

THE BEACON

A Publication Of South Coast Corinthian Yacht Club

September 2004



Vice Commodore's Report
By Carl Radusch

Did you check out the great coverage and pictures we had in the Mariner for the Outlook race? Thanks to all that helped us sponsor such a great event. Again, the trophies were tremendous, Dana.

The chairs are getting finished slowly. We need a few more volunteers to "adopt-a-chair" so we can get them all finished. Becky and I have done the three tables and are now finishing our fourth chair. We donated four navy blue cushions for the chairs from www.overstock.com. If anyone else would like to donate, they cost \$27.00 including freight for four.

Our house in Lebec is just about ready to accept furniture. We have been promised that all will be done at the end of this week.

"Sparta" has probably been sold, but it will still take some time to tell for sure. We are looking at some slightly larger and faster race boats for our new 44-foot slip.

I understand from Sandy Clark (nomination committee chair) that we are in need of some volunteers to fill spaces for next year's slate. Please let Sandy know if you have any idea that you might be able to help us out next year. Remember, this is strictly a volunteer Yacht Club and not only do we need participation on the board, but we need your attendance whenever possible at the club. It is lots more fun when more people turn out for our events. Besides the events we sponsor, please don't forget just to show up on a Friday night or on the weekend to socialize or just varnish a chair!!

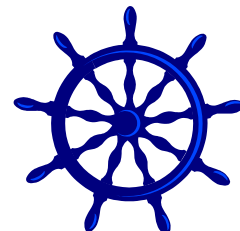
We now have four Columbia 22's in the "Sparta" fleet. They do not cost much and my crew is having a great time racing and cruising these versatile vessels!! The Lido 14 fleet is looking for another boat. I just happened to see one at Minneys for sale with trailer for \$800. It is a 1959 and could stand some TLC, but looks as if it might float!!

The weather has been great for boating; we have races in the marina practically every day of the week. Do come out and get the most out the summer at the marina

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	Outlook Trophy Sunstroke Series
<i>Bandit</i> , Santana 20	Mike Cheda, Bruce Fleck, John Thomas	Sunset Series
<i>Bella</i> , Ericson 32	Gary Speck	Cruiser Inverted Start Cruiser Marks-a-Lot
<i>Camelot IV</i> , Islander 36	Jim Doherty	Cruiser Inverted Start Cruiser Marks-a-Lot
<i>Faute de mieux</i> , Lido 14	Robert Spieler	Sundown Series Sunstroke Series
<i>Fearless Fosdick</i> , Lido 14	Tom Estlow	Outlook Trophy Sundown Series Sunstroke Series
<i>Gusto</i> , Santana 20	Clark Garrett, Lara Jacques, Jane Thomas	Sunset Series
<i>Lone Ranger</i> , Ranger 26	Rick Horner	Sunset Series
<i>Sparta III</i> , Ross 40	Carl Radusch	Santa Barbara/King Harbor Sunset Series





Rear Commodore's Report
By Sandy Bartiromo

Our trip to the Isthmus was remarkable. The happy hour at the Banning House was a great way for Club members to chat and organize before our "on the beach" BBQ. The weather was perfect and there was no problem finding moorings. There were about 6 member boats and several new guests that accompanied us to the weekend event.

On another note, it's time for the nominating committee, chaired by Staff Commodore Sandy Clark, to get underway selecting nominees for next years Board of Executives for 2005. If you are interested in participating with the steering of SCCYC activities, please join us by volunteering for a position.

The future of the club includes strong leadership, financial security, long term planning, and new member recruitment. Please help us guide the club into the future. This may be your time to be a part of the solution. Come join us for a minimum of one year; we need your participation.

SCCYC Isthmus Cruise
By Sandy Clark

The Club Members cruised to the Isthmus the weekend of the 27th to 29th. Dana Hutton and Bob in *Shearwater* started early on the 26th and had an easy passage. In spite of dire warnings, moorings were readily obtainable. Dave and Bonnie Johnson were already there in their powerboat *CompTime*. In fact, Bonnie had a 2-week jump on the cruisers and was securely tied up when the rest of the Club straggled in. Dan Grabski, likewise was there with his fishing gear & dogs on *Karen J*.

Sampat II, under Paul Muggleston's command, powered over throughout the night and anchored in his favorite anchorage just outside Lion Head and it looked very comfortable and was free. Paul brought along Sandy Bartiromo and guest Diana as crew for this voyage.

Quamichan, leaving from San Pedro powered across in 4 hours in the calm of the morning of the 27th. A mooring was obtained and the rest of the crew, Greg Clark, Leo & Bernadette, arrived by ferry, where they enjoyed the Bloody Mary's en-route. By the time Rick Horner arrived on *Lone Ranger*, there were 5 boats and 15 SCCYC Members on there.

The Isthmus was crowded with a County Fair going on Saturday morning with various Arts & Crafts offered, and some even sold.

The Club Members enjoyed the Banning House happy hour. For those who haven't seen the view, it's worth going just for that. The climb also provides some exercise!!



Club Members arriving at the Banning House

That evening, we obtained a Barbeque pit & table and after some Buffalo Milks, we all feasted well. Most boats returned on Sunday with a good sail home. It was a very successful cruise



Sandy Bartiromo and friend enjoy the view from the top of Catalina



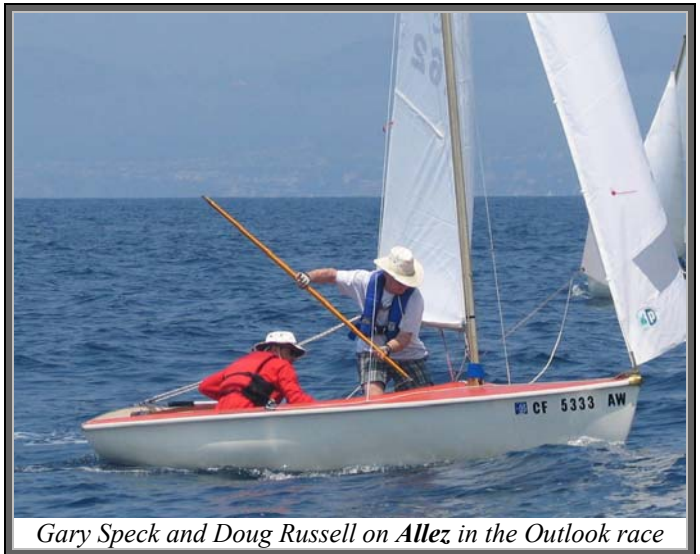
Race Chair Report
By Christine Speck



We held the 68th annual Outlook Trophy race on Saturday, August 14th. The race is for centerboard and multihull boats 20 feet and under. The fleets navigate a course on the Marina del Rey race buoys just outside the breakwater on a course that combines upwind, downwind and reaching legs for a total of 12.8 miles. This year the fleets consisted of O'Day Day Sailers and Lido 14 centerboards; and Hobie 16 and Hobie Wave catamarans. The race was scheduled to start at noon, but was postponed by 20 minutes to give the racers a chance to reach the start line. The winds were light and the seas were calm at the start of the race. By the end of the race, the winds had built to 10-12 knots and the seas were pretty lumpy. This gave the racers one final challenge to complete the last 1 mile upwind leg. All boats finished by 4 pm and headed back to the Club for food and trophies.

Bartiromo brought out *Christine* for a support boat. Fortunately, the racers didn't run into any problems out on the ocean, so the support boat only had to pick up marks and take pictures. Rick Horner was the photographer on the support boat.

Darlene Stringfellow, Nancy Werner and Becky Radusch staffed the Red-Apron Brigade for hospitality and Carl Radusch worked behind the bar as well as our OD Gene O'Connell. Thanks to all the volunteers (especially those that I've failed to mention by name) for helping to put on a successful race.



Gary Speck and Doug Russell on Allez, in the Outlook race

Our next race is the Fletcher Cruise/Race on September 28-29. We'll cruise to the Isthmus on Catalina on Saturday (or sooner) and race back from Emerald Bay to the Palos Verdes Buoy on Sunday. There will be a BYO BBQ on Saturday night. This is a perfect weekend for our cruisers to join us as well. You can cruise back on Sunday if racing isn't your style.

The nominating committee is hard at work finding Club Members to volunteer for many open board positions. Please contact a committee member to see if there is a place for you. We need to increase our Member participation in the club affairs.

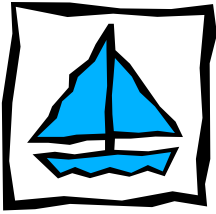
Hope to see you on the water



Tom & Karmen Estlow on Fearless Fosdick in the Outlook Race

Alex Barnett on *Jody Lorraine* (a Hobie 16) won the multi-hull class as well as the overall trophy. Ralph Middleton on *Hot Water* won the centerboard class and the Day Sailor one-design class. Michael Lenaman won the Hobie Wave one-design class. Michael had the honor of winning the race 31 years ago as well.

Terry Stringfellow supplied *Osprey* for the committee boat. Bob Kellock was the PRO. We had some new members on the committee this time. Jerry Magnussen was our gunner and Donna helped with flags. Steve Mullen manned the mark boat. It was quite amusing watching him trek out a mile and back to set/pickup a mark with the tiny 2 hp motor on the dinghy! But the job got done and Steve had fun. . Sandy



Members' Adventures



Fleet Captain Report

By Dana Hutton

An organizational meeting is scheduled for Thursday, Sept 9th from 7–9 pm regarding plans to help keep OUR marina clean. SCCYC is hosting this event sponsored by ASMBYC Environmental Chair, Fran Weber-Melville. Bring a friend and get involved!

If you can't make this meeting, I encourage you to e-mail Fran (cptfran@aol.com) and learn more about the activities for this worthwhile project.

How to keep the fish happy in our marina at the fuel dock! (Aka: Environmental guidelines)

Submitted By ASBMYC Environmental Chair

When fueling your vessel, please remember:

- Wrap a rag around fuel nozzle to catch spills
- Do not "top off" tank (prevents splash back)
- Do not spray soap onto spilled fuel water

Why go thru all this trouble???

- Oil slicks may kill plankton (1st link in the food chain)
- Oil slicks may coat the gills of fish, causing them to suffocate
- Spraying soap onto a slick will make it seem to go away, but it really causes the fuel to sink and adds another toxin to the water

Paddle with a Purpose

By Sherry Barone

"Paddle With A Purpose", hosted by three local Charity Foundations is planned for October 2, 2004 at Mother's Beach in Marina del Rey. *The Special Olympics, The Jennifer Diamond Foundation* and the *Santa Monica Bay Sailing Foundation* will combine their talents and efforts to help make a difference in children's lives and raise community awareness by staging a unique Kayak, outrigger, and canoe Relay Team Race and bar-b-cue from 8AM-12:30PM on the beach off Palawan Way.

All of the Marina Del Rey Yacht Clubs were asked to participate, and it would be great to see SCCYC members participating in this event. Our Junior Shipmate Special Olympic Athletes and able-bodied children will also participate in this "fun" raiser.

Each participant is asked to raise a minimum of \$60 to enter and will be given a grab bag and colored visor. Each \$100 entry will be given extra raffle tickets to enter into the spectacular drawing that will take place at the end of the event. The top fundraisers will be presented with a new Sea Kayak with the other top fundraisers presented with prizes donated from our sponsors.

For more information on this event or if you want to help sponsor a team, contact Sherry Barone (310) 466-7407, email seasidecon@aol.com or Susan Artof - President SMBSF (818) 889-7071.

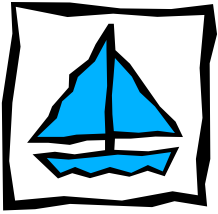
How to Safely Clean Cabin Cushion Covers

By Joseph O'Connor

When I got my boat it had a very strong odor, not unlike the odor one might get by mixing motor oil, gasoline, sour sewage, and that certain smell a deep sea tackle box develops after a few dozen trips -- the smells of evaporating dissimilar metals mixed with salmon egg oil and rotting chum. When I'd come home from the boat my wife, Linda, would catch a whiff of me and shout "BILGE!"

After I got the odors in the boat under control by using a mixture of bleach, powdered laundry detergent, and lots of water, I tried to size up the situation with the cushions. They sure did stink, but I have lots of projects to do before I get to buy new cushions. After the sorely needed bottom job I'll be painting the rest of the boat, rebedding all the hardware, and then replacing the sails. THEN I'll buy all new cushions... and then I'll promptly sell the boat.

Replace the cushions? Tut-tut, I said to myself. How hard could it be to clean the cushions? The PO had replaced the main cabin cushions with very nice four



Members' Adventures



inch foam jobs covered in velour Sunbrella in navy blue with little gray flecks. I think it's one of the official Catalina fabric patterns, I've seen it in ads for other boats. They look good, so I decided to clean the cushions myself. Oh, oh.

On the cushions where I could get the covers off, I went to a local laundromat and washed them in those giant industrial washers with regular laundry detergent. I also added that oxywhatever stuff you can get at the 99 Cents store for a buck or at the supermarket for \$8.95. I realized that I was taking a chance on this process, but I was willing to ruin the covers rather than live with the stench.

Next, while the covers were off, I turned my attention to the foam. This is where I caused myself some grief. I just about always do this sort of thing on almost every project -- I start thinking. And then I get into trouble. The principle behind this is "Cogito, Ergo Tsurris!" This is a Latin/Yiddish phrase that may be translated as: I think, therefore trouble! I had been hearing on the Catalina 27 email list over at sailnet.net about people washing their foam, laying it out in the driveway, squashing it flat with a piece of plywood, and running it over with a vehicle to squish out the water. Works great, they said. Mmmmm...

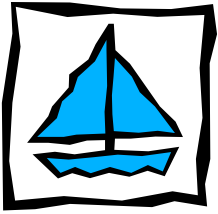
The covers, I line dried. They came out smelling better, probably way better than they did before the wash, but I was a bit disappointed that they still smelled a bit like they did when I started out. Then I laid into the foam, four inch thick foam of a very nice density. Thick and dense foam. What I did was I got a bathtub filled partly with very hot water, threw in some powdered laundry detergent and that oxy stuff for a nice bubble bath, and then squashed the cushions in there until they were filled with that very hot wash water. They are big pieces of foam. When wet, they get very heavy. I wrassled them, I swore, I grunted, I sweat like a pig (do pigs actually sweat? note to self: find out from a distance), I tore my fingernails, I gouged fingernail marks into the foam. And then I did each and every foam piece that way for a wash cycle

and a rinse cycle. The wash water turned bright green when I got the foam good and soaked with wash water. It was sort of alarming. I pressed ahead anyway. Both the wash and the rinse water were black with extracted soot when I got the foam out. That foam was filthy.

I took the first piece of foam out to the driveway, I flopped a piece of plywood onto it, and I stood on it. As I rocked the board back and forth I got trickles of water out of the sides, but not much. I took a car and rolled it up onto the board. I got out, expecting to see a gusher. Not a trickle. In fact, I think that the foam sucked the water that was already out, back in. Did this foam have an event horizon? Was it a very weak black hole? I rolled the car off and took the foam to the brick patio and lined up all the pieces against the house, standing them on end. And then I proceeded to dry them for three months.

Now's the time to point out that I did this in the fall of last year. There are really only two seasons here in the Southland: Summer, and Not Summer. You can always tell when it is Not Summer. Folks sort of just sidle up to you when you meet them, sigh a bit, and say "Well... it's Not Summer anymore." And that's when you know it's Not Summer. Coming originally from The East, I was sort of at a loss as to what the difference between Summer and Not Summer was when I first got here in the 1970's. Now I know. You see, we don't have winter clothes here. We only have summer clothes. The only difference is, in the winter we wear ALL of our summer clothes at the same time.

So, the foam was drying in the yard, and the covers were hung up airing out in the garage. I'd turn the foam each day and check it. After a few weeks the exterior of the foam was dry to the touch, but if you put the foam on the ground and put a knee into it, your pants would be soaked. Back to the drawing board. I got Linda's drying rack, a few chairs, enlisted a yard table or two, and got the foam up in the air and drying out. After a few weeks of that I tried the knee test again. Still soaking wet inside. BTW, I had to put the



Members' Adventures



foam inside the garage during the night, and then put it all out in the yard again each day due to dew. D'oh! Then the inevitable happened.

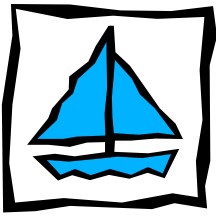
It never rains in Southern California. Everyone knows this. I remember one seven year period when it didn't rain, not one drop, never. That fateful day I put my foam out on my drying racks, and went out to the car to go to work. As I got in the car I did happen to notice the big black roiling clouds filling the sky from horizon to horizon, but I passed it off. Someone must be filming a feature near here and they're doing a cloud scene, I thought. I was half way into my 35 mile commute when the sky burst and everyone skidded to a halt. One tenth of an inch of rain here equals seven feet of snow in Syracuse, NY. The roadbed instantly becomes a slippery slide as oil film and discarded Slurpee juice comes up out of the concrete and onto the surface, people panic, and trucks and cars hydroplane in the spots where the drainage is blocked or the road lies too poorly for runoff. Some cars just shut down. Some drivers get out of their cars and run, weeping and gnashing their teeth, flinging themselves over the side of the freeway in a death leap so as to avoid the threat of sustained bad weather. That would be when the rain lasts a day or two. I had one young woman who works for me tell me that she was deeply depressed by the bad weather when it had been OVERCAST for three days in a row last Not Summer. A weather caster on TV once intoned: "Drizzle continues to pound the Southland, will it never end?" I hope he was joking, but no one here would know it was a joke even if it was.

It gushed rain. I was way past the point of returning home to rescue the cushions. I was resigned to either paying for new foam or buying all new cushions from the Catalina factory, whatever turned out cheaper. When I arrived home that night I faced foam that was soaked on the side that had been up, but the foam was so dense that it was only soaked on that upper half. Curious. Then Linda stepped in. By this time I was at a loss as to how to dry the cushions and I said so.

Since it was Not Summer, Linda had been running our giant billion-BTU furnace that pushes hot air through actual ducts throughout the house. We have one of only two houses in Southern California that have been set up this way. Forced air heat is unheard of here. Normally, heat is obtained by using a small hall heater or a floor heater. One per house. The traditional hall heater puts out, oh, around 12 BTU's. You have to be standing upwind of it to get a hint of heat. And don't worry, there is most definitely an upwind side to stand on.

Southern California houses are not sealed against the elements. They are not insulated, either. Wind comes howling through the house at all times -- except when it is 117 degrees outside. Anyway, Linda set up lawn chairs in our bedroom and in our office and put the foam on them. The forced air heater has no humidifier attached to it, so it dries everything to a crisp, most especially my skin, which burns like fire while the heater is on, and the heater is on half the year in our house. Linda first invokes the heater whenever she notices that it is Not Summer any more and she turns it off when it is Summer again. This means that she uses the heater just like she did when she lived in Joliet, IL, when she was young and carefree. That is, before she met me. During law school she lived in San Francisco where it is cold in the Summer and hot in the Not Summer. Go figure.

After that, the foam dried completely in about two weeks. It was odd living with it like that, but I guess you get used to anything after a while. When it was dried completely I assembled the cushions and put them back in the boat, and you know, they don't stink now. If you hold one up to your nose and give it a good sniff you can barely detect that old BILGE smell. All in all, except for the \$3,000 worth of labor I put into the job, I'd say that it paid to wash my cushions.



Members' Adventures



Local Litter of Lidos Grows!

By Robert Speiler

Last September, I impulsively purchased my first sailboat, a Lido 14. I had never even sailed one, but the Lido fulfills most of the criteria I had committed myself to. I can afford it without compromising other financial obligations, it fits in my garage, (well it fits better after my wife graciously acquiesced her side of the garage), it is easily towed by an economy car, and it is simple to rig and inexpensive to maintain. Best of all the Lido Class Association is the largest double-handed One Design Fleet on the West Coast. The Lido has been around since the late 1950s and is the VW Beetle of the dinghy world; almost everyone can readily recall fond memories of their experience with a Lido; sailing with a parent or sibling, first boat ownership, introduction to club racing, etc. Like the venerable VW Bug, which is greeted by any tree-shade mechanic with a knowing grin because of its inherent simplicity, the Lido has endured literally decades of technological advances and sailing trends because it gets the basics of what the sailing experience should be without pretense. Strict One Design rules prevent an arms race of equipment or checking account, and the Lido is equally efficient for leisurely single-handed day-sailing or comfortable racing. Lidos are not intimidating and therefore are an ideal “gateway” vehicle for a happy addiction to the lifestyle of sailing.

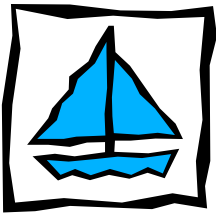
For the first few months, I ramp-launched my boat out of Marina del Rey and experienced the “joys” of that whole procedure. I occasionally saw other Lidos out in the harbor, but none of the owners expressed an interest in racing. One of my goals was to generate enough interest to support an active local racing fleet that would also provide social interaction...especially to introduce sailing to those who have never had the pleasure. Fast-forward a few months to my search for joining a SCYA-recognized Club for racing purposes. The short version of the story is; I walked into SCCYC one Sunday afternoon and was encouraged to find a friendly atmosphere, reasonable fees, and two

other Lido owners! Lido Fleet 2 was about to be reactivated.

SCCYC participated in CYC’s Sunstroke Series for the later part of the summer and exposure lends itself to momentum and we now field five Lidos for any number of regattas and events. Our “Litter of Lidos” has received enthusiastic support from the other Clubs in which we have participated, specifically CYC and DRYC. Racers from other fleets have frequently made comments on the water and afterwards at the post-race activities about how nice it is to see Lidos on local waters once again. With the completion of the Sunstroke Series, we took the initiative to host our own race series, competing in simple windward-leeward races right here in G Basin.

The core group of Lidos started with Gary Speck’s *Allez Lido 262*, Tom Estlow’s *Fearless Fosdick*, and my own *faute de mieux* Lido 6195. Our racing ventures started out sporadically...Tom suffered the loss of his mast one Thursday night on his way out to the course, Gary avoided a similar fate by not sailing for a couple of weeks and re-rigging his Lido. A few weeks ago between races, actually during the starting sequence, Gary pulled alongside and shouted that there was another Lido sailing down the channel, and gee, wouldn’t it be a great idea for me to sail over there and try and recruit the owner to join us the following week. Blinded by enthusiasm and oblivious to Gary’s ulterior tactics, I immediately altered course and chased down Lido 4XXX, newly owned by Tracey K. Solicitation duties completed, I quickly gybed and headed back to the starting line which was now about 50 yards upwind. I saw Gary and Tom jockeying for position with less than 20 seconds until the gun. I came in third that race.

We have boats from 1959 – 2001 and an equal age range of crew and skippers. With the momentum that Fleet 2 is building, we have every reason to anticipate continued growth, not only amongst ourselves but also for SCCYC! Our current roster is as follows;



Members' Adventures



Tracey Kenney - Lido 4XXX *Shenanigans*; Michael Sikov - Lido # 4776; Robert Spieler - Lido 6195 *faute de mieux*; Doug & Nancy Russell Hired Lido Rock Stars (crew); Gary & Christine Speck - 262 *Allez*; and Tom & Karm Estlow - Lido 882 *Fearless Fosdick*. And, literally as I write this article while serving my first day as OD at SCCYC, Carl Rausch and Rick Horner have just decided to purchase a Lido of their own! Congratulations!



SCCYC Lido Racers

Recently SCCYC hosted a Lido Clinic with John Papadopoulos, local Lido guru and multi-time National Champion. Part of the day was spent in lecture and active discussion covering everything from racing tactics to equipment options. We hoisted the boats and took weight, centerboard, and rudder measurements. The clinic was extremely beneficial and there is talk of hosting another one this coming Spring. One of the nice outcomes of events like the clinic is that it fosters an environment of camaraderie and helps even the playing field. Owners and crew alike are generous in sharing tuning tips and other information. Information on new and used Lidos can be found at www.lido14.org, www.doublewave.com, as well Googling a search.

I have been making contact with Lido 14 owners at other clubs and plans are in the works for inter-club

events for this Fall/Winter. By the time this article is published the SCCYC Lido Fleet will have already participated in Cabrillo Beach Yacht Club's Labor Day Regatta. Anacapa Yacht Club has a new and very active Lido Fleet as well and our Clubs are only scenic drives apart, look for updates regarding upcoming events.

For those reading this article that have not experienced One Design dinghy racing, you will not find a better method of developing your racing skills and tactics. Lido racing offers a competitive but very Corinthian environment in which to enjoy racing and meet new sailors. All combinations of age, gender, weight, hair loss, and experience can enjoy participation in a Lido. Our group is very enthusiastic about extending these opportunities; please contact SCCYC and plan on joining us soon.

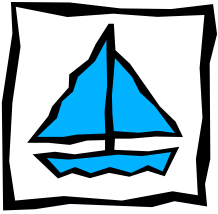
Sailing Los Angeles Style

By Peter Beale

"I do not know how you can live or sail in LA". The statement was made by a member of a charter party I was taking out for an afternoons sail from Los Angeles Marina Del Rey, the biggest man made Marina and home for over 6000 boats. It was one of those normal idyllic California days that I have come to expect, warm westerly winds at about 12 to 15 knots, calm blue Pacific and the likelihood of being able to show Dolphins to the charterers (it was not the whale season).

If the statement had been made by someone from the East Coast or abroad I would not have been surprised (we all spend the first year we live in LA criticizing before we admit how much we like it) but he was from Huntington Beach, a mere 35 miles south of the Marina.

We were two hundred yards from the Marine breakwater, motoring with main just raised and intending to sail past Venice Beach, Santa Monica and onto Malibu. Our charterer had grabbed the wheel as soon as we cleared the dock and looked as though he was not going to let his girl friend, her mother or her girl friend have a turn.



Members' Adventures



I tried to think if anything had happened so far to make him so negative. Surely our Marina was a haven of normality compared to the close-by Venice and Santa Monica Beaches where people come from all over the world to watch muscle builders, the chain saw juggler, the fortune tellers, tarot readers, the aura viewers, the chakra balancers, the portrait artists, masseurs, ancient medicine healers the of course the gorgeous people (and some not so gorgeous) zooming along the shoreline trail in-line skating (hoping to be seen by a Hollywood casting agent), or the bikers, all in Armstrong's yellow jersey, the skate board stunters, the echo blaster skate dancers, the kite flyers and battlers, the list was endless.

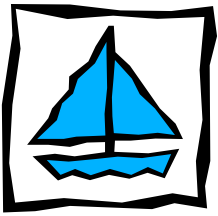
Just as I was thinking through the day's events I realized there was a crisis in the making on the 30ft sailboat in front of us. We had followed her out of the main section of the marina into the separation zone (a buoyed channel keeping motor boats to the right and sail boats separated into an exclusive middle section). On most days the wind in the exit channel is dead ahead so one motors out. I had asked our helmsman to keep back and clear of the sailboat and had pointed out the normal signs of inexperience, 3 fenders left dangling on both sides of the hull. These were just touching the water so they had been dancing and jumping up and down every time they hit a wavelet and the port jib sheet was well wrapped around one of the fenders. Bow lines trailing over the side, sails up much too early, with lose luffs and sails flogging themselves to an early death, smoke pouring out of the over revved outboard, cockpit full of people, food bowls, plates and bottles. I called to them to try and let them know that their topping lift (on this boat a short strop permanently attached to the back stay and clipped onto the boom when the sail is lowered), was still attached to the boom and they were moments away from turning to starboard and exiting the marina broadside to the wind. Over the outboard noise they could not hear me but someone noticed me waving and waved back in a friendly manner just as the boat turned onto a beam reach and instantly broached. People went everywhere but unlike the food and bottles they managed to stay on the boat. Credit where credit is due, somehow they avoided going aground on the silting exit channel, missed the flotilla of boats entering the marina,

got their boat into the wind, and dropped the sail. As we sailed past we mom heard shout "every time something goes wrong, this is the last time I am going out..."

I now had an hour before we needed to tack where I could sit and relax, keeping close to the helm and a good watch eye open, letting the charterers sail on a close reach to a safe point off the Santa Monica Pier and then onto the point where Sunset (of Sunset Strip) meets the Pacific Coast. It gave me a chance to reflect on our Marina and consider if it was really so strange.

There had been the normal Sunday lunchtime theater of marina chaos. Something that one actually enjoys as it not only makes exiting the marina more interesting but also adds a vast amount of amusement while sitting on the dock or while teaching new sailors in the marina.

I went through my list of favorite happenings. Power boats that, without warning, reverse at full speed out of their slips or cut the corners when entering the main channel from the side channels, boats yelling for right of way when they have none, great cigar boats with noisy engines and covered in sunbathing bikini clad girls, fireboats showing off their hose power, the coast guard picking who to stop and check for minimum requirements, boats being towed back in, the Sheriff, (who is also our harbor master) stopping boats for speeding, boats with no one at the helm motoring across the marina into the wind to put-up or take down sails, jet skis dogging in and out of everything, the UCLA sailing school who have a line of students reaching back and forth across the exit channel being chased by the lone instructor in a Boston whaler dashing back and forth trying to get them to tack before causing chaos in the motor channel, the Life Guard (the real Bay Watch team) dashing out to a rescue, sea canoeist, dinghy sailors, ocean racers, the visit of the tall ships, classic wooden boats (my favorite), the Star fleet returning from a race, boats trying to dock at the fuel pontoon, boats trying to leave the fuel pontoon, the harbor seals, the odd small shark, the 4th of July fireworks chaos, the Christmas light parade, a beer at the Corinthian Yacht Club.



Members' Adventures



Thinking of beer we were nearly back from the charter trip. No dolphins today but everyone seemed to have a good time and they enjoyed the colony of seals that bask on the Santa Monica buoy. The wind was great, mom sunbathed the whole time and looked very red, the girls spent their time flirting with the helmsman and I was no longer certain which one or if both were his girl friend. He had let go of the helm long enough to consume a great lunch and wine prepared by a Santa Monica "in" restaurant and then had fallen asleep. The girls had tried to get his attention by joining mom in getting a suntan all over; sleep won.

The marina was much quieter, the more serious sailors were returning from a long weekend trip to Redondo, Long Beach, or the famous Catalina Island. The odd late motorboat dashed past, as did the last of the sports fishing boats followed by the gulls trying to get the scraps as the fish were filleted. The pelicans, which had provided entertainment by their diving, had gorged themselves all day and now were lined up along the break-water ready for the night sending out a pungent smell, the coast-guard cutter was berthed (they are given a small annual fuel budget so spend more time at the dock than they do looking for smugglers) and the Sheriff had retreated to his office for a coffee.

I had missed the majority of the dockings (my second favorite spectators sport) and wondered how many relationships and marriages had ended today. I never cease to wonder why people will not pay to have a lesson rather than go through the shouting, boat damage and obvious stress of this simple maneuver especially in a Marina with no tide or current and nearly all berths head or stern to wind.

As we entered into the main marina basin, where I would furl the genoa and drop the main, there were half a dozen Blue Water Sailing school (the marinas oldest and best school) boats taking advantage of the nearly empty marina to finish the day's lessons with the man overboard drill. Trying to teach this in the day time is nearly impossible and not helped by the day speedboaters who 'find' your fender (acting as a person in the water) and dash off with it claiming it as flotsam and jetson.

I saw one of the most experienced instructors was doing a charter-skipper check out on a 42-footer. It was a single woman at the helm and knowing Blue Water's reputation for safety I knew she must have passed all the ASA or RYA courses and have lots of experience. The instructor was saying "nicely done, keep the fender on the starboard side, just drift up to it, now DO NOT tack, stay head to wind." He went with the boat hook to retrieve the fender when the expectant charterer executed a quick tack, the boom hit the instructor on the side to the head with a resounding crack and blood was everywhere. Latter, the charterer could not understand why she was not allowed to charter the 42-footer, even though the instructor was in hospital.

Back at the dock my charter party said they now realized why I had been stressing the need for sun-block, hats, sunglasses and shirts. They walked away like stiff ducks but insisted they had had a good time and would be back again soon.

I took a moment to compare sailing in the LA marina to sailing in the UK, Brittany, the Med, the Gulf, Australia, and the East Coast.

Yes, it is a *little* different, but where else can you guarantee wind and sun 300 days a year, ski and sail on the same day and have such a free theater?

Membership Chair Report

By Nancy Werner

<u>Membership Statistics</u> (67 members)	
Flag Members	57
Life Members	3
Non-resident Members	6
Cruising Members	1
<u>Pending Applications</u>	
<u>Applicant</u>	<u>Sponsor[s]</u>
Angel Lopez	Tom Estlow



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)	
09/03	Steve Weinman ¹	09/04	Robert Spieler Rick Horner	09/05	Lara Jacques
09/10	Bob Kellock	09/11	Steve Mullen ¹	09/12	Gary Speck
09/17	Gimmy Tranquillo	09/18	Deon Claiborne	09/19	Bruce Fleck
09/24	Joseph O'Connor	09/25	Mike Priest	09/26	Bernard Auroux
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



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@scyc.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 Radosch	310-489-3369	captsparta@yahoo.com
	Rear Commodore	Sandy Bartiromo	310-721-0244	sbarto02@yahoo.com
	Jr. Staff Commodore	Terry Stringfellow	661-835-9204	JrCommodore@scyc.org
	Fleet Captain	Dana Hutton	310-902-0654	fleetcaptain@scyc.org
	Port Captain	John Fischer	661-251-0066	sjfischer@aol.com
	Secretary	Tom Estlow	310-457-9691	Secretary@scyc.org
	Treasurer	Steve Krug	310-827-2304	Treasurer@scyc.org
	Membership Chair	Nancy Werner	310-322-9266	Membership@scyc.org
	Race Comm. Chair	Christine Speck	310-306-2787	RaceChair@scyc.org
	House Chair	Rick Horner	310-756-7425	HouseChair@scyc.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@scyc.org
	Publicity Chair	Gimmy Tranquillo	323-935-3898	gimmy@tranquillo.us
	Quartermaster	Tom Estlow	310-457-9691	Quartermaster@scyc.org
	The Beacon Editor	Nancy Werner	310-322-9266	Beacon@scyc.org
	Bar Manager	Mark Tilford	310-580-9237	BarManager@scyc.org
	Recycling	Harry Johnson	310-306-2787	
	Historian	Pat Regan		
	Trophy Chair	Dana Hutton	310-902-0654	fleetcaptain@scyc.org
Web Master	Nancy Werner	310-322-9266	WebDesigner@scyc.org	

SOUTH COAST CORINTHIAN YACHT CLUB

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 www.sccyc.org



MAILING ADDRESS

SEPTEMBER		OCTOBER	
03	First Friday Dinner (7 pm)	01	First Friday Dinner (7 pm)
09	ASBMYC meeting @ SCCYC (7 pm)	02	Paddle with a Purpose
11	Lane Victory Cruise	09	Cruise: Isthmus (Buccaner Days)
12	Second Sunday Brunch (10 am)	10	Second Sunday Brunch (10 am)
19	Board Meeting (4 pm)	16	Two-for-One Race
24	General Membership Meeting Dinner (7 pm)	17	Board Meeting (4 pm)
25-26	Fletcher Cup Weekend	23	Annual Business Meeting Dinner (7 pm)
		31	Campbell Cup