darlene on their new boat to Catalina on the Fletcher Race. I understand that they finished 12 minutes short of the deadline, and that Sandy Clark did elect to finish the race this year!!! Terry speculates that a Santana 27 may have corrected out on the big "Q," but I do not have the results yet. [See Page 6] If Rick would have sailed his Ranger 26, he would have probably won the race, and the R26 always outperforms the S27. I know. I had Santana 27 number 1 and gave it up because of the R26! Too bad Rick, but we could not have lived with you if you had won that race.



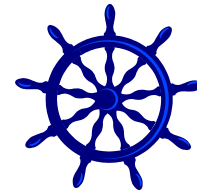
Lido 14 Fleet return from Thursday night races

The Lido 14 fleet is still up and running on Thursday nights, and we are waiting for Gary Speck to bring in the boat that he bought for the club to use. Becky and I plan to race as soon as we find a boat. Seems that Rick decided the boat in Minney's was not a good enough deal, so he passed it by.

We are looking for a race chair, I think. Sandy Clark is doing a great job of getting a new slate together, but that position, and possibly the Beacon editor's job, is up for grabs. We sure liked the way it was being done by Nancy Werner, and hope that she might reconsider.

I am looking for some volunteers to put our deck chairs back in good order. Peter Beale already took one home to give it a new white paint job. Darlene mentioned that she saw some new canvases for the chairs on sale at Lincoln Fabrics, and may drop by to pick some up for the club. Also, the deck needs a good cleaning before Opening Day, and the stairs need a fresh coat of paint. I would like to have some of this work done before we have to sweat it! Anyone have a carpet scrubber?

Please give me a call if you are willing and able to contribute any time for our projects. The club looks great, with the newly varnished chairs and tables and new tablecloths. Come on down and enjoy the club. Bring a friend. We could use a few more members just to stimulate conversations and bring some new "stories!"



Membership Chair Report
By Nancy Werner

Membership Statistics (68 members)	
Flag Members	58
Life Members	3
Non-resident Members	6
Cruising Members	1
New Members	
<i>Applicant</i>	<i>Sponsor[s]</i>
Angel Lopez	Tom Estlow
Pending Applications	
<i>Applicant</i>	<i>Sponsor[s]</i>
Tracey Kenney	Gary Speck



Race Chair Report By Christine Speck



The end of the summer was marked by our Fletcher cruise to the Isthmus and race back. Both racers and cruisers headed over to Catalina to enjoy a weekend at the island. Some headed over as early as Monday. We had a nice BBQ on the beach on Saturday night. Sunday, we powered to Emerald Bay to start the race at 11 am. Two boats from King Harbor joined the four SCCYC boats for the race. *Quamichan*, the lowest rated SCCYC boat, was the rabbit for the jack rabbit start. *Bella* added a little more excitement to the start. *Bella's* skipper donned his wet suit and jumped in the water, just 20 minutes before the race start, to remove the huge chunk of kelp that had fouled her prop.



Quamichan, Racing in the Fletcher Cup

After the start, the boats struggled for the first hour and a half in very light breezes. It was an interesting picture for a while, as each boat was going in a different direction with the light and fluky winds. At one point, we weren't sure if *Camelot IV* was heading to Long Beach or MdR! Finally, the winds stiffened enough at about 1230 and the boats headed in a more direct route to PV10.

The next challenge was to make it to the finish line at the PV10 buoy before the 4pm cutoff. *Quamichan* made it with 50 minutes to spare. The rest of us were on the edge. Two boats made it over just prior to the cut-off, and the remaining three make it within minutes after 4 pm.

So, the final results are . . . not yet available! Racers take their own finish times and submit them to the race chair. The results and trophy presentation are done at SCCYC the Friday

following the race, which is after the *Beacon* deadline. If you haven't heard the results by the time the *Beacon* is distributed, check our web site (www.sccyc.org).

We host two races in October. On the 16th, we present the Two For One race. This is the 4th and last race of the Man / Woman Series. The series trophies will be presented at SCCYC in addition to the race trophies. We'll need the full complement of Club volunteers for race committee and hospitality for this one. Please show the Club spirit and volunteer to help.

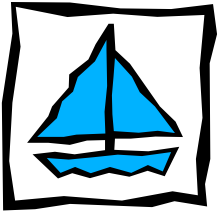
On October 31st, we'll be celebrating Halloween with our Campbell Cup. This race is for Club Members only. We race from the breakwater to the Santa Monica Buoy and back in honor of the first sail into Marina del Rey harbor by our very own Phil Campbell. This is a fun race for all of our club sailors to enjoy, even those that aren't racers. We top off the day with a BYO BBQ at the Club. So, calling ALL SCCYC sailors – and passengers – please join us on the 31st.

Our final race of the year is the Home Port Regatta in November. We are hosting this race on behalf of ASMBYC. This regatta is to introduce new sailors to yacht clubs and the sport of racing. It includes two seminars to teach the basics followed with a day of racing to try out the newly taught skills. Just like the Two for One race in October, we'll need the full compliment of volunteers to support this race.

Hope to see you on the water.



Fletcher Cup BBQ at Catalina



Members' Adventures



Wooden Boats

By Tom Estlow

Karm and I started our pilgrimage to the Port Townsend Wooden Boat Festival on Thursday. The Festival opens on the first Friday after Labor Day, and is a good day to wander around because the crowds haven't arrived yet. Port Townsend can swell by 25 or 30 thousand people for the Boat Festival Weekend. Also we always reserve a room the year before because good rooms get dear if you wait too long. Even the many Victorian homes above the town with views of the bay that have been turned into beautiful Bed and Breakfast inns are full.

As you wander the Festival there are so many sights, sounds, and smells to take in. Sights are enumerable. All the boats, spars, canvas with gallons and gallons of varnish abound. The sounds range from the rowers, thunking through the small harbor of Point Hudson, to the Sea Chanteys and bar room ballads under the big entertainment tent. The smells of all that wood, tarred marlin, varnish, and pine tar blends to remarkable aromas.



The venue is small, and can be walked in a short time, but there are booths, displays, seminars, and so many varied subjects, that there is rarely enough time to see and do all in three days.

Besides, part of being in Port Townsend is visiting the Victorian Sea Port. And there are the usual visits to the antique stores like Bishops, to see what memorabilia can be

found; and to William James bookstore, to find something to add to the library.

We also paid our respects to the Schooner Alcione, with which we have sailed extensively, and caught up with kids and families. We also got invited for a sail and we chose the Sunday after-Festival "sail past town" which returns the schooner back to its berth in the Port Townsend Yacht Haven. We could have sailed in the Schooner races on Saturday, but the weather was threatening and, as it was, had a very enjoyable sail-by Sunday afternoon. (It did rain, and the races were abandoned after about 2 hours for 'no wind.')



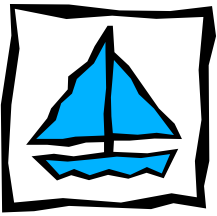
You don't have to own a wooden boat to appreciate the Wooden Boat Festival, or Port Townsend for that matter, mostly, it's just being there ...

Take me out to the Ball Game

By Kay Miller

On Opening Day of the Worlds Series, which should be about mid-October, I'd like to invite SCCYC to a ballpark-style meal, which I will provide. I am also going to try to find a video of a hilarious old film called "Damn Yankees" to screen prior to game-time. The menu will be peanuts, Crackerjacks and hot dogs with the usual trimmings, plus ice cream in some form. Don't know the exact date or time yet, but it'll be Opening Day which is usually a Sunday if I recall.

Please RSVP to me by phone at 310/821-0142 so I'll know how much Crackerjack, etc., will be needed, at least 3 days prior.



Members' Adventures



Notes from the Cave

By Joseph O'Connor

I've been spending too much time in my Catalina 27 engine compartment (the cave) with the engine, an Atomic 4, and I think the carbon mon-whatchacallit has started affecting my... ah... brain. So I thought I'd report on my findings. My A4 started running a wee bit hot about a year ago. Then it got worse. As the moyermarine.com A4 manual puts it, it was running hot, "And Still Hotter!"

Anyway, this past summer, once the engine started running in the 180 degree range, I knew that the inevitable was inevitable. I'd have to invoke the acid flush juju, and perhaps even commune with the moyermarine.com site and channel some Mastercard vibes into the rusting hulk that is my very own special A4. No, not the A4, the expensive car, but instead, the A4, the marinized tractor engine. Yes, the Atomic 4, the little engine that could.

Just as an aside, Marsolve used to be very best acid flush there was, but a while back Marsolve went out of business. Apex Engineering Products Corp., has created a new product that they're marketing as Rydlyme Marine. It's essentially the same as Marsolve. Rydlyme Marine can be obtained at the following number: 800-451-6291. You can use oxalic or muriatic acid if you want and it should be cheaper.

Without Marsolve on the market I decided to use oxalic acid. I started the project by going to 18 hardware stores and asking for oxalic acid and getting blank stares from the clerks, and then buying it at the store of last resort, only to find it way cheaper at my local ship's chandlery called the Ship's Store, 14025 Panay Way, (310/823-5574) a short walk from my boat in Dolphin Marina. No one even knew what oxalic acid is out there. Doesn't anyone know anything anywhere anymore?

For example: Linda and I took our charming 12 year old daughter, Siobhan, and her assistance dog and a friend of ours to Nordstroms in West L.A. a while back. You know, it's the place right across the street from the Apple Pan. (I gauge everything by what restaurant it is near.) Anyway, there we were in the whatever department. I can't figure out department stores. There is the cosmetics moat, defending the escalators. "Enjoy your product!" And then there are thousands of 20 square foot sections marked Young Petite Spongebobs or whatever. Whatever! Anyway, we were somewhere in the store, and we were face to face with a "sales associate" AKA "big dummy" and my wife made the fatal mistake of asking "do you have cardigans?" The clerk said: No! Linda asked the clerk if she knew what a cardigan was. The clerk said: No!

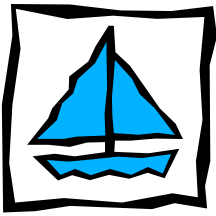
Mmmmmmm... Then Linda had the temerity to explain that a cardigan sweater is one that is open like a jacket and usually buttons up the front and that "it is a common item of apparel." Before the clerk could ask what "apparel" was I took Gaynor, the wonder dog, and Siobhan on a short walk to the bathroom, where Siobhan set her jaw and said "un uh" about twenty times, backing up all the way. Hey! I know how she feels about foreign bathrooms, having been in some spectacularly funky yacht club bathrooms and washing-up facilities while cruising.

Anyway, the point is, when I asked the parts store clerks for oxalic acid or better yet, circlip pliers (to take out the circlip holding in the water pump impeller) I got blank stares and the same phrase Siobhan uses, "un uh," from everyone. I actually got a really strange reply at Boaters World. "We are not allowed to carry it." the clerk assured me in low tones -- with almost a wink. I was beginning to feel like I was looking for Owlsley white lightning by the time I was done looking for the oxalic acid. Talk about an acid flush! After a clerk told me "un uh" about the circlip pliers while he continued to have a cell phone conversation with someone else, I actually bolted from one auto "parts store" muttering something like "the old days are long gone" which makes me an official Old Fart, I guess. Grrrrrrrrrrrrrrr...

Armed with directions from about 10 different Web sites and with the sacred tablets handed down from Moyer, the Wise, I attacked the A4 with gusto. I wound up with acid flush all over, everywhere. I don't have time for details here but I think I need a new engine wiring harness. I'm pretty sure I do now. Yep. After the acid flush the engine ran hotter, but I had done my duty and I had a clear conscience.

Next, I dove into the thermostat/water pump nexus. This is just like the Matrix. It all looks real, but it is just a user interface for dark magic. I rebuilt the water pump on my kitchen table, despite having a beautifully lit and wonderfully big work table in the garage. Trouble is, aside from a 10 square-foot space where we use the washer and dryer, the garage is impenetrable, so I can only gaze at the work table from across the room, thinking wistfully of what I might use it for. Then there's the spare A4 on the floor of my garage... but we won't go into that here.

The water pump rebuild went well aside from installing the seals backwards. Don't ask! I also upgraded the pump with a new M7 cam shoe and installed it again. I then put in a new thermostat, which is valued at a price considerably higher than gold. I'm skipping some details here. You'll have to read the hardback instead of this treatment. I was so excited about all



Members' Adventures



this progress. It was wonderful. I fired up the engine and the temp gauge shot up rapidly and pinned itself at 240. Ooops.

AFTER I opened the seacock I tried again. This time the gauge slowly rose up, up, up... "And Still Hotter!" When it looked like it would pass 200 I stopped the engine again. I had water, the seacock was open. What was up? There was no water coming out the back of the boat. Should I have primed the system? Nah, that's never mentioned by anyone. Vapor lock? Bad voodoo? Dark magic? The Matrix Agent coming for me? Time to get unjacked and get out of the boat? Mmmmm...

I decided to follow the signal. This is the secret to all good technical work. Follow the signal. I took the intake hose off of the through-hull, opened the ball valve, and found a very anemic little spurt coming through. That would explain a lot. With the ball valve open I poked a long screwdriver around in there until I had a much improved flow. It was still not a true gusher, but the flow was as good as it was going to get. I attached the hose, wormed my way out of the quarterberth, and fired up the engine. No water coming out the stern. NONE. Bad juju.

I got back into the quarterberth and checked out the other end of the operation. I took the heater hose off the exhaust manifold and poked around in there. A small bit of black water popped out, not much more than a teaspoon. I accepted this as a sign from the deities. I put things back together again. I fired up the engine, I ran to the stern, I leaned out over the transom, I grabbed at the GPS in my shirt pocket (close call!) and looked down. There, to my amazement, was a truly wonderful sight to see. It looked like a raging torrent of water was now spewing out the exhaust pipe. It was a thing of beauty.

I took the boat out for a short sail up to the buoy off the Santa Monica Pier and back. Did you ever notice that the Santa Monica buoy is on some sort of wire or rail system? It's got to be. No matter how you approach it you can't seem to get around it. Some kink in the force happens just as you are sure you are making enough way to get around it. The boat starts making incredible leeway all of a sudden -- or, wait, is that buoy moving? Or, the wind changes direction unfavorably when you're about three boat lengths away from it. It's downright spooky.

In any event, I ran the engine a bit on the way out, beyond where I usually cut it off outside the breakwater. I ran it all the way back to the slip from just outside the breakwater. I ran it at the dock when we got back. It was very cool to have it

running cool. At idle it now runs at 100 degrees. Most of the time under load it runs well below 140. When running against the tide recently and doing about 6.5 kts, it ran up to about 140. This is great. One thing crossed off my list! Yes! My list is a list of things to do on my boat. My car is not on my list. My friend looked at my car one evening, after we got back from an afternoon sail, and remarked "oh, I get it, you're too busy to wash your car because you're busy with your boat." And there you have it.



Fletcher Cup Race Results September 26, 2004

	Boat Name	Boat Type	Skipper	Club
1	<i>Oliver</i>	Santana 27	Bob Mackenzie	KHYC
2	<i>Quamichan</i>	Davidson 44	Sandy Clark	SCCYC
3	<i>Black Rushin</i>	San Juan 28	Michael Devine	RBYC
4	<i>Bella</i>	Ericson 32	Gary Speck	SCCYC
5	<i>Camelot IV</i>	Islander 36	Jim Doherty	SCCYC
6	<i>Osprey</i>	Newport 33	Terry Stringfellow	SCCYC





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)	
10/01	Tom Estlow	10/02	Sandy Clark	10/03	Mark Register
10/08	Jim Doherty	10/09	Sherry Barone	10/10	Trish LaVay
10/15	Dan Grabski	10/16	Chuck Williams	10/17	Mark Pinkerton
10/22	Dana Hutton	10/23	Rick Horner	10/24	Terry Stringfellow
10/29	George Burke	10/30	Peter Beale	10/31	Paul Muggleston
11/05	Sandy Bartiromo	11/06	Judy Gavin	11/07	Harry Johnson
11/12	Frank Kronwitter	11/13	Kay Miller	11/14	John Fischer
11/19	John Donahue	11/20	Patrick Hafer	11/21	Mike Oliveau
11/26		11/27		11/28	
Have a Happy Thanksgiving Holiday - Bring your Family and Friends to the Club					

- * 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 will 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.

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	sbarito02@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	Nancy Werner	310-322-9266	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	Kalina Noelle	323-306-2787	
	Quartermaster	Tom Estlow	310-457-9691	Quartermaster@sccyc.org
	The Beacon Editor	Nancy Werner	310-322-9266	Beacon@sccyc.org
	Bar Manager	Mark Tilford	310-580-9237	BarManager@sccyc.org
	Recycling	Harry Johnson	310-306-2787	
	Historian	Pat Regan		
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

OCTOBER		NOVEMBER	
01	First Friday Dinner (7 pm)	05	First Friday Dinner (7 pm)
02	Paddle with a Purpose	13	Home Port Regatta
09	Cruise: Isthmus (Buccaneer Days)	14	Second Sunday Brunch (10 am)
10	Second Sunday Brunch (10 am)		Board Meeting (4 pm)
16	Two-for-One Race	20	Election Meeting & Dinner (7 pm)
17	Board Meeting (4 pm)		
23	Annual Business Meeting Dinner (7 pm)		
31	Campbell Cup		