

HARD ON THE WIND



NEWPORT HARBOR YACHT CLUB

JULY 2008



*Emmy Dahl
Newport Beach, CA*



*Nathan Dunham
Newport Beach, CA*



*Michael Menninger
Newport Beach, CA*



*Bahia Shortlidge
Medford, MA*



*Ryan Ramming
Newport Beach, CA*



*Christina Murray
Annapolis, MD*



*Blair Belling
Newport Beach, CA*



*Megan Pluth
San Diego, CA*



*Michael Dinneen
Hull, MA*



*Coco Solsvig
Greenwich, CT*



*Reid Vitarelli
Newport Beach, CA*



*Patrick Clancy
Duxbury, MA*



*Bryan Rigby
San Diego, CA*



*Peter Fallon
Falmouth, MA*



*Cole Hatton
Newport Beach, CA*

SUMMER SAILING INSTRUCTORS

COMMODORE'S COLUMN



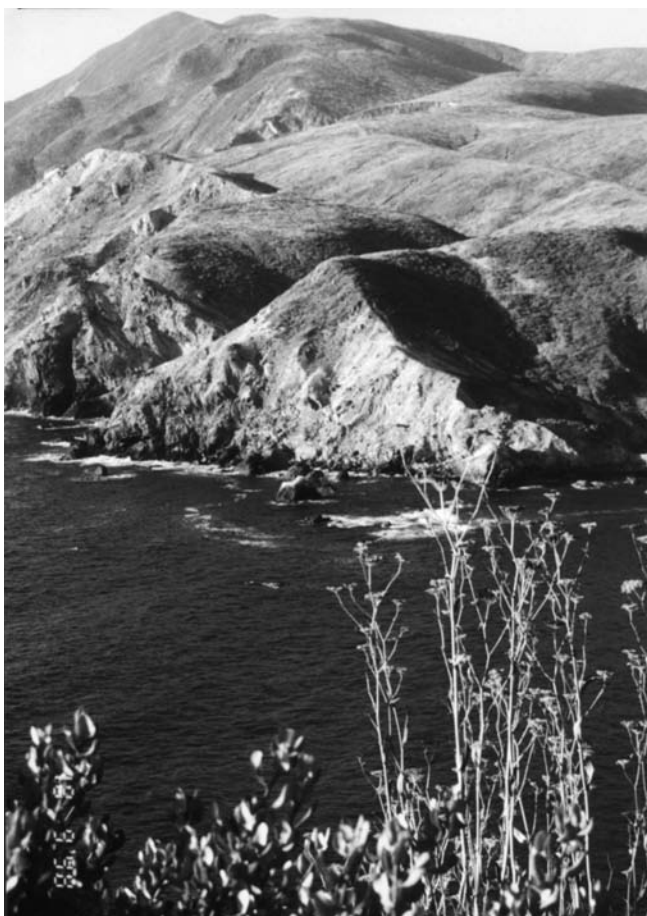
This June I rode my mountain bike with some fourteen friends for the inaugural Charles P. Cotton memorial ride during the annual NHYC Stag Cruise. While the group rode our bikes from Whites to the airport (not a bike ride for the novice), I was flooded with memories of the first time I rode the interior of Catalina with Chuck, Charlie, and John Cotton, as well as a myriad of friends over the years. My first Island rides back in the mid-1980s included some epic rides from the Isthmus over the mountain to Little Harbor and then on through Middle Ranch, where it feels like time has stopped and still looks and feels like the 1950s.

This year, we rode out of Whites Landing, stopped at the airport for a Buffalo Burger and beer, and reminisced about our many trips to Catalina and Moonstone. We then rode to Avalon. On the paved road from the airport to Avalon (mostly downhill fortunately), we witnessed first-hand the slow recovery from last year's late spring fire and the needed repairs along the main road.

Catalina is a place where you can get lost in history and your memories of the past are reignited. The smells and sights of a working cattle ranch, with cowboys and roaming herds of buffalo, take you back to a bygone era. These are the real stewards of the land. They ensure that the preservation of the history and

environment is still the first priority.

While most of our members recognize the names of the more popular coves such as Emerald Cove, Cherry Cove, Toyon Bay, and Geiger Cove there exist many other treasured spots on the Island. Camp Cactus is a one time military facility that housed military and civilian lookouts, gunneries, and our first approach soldiers during World War II. Bull Rush Canyon is still shaded by 100 year-old oak trees and you can have a close encounter with a herd of buffalo while watching the eagles circle above. This was always a good time to take a head count to be sure we would not leave one of our own behind. Eagle's Nest was at one-time a stagecoach rest stop. Ben Westin today is still one of the best picnic spots, and the locals consider the surf break one of the best on the Island. I have cherished the memories and the shared experiences of these places with so many friends over the years.



After the appearance of the State Tidelands Act in 1948, the Catalina Island Company took its first lease on the moorings, and the mooring system became formalized. In 1955, our Club formally leased Moonstone from the Catalina Island Company. We know NHYC members have been making the Flight of The Woolfe Birds to Catalina since approximately 1922. It has been



also recorded that, "Thirty-five of NHYC's fleet of blue-water boats gathered at Moonstone Beach inside of Long Point at Catalina

Island September 7&8, 1955, to officially open the NHYC leased harbor with the Annual Commodore's Cruise."

Several years ago, while lying in Fisherman's Cove during the 4th of July holiday aboard Drumbeat with his wife, Janet, and my son, Campbell, Don Jr. related this bit of history. In the summer

of 1939, Don Ayres Sr., Mary Alice, and Nancy Ayres DeYoung aboard Branta made the all too familiar cruise to the Isthmus, only to encounter a devastating hurricane that made a direct hit on the mainland. Don Sr. rode out the hurricane solo aboard Branta at Fisherman's Cove, now the USC Marine Institute Facility, while Mary Alice and Nancy took shelter in the Civil War Barracks at the Isthmus. A combination of great seamanship, multiple anchors, many lines, including some dead-end on shore, and some good luck made for a successful outcome for Branta. Don Sr. was actually very fortunate not to be at anchor in LA or Newport Beach. When Don Sr. returned unscathed to the mainland, he saw, with surprise, the destructive force of the hurricane and the devastation to the local fleets.

I'm looking forward to more special times with family and grandparents while on the water. This summer, I have my calendar prioritized and filled with many trips to Catalina and Moonstone



service group events, including work weekends, the family week, and Commodore's Cruise. If you own a boat, please join us this summer. If you have extra bunks, invite friends and make your own memories. The Catalina Conservancy offers inner island Jeep tours and mountain bike permits. It is a good idea to partner with them and support their efforts to care and preserve the history and environment on Catalina Island.

It's my sincere pleasure serving the members as the Commodore of Newport Harbor Yacht Club. Your Board of Directors and Committee Chairs are committed to membership satisfaction and a fabulous summer season.

All the best and warm regards and see you on the water.

- Bruce R. D'Eliscu, Commodore

Have you thought about what the Club should look like in the future? Are there things you think need to change (or stay the same)? **The Long Range Facility Planning Committee needs your input!**

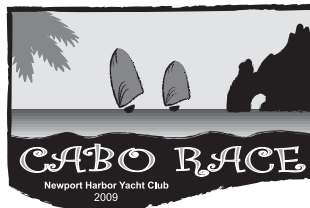
As part of the Club's long range planning process, the McMahan Group, a specialist in club planning, will be conducting focus group interviews July 8-9, 2008. Every Club member is encouraged to participate in this process.

Detailed information about the facility planning process is being mailed to all NHYC members, and everyone's input is vital. While any future construction efforts for NHYC's Clubhouse are several years off, there is already a tremendous amount of planning work underway. Membership input is one of the most important parts of this process, so don't miss this opportunity to be heard.

For more information, Long Range Facility Planning Updates are posted regularly on NHYC's website, or look for updates on the main club bulletin board.

to allow my children to experience and appreciate our time on the water together. I enjoy revisiting my childhood memories of fishing, swimming with the sharks, hiking, collecting rocks and shells, and being towed by the most powerful outboard in the cove. I look forward to the experiences as a father and sharing my love and respect for the sea, boat handling, anchoring, navigation, and boat maintenance. With Gary Hill's exuberant assistance, my children can begin to learn how to respect and care for our cove. I encourage everyone to seek the fabulous camaraderie of families and friends ashore. Moonstone, the ring toss, bocce ball, horseshoes, ping-pong, naps in the lounge chairs, and the nightly barbecues with friends are just some of the valued traditions and memories I have embraced over my 30 plus years at the Newport Harbor Yacht Club.

Catalina and our outstation Moonstone is such a wonderful benefit to our membership. I would like to encourage you to visit Catalina and use the facilities at Moonstone. Catalina is also accessible to our membership in a variety of annual full



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HONOLULU TO NADI, FIJI ON VAN DIEMEN III

by Chip Donnelly

I had the pleasure of delivering Rob Vaughan's 65 foot *Van Diemen III* from Honolulu to Nadi last summer. A modern version of *Ticonderoga* drawn by Warren Muir with Rob's collaboration; she was built in New Zealand about three years ago. After researching routes I decided that, if possible, a stop at Palmyra Atoll en route to Fiji would be fascinating as well as strategic. Sailing to Palmyra would hold us east of rhumbline in the NE trades as we sailed nearly 1,000 miles south from Honolulu. Departing Palmyra, as we transitioned into southern hemisphere SE trades, we would fall off for the 2,000 mile leg to Fiji, and falling off would keep SE trades just forward of the beam. Sailing would be comfortable and fast. Furthermore, a possible visit to Palmyra would help me draw crew for the adventure.

The winter before, reading had piqued my interest in Palmyra Atoll's WWII history when the US took possession for strategic purposes. The Navy located a small hospital there, planes refueled there on trans-Pacific trips, and warships anchored in her lagoon after the Army Corps of Engineers cut an entrance channel through her reef. In the same era, the ACoE dredged part of the lagoon to create a landing strip still used by The Nature Conservancy (TNC), which owns the atoll today. Monthly or biweekly, they charter a Gulfstream I turboprop from Honolulu to ferry researchers and limited supplies.

Since Palmyra is privately owned, a visit must be arranged in writing before visiting, so I emailed them. TNC is determined to keep Palmyra pristine and undeveloped. There is no commercial transportation of any kind, and for visiting yachts there are no resorts, no restaurants, no supplies, no trinkets, no doctor, no marina, no slips, no fuel – nothing but memories, sightseeing, snorkeling, and limited anchorage, for a one week maximum visit. All visiting vessels must use a holding tank; overboard discharge is not permitted in the lagoon. I heard back from TNC that they were looking forward to

greeting us at the atoll; they would appreciate being kept posted on our progress.

I set about to rally a crew. Paul Richley and Craig Anderson signed on. Paul had traveled north from La Paz with me on *Toyon* and Craig had voyaged to Antarctica aboard *Alaska Eagle*. We were counting on a fourth person who had sailed from Newport Beach to Honolulu aboard *Van Diemen III*, but were disappointed to learn he had flown back to Ohio the morning after landing in Hawaii, uninterested in further passage making.

In three days, with the help of Cindy Myers Van Guilder on the big island, I was able to secure stand-in crew able to go

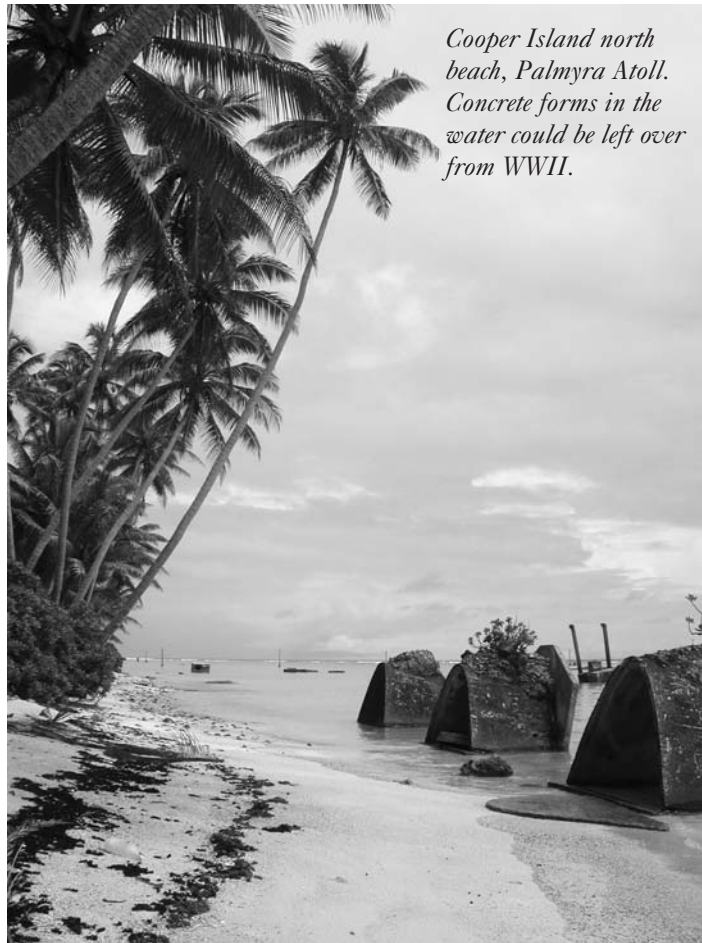
sailing unpaid for three weeks to Fiji. Through Cindy, I contacted Kimo Lyman of Haleiwa. Kimo put me in touch with my stand-in shipmates. One, a former model and enthusiastic North Shore surfer, originally from Maryland, was Erin Belcher. Erin happened to be living with Kimo's family.

I had good reason to trust Kimo's recommendation. He had sailed with Cindy's dad, Gary, in the Kenwood Cup and Kimo was crew aboard the voyaging canoe *Hokule'a* on its Tahiti to Hawaii return. His brother, the late David Lyman, had sailed with an old family friend, Rodo Williams, on the *Hokule'a's* original Hawaii to Tahiti leg. Rodo was one of the last of the Polynesian native navigators. I met Rodo while cruising the South Pacific with my family aboard *Rejoice*, 1979 to 1981. We met Rodo through a family friend also cruising at that time, Mary Miles Morrison, who was interviewing Rodo to transcribe Polynesian folklore so it would not be lost with Rodo.

In short, many good things

added up, and this made me comfortable taking aboard someone new. After meeting and talking with Erin, I encouraged her to bring along a girlfriend to help her feel more comfortable. She brought Alexis Pasquariello, another North Shore surfer, this one originally from Sonoma. I approved; we trained the girls on watch standing for several days, and they eventually shared a watch, and we all safely shared a most remarkable adventure.

Last July, *Van Diemen III* was the fourth vessel to call at Palmyra in 2007. Visits ashore are limited to daylight hours except if invited ashore by the researchers, TNC personnel, or the US Fish & Wildlife Service (FWS) representative. About once a year, TNC hires a barge to deliver fuel (gasoline for outboards,



Cooper Island north beach, Palmyra Atoll. Concrete forms in the water could be left over from WWII.



diesel for generators, propane for cooking, and jet fuel for the Gulfstream I turboprop) and bulk supplies from Honolulu.

Decades ago, after a long legal battle, the Fullard-Leo family of Honolulu won the atoll back from the U.S. government. They thoughtfully declined lucrative offers to turn it into a gambling haven, resort, or nuclear waste dump. In about 2001, the Fullard-Leos sold Palmyra to The Nature Conservancy, thereby ensuring that it would never be spoiled. Today, it's the only privately owned U.S. Territory, and its isolation makes it one of Earth's finest locations for studying how nature behaves in the absence of man. The entrance channel still provides about ten feet of water through the surrounding spectacular reefs and islets. NOAA chart 83157 of Palmyra has recently been updated to WGS-84 datum (view at <http://www.charts.noaa.gov/OnLineViewer/83157.shtml> or search on Google Earth).

At Palmyra, FWS and TNC cooperate in its management. TNC offloaded visitor management to FWS perhaps to lend federal authority to visitor arrangements, and FWS controls access to islets visitors are asked to avoid. When researchers visit such islets, they first freeze their clean clothing and shoes to keep from introducing anything from the more-traveled Cooper Island. This protocol is practiced at places such as French Frigate Shoals in the NW Hawaiian Islands National Refuge. It's a curious practice because the tens of thousands of migratory seabirds at Palmyra don't follow the same protocol. Fairy terns, sooty terns, bristle-thighed curlews, frigate birds, and others come to Palmyra to raise the next generation, from all over the Pacific.

The Nature Conservancy balances hard-line conservation with the atoll's war-era history. I do not believe they intend to remove the few war-era concrete structures. But they do intend to remove other features of atoll history. For instance, centuries ago, seafarers would seed remote islands such as Palmyra with trees so future mariners would find replacement timber to repair broken ships. To TNC, today's Ironwood and Norfolk Island pine trees are botanical squatters, invasive non-native offspring of atoll history slated for removal.

When I was planning the passage, I found an online discussion thread about the atoll and contacted one of the posters by email. He told me he had visited Palmyra on his boat in 1984, long before TNC bought it. Somewhere there, on one of the islets visitors are not allowed to wander today, there is an old jungle-covered hospital. He had consulted the Fullard-Leos in Honolulu before he sailed, to ask permission to visit. They talked, and he learned the hospital's location, but even with this knowledge, it took him three days of searching to find it. He told me a person could look six feet into the foliage, and all he would see is jungle.

When the war was over, Palmyra personnel sailed or flew home. During the war, the hospital needed no door locks

and nobody installed them before departing at war's end. Few came poking around, and the jungle kept growing. When this gentleman eventually found the hospital, he found it unlocked, so explored inside. What he found was a time capsule of circumstance. On the walls, glass shelves held medicines sitting undisturbed. Hospital beds were smartly made, untouched. Aluminum and glass partitions divided the concrete structure into sections. Apparently since then, but before TNC took possession, the building was looted for aluminum scrap and miscellany, which this same gentleman discovered on a subsequent visit nine years later.

Where you can wander today on Cooper Islet, a few abandoned concrete structures, engulfed by ferns and palms, watered by 180 inches per year of rain, await your discovery. Long stretches of palm-fringed tropical beaches have footprints of birds or crabs, or no footprints at all, though there is a sad

assortment of plastic flotsam. A few odd shaped concrete structures in shallow water may have sheltered troops standing watch.

We were fortunate to be invited ashore by TNC for dinner twice during our six day stop at Palmyra. On two nights, we hosted TNC personnel on *Van Diemen III*. Dinners ashore were tuna prepared various ways with great flourish; wholesome, basic, but good food. We left them with some DVDs for their entertainment library and a fresh copy of the newest printed-on-demand NOAA chart for the atoll for display. Yachts are permitted to stay a week, but I reckoned we'd need the extra day to make Nadi, Fiji. I was right; we cleared through customs and safely delivered the boat, at the place, and on the date promised.

Craig, Paul, Erin, and Alexis were great shipmates. Erin and Alexis continued on their own Fijian surf-safari before flying home, Paul and Craig experienced a little

cruising of SW Fiji before flying home, and I was very fortunate to stay aboard for seven weeks more cruising in Fiji with Renee Gaylord and friends before flying home myself. Rob was able to stop over for an unfortunately brief visit. Today *Van Diemen III* is in Australia, as Rob has just returned her there after cruising a bit in Tasmania.

I chose Palmyra as a stopover for its historical interest, for its strategic value in passagemaking and crew attraction, but also for its unmatched snorkeling and its intrigue. The atoll serves as the setting for the great 1991 story called, "And the Sea Will Tell," which former L.A. County District Attorney, Vincent Bugliosi, helped author. This story was also made into a TV movie. The Honolulu Star reported that the man convicted of Muff Graham's 1974 murder at Palmyra, Buck Walker, was recently released from prison. Mac Graham's (Muff's husband) body has never been found. There's also supposed to be a pirate's treasure of gold buried on Palmyra. For perspective, the entire atoll complex is about the size of the entire Newport lower bay. Google Earth has great satellite imagery of the atoll; a look there will not disappoint.



Paul Richley rinsing off in front of some small WWII-era concrete structures that remain on Palmyra.

BLOCK ISLAND RACE ABOARD THE STORM TRYSAIL TRANSPAC 65 – ROSEBUD

by John Peschelt, Jr.

After an extremely productive eight hours of sail testing and practice the day before the 63rd Block Island Race, the STP 65 *Rosebud* was ready to get the 186 nautical mile "sprint" underway. The setting was absolutely ideal with a northwest breeze filling into 18 knots just before the start. The silhouettes of New York City's tallest skyscrapers could be seen to the southwest as the afternoon became early evening.

The first start would be at 5:00 p.m. on May 23rd with the line situated just off Stamford, Connecticut in the Long Island Sound. The course would lead us through nearly 65 nautical miles of smooth water sailing towards the Plum Gut. Once reaching the Gut, the racers start a 60 mile leg into the Atlantic Ocean, around Block Island and then back towards the entrance to the Sound. After re-entering through the Gut, the racers make their way back towards Stamford for the finish.

The boats competing in the Super Zero class included a wide spectrum of state of the art racers. *Rambler*, a 90-foot water ballasted Reichel Pugh, was clearly the favorite to take line honors. Our best head to head competition would come from a 66-foot fixed keel Reichel Pugh named *Blue Yankee* (it is the same hull design as Jim Madden's *Stark Raving Mad III* without the canting keel). The wind direction created an exciting downwind start where we had a headsail up for our pre-start maneuvers



before setting our A2 to make our way down the Sound. Once the kite is set, the strong attributes of *Rosebud* became very obvious.

After pushing along for the first four hours of the race at 15 knots over the ground, we managed to take quite a large chunk out of the course. We had a favorable current running with us down the Sound as well as smooth water helping our efforts. After being "water lined" by the longer *Rambler*, we found ourselves literally racing against *Blue Yankee* to see who would make it out the Gut and into the Atlantic first. Unfortunately for the *Blue Yankee*, they had allowed themselves to fall too far into Long Island and a shift in the wind forced them to put up a headsail to get back up to the line we were on. A tricky part of this race was navigating the passage through the Plum Gut, which is only about a half a mile wide. As we approached the exit to the Sound, the mood onboard became increasingly tense as we had to deal with current, substantial shifts, as well as, our own boat speed. With the current ripping through the Gut, we successfully crossed into the Atlantic

Ocean and were greeted by a consistent 22 knot breeze from roughly the same direction as we had been seeing throughout most of the evening. This allowed us to go into our VMG mode, racing towards the south side of the island at 18 knots. The first half of the race could not have gone better for us.

After hoisting our medium jib we peeled away our A2 to prepare for our beat up the backside of the island. It became apparent to us that our return trip would not be nearly as ideal as our trip out to Block Island had been. We carried on upwind, back towards the Plum Gut as the sun began to rise from the east. When day broke, we found ourselves beating back into the narrow Gut, fighting a harsh current as well as several 20 to 30 degree wind shifts. The temperature had dropped rapidly in the early morning hours which forced us to put on literally every piece of clothing we had for the long beat back to Stamford. When sailing through the Gut we were making good speed through the water at 9 knots upwind, but were only making 6 and a half over the ground. This forced us to beat up the Long Island shore to stay out of the worst current, just like tacking up the city front during a flood tide in San Francisco.

After negotiating the tide and inconsistent breeze in the Sound, we managed to find our way back to Stamford in a little over 18 hours. We finished just one hour behind the longer, water ballasted *Rambler* which was reason for celebration among the crew. As for *Blue Yankee*, it came down to the wire with us correcting out just three minutes ahead of them. The rest of the fleet was far behind dealing with current and a late morning lull in the breeze. After returning to the dock and packing the boat up for the delivery back to Newport, Rhode Island, we headed back to our hotel for a late celebratory lunch and a little rest. We were very pleased to have done so well against our two main competitors. It was not until the following morning that we learned that we were not only the winners of the Super Zero Class, but also of the Overall IRC Prize. NYHC member, Jim Madden, also had



a strong showing by ending up third in the IRC Zero on his J/65 *Brand New Day*.

The recent strong performances of *Rosebud* are truly a testament to the vision of the owner, Roger Sturgeon. Instead of selecting a crew based solely on skill sets, he takes into account the spirit and mind set that each individual brings to the team. This creates an equal level of respect and competitiveness throughout the program which supports an environment where high results become possible. I have been very fortunate to have had this opportunity to improve on my skills as a sailor, and I am looking forward to learning more from my experiences with this superior group of sailors.

As for the future, the team is managing to carry on with its winning ways after its sweep of the Sydney Hobart race and will continue to race on the East Coast until late July. We will be participating in the New York Yacht Club Annual Regatta, the NYYC Race Week, as well as the around Martha's Vineyard race. The boat will also be competing in the Newport to Bermuda Race. After that, she will be shipped off to the Med for the Maxi Worlds as well as a couple of events in Malta, Italy.



NON-CALM

TEAM RACE PCCS

by Zander Kirkland

On May 17 and 18th, NHYC hosted the annually competitive Team Race Pacific Coast Championships in the Turning Basin in CFJs. Numerous former top college sailors and many top tier high school sailors turned out for some great team racing. Another great aspect of the weekend was even though there was a high level of competitiveness throughout, there always seemed to be an air of camaraderie and respect throughout the weekend. This is always fun to have, especially in a sport as small and social as sailing is. It was intelligently scheduled to be used as a warm up for the region's top high school (NHHS, PL, and CDM) and college teams (USC) as they prepare to head to their respective national championships. NHYC had many members participating, including the CDM team, the NHHS team, and numerous members on an assortment of different teams (Caleb Silsby, Adam Deermount, Andy Beckman, Tommy Leach, Phil Stemler, Killarney Loufek, Alexis Scott, Sydney Bolger, Perry Emsiek, and Whitney Loufek). Nine teams showed up for the fully-umpired event, which served as a qualifier for the Hinman Trophy (US Sailing Team Race National Championships) later this summer. Jenn Lancaster, Charlie Underwood, Kevin Hawkins, Scott Mason, Jeff Gordon, and many others should be commended for putting on a great event. I would also like to thank the Yacht Racing Council and the Board for their support of team racing and making this all possible. Jenn and her team maximized the racing in the light and fluky breeze and got off two successful round-robins, for a combined 72 + races over the weekend. The light air definitely made it imperative to have good light air CFJ boat handling, for if you couldn't roll tack or hold your speed through the turns, you had no chance.

After the double round robin, they broke the group into a final four and seeded everyone for a knock-out bracket. My



Alexis Scott, Zander Kirkland, Perry Emsiek, Dave Siegal, Mikee Anderson-Mitterling, and Sydney Bolger

team, the Jumbo Trojans, went 15-1 and were ranked #1 going into the bracket. Caleb's team, the Spartan Shrimps, went 13-3 and were ranked #2. Our races with the Spartan Shrimps were extremely tough and we split the two races during the round-robin. These two teams (with different team names) were the two top teams at last years PCC's, so everyone knew a lot was riding on each race. Team TBA (Adam Deermount, Andy Beckman and Steve Hunt) went 11-5 and were the #3 seed. NHHS and Point Loma both went 8-8 and had a sail-off for the last spot in the knockout-bracket, NHHS won the sail-off and moved into the final four.

The final four started in light air and matched the Jumbo Trojans up with the NHHS team (I had so much pressure on me to not lose to my own team!) and the Spartan Shrimps matched up with Team TBA. On both sides of the bracket, there were tough battles, but both top seeds, the Spartan Shrimps and the Jumbo Trojans emerged to make it to the finals. The finals started in a very light, but sailable breeze with the Shrimps taking the first race. However, the conditions deteriorated further for the next race, where the Jumbo Trojans pulled out the win after a tight last beat. After that race, the PRO postponed racing, hoping for one more breeze line, but that was not to be and the results reverted back to how everyone finished in the round-robins. That left the Jumbo Trojans as the Pacific Coast Team Race Champions! The Jumbo Trojan team (skippers were a combination of the Tufts' Jumbos and a USC Trojan) was Mikee Anderson-Mitterling, Sydney Bolger, Dave Siegal, Perry Emsiek, Zander Kirkland, and Alexis Scott.

29ER RACING AT SKIFF FEST

by Tyler Macdonald

Early Saturday morning my family and I left for Santa Barbara to sail in the Skiff Fest hosted by SBYC. As we arrived, I was greeted by my crew Carly Shevitz. When we finished rigging the boat, the Race



Committee postponed on land for an hour. After the postponement, we sailed out to the course only to be postponed for another hour. After that they sent us in for another on land postponement. Howard Hamlin flew his helicopter over us for a while as we drifted. We sat on land for about an hour and a half. One of the teams had a Bar-B-Que on

their trailer and during the delay we cooked cheeseburgers! About three o'clock they announced that we were to go sailing and we went out and sailed four races. Carly Shevitz and I had never sailed together and our goal was to have fun this weekend. We sailed in perfect 12+ knots of breeze, probably one of the best sailing condition days I've had in Santa Barbara. We finished the sailing around 5:30pm. After sailing in 25 knots of breeze in San Francisco a couple of weekends before, sailing in 12 knots didn't seem as gnarly. That night a number of sailors went to a sushi restaurant together. After sushi, we went to the Shevitz's house for a swim and then we hit the sack.

The next morning Mr. Shevitz made delicious pancakes for us and then we drove from their house to the boat to get rigged. When we arrived, the wind was already building. We launched the boat at noon and sailed to the course. We had a breeze of 8-12 knots, sunny skies, and fun racing. We sailed 5 races that day and ended up in 6th place overall. I love sailing in Santa Barbara because the local people are great hosts, and I see friends from up north and from down south. The conditions are usually good, and it is a cool place to sail.



ELVSTROM SELLERBACH

by Tyler Macdonald

At five am we left Newport to drive to San Francisco for the Elvstrom Zellerbach Regatta hosted by Saint Francis Yacht Club. With my 29er on top of the car and my dad's Finn trailing behind, we made the long journey. We decided to sail this regatta because my crew and I were selected to sail the US Youth Championships in the 29er in June, and thought it was a good idea to practice in San Francisco. There were 12 teams competing for the weekend. After we arrived, my crew, C.C. Childers, arrived and we rigged the boat. We sailed in a 29er clinic hosted by San Francisco sailing coach and skiff sailor, Dan Brandt. After we were all rigged, we had a quick meeting, then we headed out for an hour sail. The sailing was great; the wind was blowing 15-20 knots. We ended up doing one long upwind and one long downwind leg. It was so much fun going at full speed. After we all got in, we unrigged the boats, had a quick debrief, and then we all ran to the sauna! We stayed at the club for their famous seafood buffet, which was amazing.

The next morning CC and I arrived at the club, met with Matt Noble, our coach for the weekend, and we rigged the boat. Once we were done, we hurried to the skippers meeting. Our coach, Matt Noble, is one of the top skiff crews in the world. Judge Ryan and his crew Hans Henken were also being coached by Matt. After our

coaching meeting, both teams sailed out to the course. The sailing course was along the city front, racing right in front of the yacht club. The first race started in about 12 knots of breeze and built to 15 knots with 3+ knot flood tide. CC and I were over early at the start but salvaged a 9th after flipping on our last gybe near the finish. On the upwind legs we hit the shore and downwind we sailed through the center



of the course using the tide. I had no idea how the tide worked. Mike Martin came to our house for dinner two weeks before we sailed and explained all the strange conditions of the tides, and how I should play them.

At the start of the 2nd race, the wind was now blowing 20 knots, and still building. The course was double windward, leeward, with a finish downwind. The tide had switched and now there was a 4 knot ebb tide, which created a 2-3' chop. Not exactly our

conditions, since we were the lightest team on the water, but we were there to practice for the extreme conditions. We started in the middle of the line and were pretty much middle of the pack and flipped two times and were scored a "DNF" by the time we finished past the race committee. Just after we sailed past the race committee, they cancelled the remaining races due to high winds. After our first race day, sailing along on the city front was an unbelievable experience, big wind, big tide, and very cold water. Our highlight of the day was sailing at unbelievable speeds, and best of all was the steam room at the club!

That evening we had dinner with Peter Jesberg's family at their house in Mill Valley. Peter's dad, Don, who was also sailing Finns, had invited a few Finn sailors over as well. We had Bar B Que and the food was good. We all heard some good sailing stories about the bay.

Sunday's conditions were the same as Saturday's, except at the end of the third race when the wind reached puffs of 28 knots! We had three races on Sunday finishing 7th, 9th, and DNF'd the last race after crashing in a big puff. Overall it was a great experience learning to sail along the city front and sailing out of a great yacht club like St Francis. I look forward to sailing across the bay in June at the Youth Champs.

HOT TIME FOR A COOL CAUSE

by Greer Wattson

On Sunday May 18th, several fellow Non-Calms and I caught a tow from our Coach for the Day, Conner Bathen, and Doug Welsh on *Fandango*. Summer arrived early and the temp was creeping toward the high 80s as we arrived at BCYC to sail in the Leukemia Cup, a fun one day regatta held to raise money for the Leukemia and Lymphoma Society. All sailors are encouraged to raise money as well as sail. Conditions were light with 5 – 7 knots of breeze. Non-Calms once again represented the club well with a fine showing. In the C-2 class Hayley Newitt trophied in 3rd place. C-1s were a NHYC trifecta with Sean Segó in 3rd, John Connelly 2nd, and Bobby Briggs

taking home the crystal for 1st.

Carter Scott had a great day and finished 3rd in the B fleet. Great job everyone!!

It was a special day for me as my parents with the help of Tad Springer had surprised me with a new Sabot earlier in the week. It was an awesome feeling to go out and get 3 straight bullets in Adrienne Patterson's former Sabot. I had a few kinks to work out with my mast pin popping out and a broken tiller extension but I still managed to hold on to finish first.

I was also honored to receive a trophy for 3rd most funds raised by a junior sailor with \$735.00. Thank you to all of you who sponsored me. The day grew hotter and we were ready to head home. Thank you to Mr. Connelly and the Welsh family for braving the heat to help us back.

I am looking forward to the summer program and many more hot days on the bay with everyone in the fleet.

MOONSTONE

WORK WEEKEND – '08

by Paul Marshall

This year's Work Weekend on May 17th was a one day concentrated effort by 85 plus members and their children. The outstanding "beginning" condition of the cove due to our Steward Jay Mix's efforts and our incredibly productive pre-work weekend that unloaded and loaded the supplies, cleared debris, and built the new gabion cages enabled us to opt for this abbreviated effort. As previously noted, this year's major project was a re-build of the easterly portion of the gabion wall that was led by Jack Hamilton and was completed in a week.

Saturday was an absolutely perfect mid-summer type day at the island and there were about twenty NYHC yachts moored or at anchor with a great group of members eager to get the cove into shape. We managed to complete all our pre-determined tasks and even a few "extra credit" fixes such as the Gary Hill lead rebuild of the lower ramp step and wheel assembly. We replaced the roofing around the galley with a more fire retardant metal corrugated material that serves a dual purpose of reducing our fire potential and looking great with a "Tommy Bahama" appearance. Painting included the pier (the pier painting gang needed quite a bit of paint remover), house roof and tables with a fresh application of "Moonstone Green" to many structures. Handrails were replaced, heads were sanitized, pavers re-set, the bocce court re-surfaced, and the horseshoe pit even got a little sprucing up. The reward for this highly concentrated effort was undoubtedly the late afternoon R&R on the boats enjoying the weather followed by a great dinner prepared by Tom Gilbertson and staff. I would to thank our Manager, Tom Gilbertson; Dock Master, Anthony Palacios; and Steward, Jay Mix; on the membership side, Jack Hamilton for the gabion leadership; Roger Riley for leading the re-roofing effort; Steve Foster for coordinating the annual trimming; and all the other members who attended and turned out in mass for working so hard.

The cove is clearly ready for the season and is in a condition we should all be very proud of. I strongly encourage all of our members to visit Moonstone and enjoy our island treasure.





photos by Anne Nutten

MOONSTONE COVE RULES

Refer to the NHYC bylaws for a complete list

Mooring reservations are to be made through the Moonstone Reservation System – please refer to the NHYC Directory.

Sleeping on shore is permitted subject to:

- approval from the Mayor of Moonstone or an NHYC Board member in advance or while in the cove;
- the requests shall be made by a member of NHYC, who shall be in the cove during the requested time and be the responsible party;
- all noise and activities shall be kept to a minimum after 10:00 p.m.;
- all sleeping gear shall be kept clear from sight prior to usage and properly stowed promptly in the morning hours;
- all other cove rules shall be enforced including no underage alcohol consumption.



Members may not reserve moorings for non-members unless the member is aboard, and/or if it's the member's own leased mooring.

No boat, personal watercraft, or other

motorized vessel may exceed 3 knots within the cove to 100' beyond anchored yachts.

No pets allowed east of the pier at any time.

Use of a long bowline (minimum 10') is encouraged for the float and no side tying is permitted.

“Golden Rule” – loud music and other noise is prohibited after 10:00 p.m., which includes generators which may not be operated between 10:00 p.m. and 7:00 a.m.

Members are responsible for clearing their own trash on shore.

Non-members may not fly the NHYC burgee.

Picnic tables may not be reserved.

Please respect our cove and have fun!

MOTHER SABOTS



Preparing to sail: Suzie Karjala, Laura Henderson, and Carlita Fuller



Harbor 20 sailing: Deon Macdonald, Rosie Jones, Audrey Nye, Barbara Ficker, and Phyllis Drayton



Rosie Jones at the helm of a Harbor 20



NHYC 2008 "ANIMAL HOUSE"

by Bill von KleinSmid

What would 200 men on some 50 boats say about three fun filled days on Catalina Island? Answer: WOW!

It all started at the clubhouse Friday, June 6th, with Fizzes, Bloody Marys, and a great buffet breakfast featuring eggs Benedict and blueberry pancakes. Members and guests departed for Moonstone and Avalon, clearing the docks by 9 am. Upon arrival at Moonstone, we picked up moorings or anchored and some of us were shuttled to Avalon for the Woolfel Bird Golf Tournament. About fifty men played "golf" or some version of the game before adjourning to the Sand Trap restaurant for cocktails and good Mexican food.

The last shuttle at 6 pm got everyone back to Moonstone in time for more cocktails and a halibut dinner ashore followed by lemon meringue pie. Eric Rankin of the Hodaddies provided the entertainment before Chef Polly cooked up Moonstone Ritz Burgers at 10 pm.

By this time, we realized that there were seventeen "friends" of Nick Kelly celebrating his bachelor party aboard *Encantada* and *Evening Star*.

At 8 am Saturday, we were greeted by the Commodore and staff, all wearing toga outfits supplying all personnel with Fizzes and Bloody Marys. We gradually shore boated to the pier for a great breakfast featuring eggs, sausage, hash browns, oj, and coffee. After a few welcoming remarks from R/C Brad Avery, the sixteen two man team Bocce Ball Tournament began, followed by paddle board races, water balloon target practice, and the Laser remote control sailboat races. By lunch, the first eight Bocce Ball matches were completed and we enjoyed yellow fin tuna sandwiches, Chinese chicken salad, and brownies for dessert.

Afternoon activities included six more Bocce Ball matches.



photos by Tom Gilbertson

By 7:30 pm most of the crews were on shore for more "Eric / Hodaddie" music, photos of preceding events, and the fabulous filet mignon dinner with peach cobbler for dessert. Finally, the "Commodore Therapy" session began featuring "Dr." Tad (Arnold) Springer who reminded Bruce of his earlier life with the help of some of his friends and brother Jeff. Some of the thespians were R/C Brad Avery, S/C Gil Jones, Gordo Johnson, Smitty, Duffy Duffield, S/C Bruce Stuart, S/C Burleigh Brewer, and Manager Tom with great stories. The Commodore took it very well

Sunday morning came, much to the dismay of certain Woolfel birds, but after another delivery of Fizzes and Bloody Marys, we somehow made it to shore. Again Eric played his music while we enjoyed a great send-off breakfast.

V/C Bill Crispin, substituting for R/C Avery, who left earlier to catch a plane, made the following awards:

Golf – Low Net:

Team Twilight – Toby Schriber, Bob Thompson, Chad Thompson, Dennis Greibel

Longest Drive (289 yards):

Chad Thompson

Closest to Pin:

Tyler Chernack

Paddle Board:

Chris Welsh

Remote Control Laser Race:

Tom "Smitty" Smith

After the awards, Manager Tom gave thanks to the crew and we broke up and headed for the Bocce Ball championship match between Team William B featuring Gary Hill and Pat Ward, and Team Cazador featuring Chris Allen and Arlo Gates. It was the best contest in history and Team William B pulled it out on a final three point segment 11 to 7. The new Bocce Ball trophy will be appropriately engraved.

It was a great weekend, good weather, and a lot of fun was had by all.

DORADO BITE OFF SAYULITA

by Christopher Allen

On February 24, 2008 NHYC Anglers Steve Coyne and son Keagan (8 years old) set out in a Panga piloted by captain Solin from Sayulita, Mexico about 45 minutes north of Puerto Vallarta. It was the first time Keagan had been open ocean fishing and he was excited at the prospect.

The journey started at 7am, and after making bait in Punta Mita harbor, for a little over an hour, they were on their way to some custom made "Fish Palapas" (aka FADS- Fish Attracting Devices) off the coast. The members of the Panga Fleet make and maintain four clusters of palm fronds that rest on the surface and are anchored with sand bags between 3 and 7 miles off the coast in about 300 feet of water. They are able to locate them by using GPS coordinates. These Fish Palapas attract fish by creating shade similar to a large kelp patty.

The first of the four Palapas had a small school of Dorado, but none of them were hungry so after a few passes with feathers and several live bait casts the crew headed for the second. When they arrived at the second palapa they immediately hooked up on a huge bull Dorado on one of Steve's light weight rods that had 7 lb test. This was the first real fish fight for Keagan and his dad could see that his son was really "hooked" on big game fishing. After a 20 minute fight they lost the fish after getting tangled with another line off their boat. A very frustrating experience to say the least but there were other fish to be caught so they pressed on.

They had no success on the third palapa and decided to head back to the first. On their way back they spotted a Sailfish and started making passes. With a bit of teasing and casting Steve was hooked up with a Sailfish in the 125-150 lbs range. After a few beautiful jumps and a furious fight, the fish was able to wiggle the jig loose after about ten minutes leaving all aboard stunned.

As they were close to the first palapa, they decided to stick



Keagan and Steve with Keagan's first dorado

with the feathers and a cedar plug and make a few more passes before switching to live bait. After three unsuccessful passes Keagan hooked up and eventually landed a 41 inch Dorado that weighed approximately 20 lbs. to save the day.

All in all it was a wonderful experience for both dad and son with a good deal of action, the highlight being Keagan's first Dorado. During their five hours at sea the great scenery of Pacific Ocean included two Sea Turtles, two jumping Sting Rays, two Sailfish, three giant Manta Rays, five or six Whales breaching, and scores of Dolphin playing and Sea Lions sunning. Keagan is already making plans to return to Mexico for his next fishing adventure and his dad is hoping to go along.

First Fish Flags:

- John M. Curci picked up the **1st Yellowtail** Flag on 5/31 fishing the backside of Catalina. This is the 2nd consecutive year that John has picked up the 1st YT.
- Bill Bennett secured the **1st Pacific Sailfish** Award of Merit Flag in Palmas Bay (north of Los Barrilles) on 6/2.
- Packy Offield caught the **1st Atlantic Sailfish** while fishing in the Masters Tournament off Cancun, Mexico.

Congratulations to John, Bill, and Packy. The season is off to a great start with 6 flags already awarded.

Fish Report:

NHYC Angler Bill Bennett reports good fishing at the East Cape. At 7:45 am on 6-2-08 he hooked up a Sailfish while trolling a dead ballyhoo. The fish was near shore, spotted by an alert Captain Hector on the *Anzuelo II*, while taking on live Sardinas from a Panga. The fish jumped several times and was released after a short fight.

The water was cool and there were

no Tuna schools spotted from Palmas Bay well north beyond Cerralvo, and far south toward the Gordo Banks. Bill and his two fishing buddies managed several nice bull Dorado each day they fished, and on the final day they caught the Sailfish, 4 Striped Marlin, and one bull Dorado.



ANGLERS! Mark Your Calendars!

Saturday, Aug. 9th & Sunday, Aug. 10th



NHYC/BYC INTERCLUB CHALLENGE FISHING TOURNAMENT

Questions?
Call
John M. Curci
at
949-795-7556.





Summer is officially upon us! The kids are out of school, our summer sailing program is fully subscribed, and the season for on the water activities is fully engaged. With all of this now in place your Club moves to the apex of the season.

July 4th this year falls on a Friday and as a result, service at the Club will be a Holiday hybrid; regular lunch is served in addition to snack bar regular hours. The evening will offer a summer treat with a family buffet featuring fried chicken to set up the area fireworks display that can be seen from the Bay. In that this holiday has not been on a Friday for years PLEASE help us to plan accordingly for your attendance and make a

reservation for your party. The timing for your visit is not important, the fact that you are coming is! Service for the balance of the weekend will include regular schedule; breakfast, lunch, and dinner on Saturday and brunch, lunch, and dinner on Sunday.

The summer party this year will occur on Friday, July 18th. Once again the event will take advantage of a beautiful summer evening for cocktails and hors d'oeuvres on the deck with a "station style" dinner. Entertainment will suggest you bring your dance shoes.

Early August will bring the next rotation of our regular lunch and dinner menus. Chef Polly has been changing menu selections every other month for the past couple of years to offer unique and seasonal items to tempt the palate. The current early summer rotation began June 11th. If you have not visited the Club in the last few weeks, stop by and enjoy the weather, water, friends, and food.

Into the fall, the annual Commodore's Cruise weekend is scheduled for September 19, 20, and 21 at Moonstone. Plan to join the "D'Ely Lama" for this relaxing and fun event.

All in all, the Club is at your service to help make the summer a special place for your family.

Look forward to seeing you there.

Thomas Gilbertson, CCM
General Manager

July 4, 2008

Pirate's Den
10am-9pm

Snack Bar
11am-5pm


Lunch Service
Regular Service
12-2:30pm

Fried Chicken Buffet
mashed potatoes, gravy,
corn on the cob,
baked beans,
watermelon,
apple pie a la mode
6pm-8pm

Adults 16.95++
Children Under 12 \$10.95++

reservations requested

IN MEMORIAM



JAMES B. MACKENZIE
May 16, 2008
Member since 1986

JAMES M. MC FADDEN
June 4, 2008
Member since 1961

MRS. RICHARD "MARILYN"
HAUSMAN
June 6, 2008
Member since 1972

HOTW

Editor

Anne Nutten

Committee

Chris Allen
Pam Bacich
Dorothy Beek
Donna Bents
Kristin & Robert Bents
Jane & Scott Calder
John Clement
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Nina A. Nielsen
Harriet Palette
Steve Schupak
Dennis Scholz
Bill von KleinSmid
Judith Wattson
Chris Welsh
George West
Tod White
Robert Yates

Contributors

Commodore Bruce R. D'Eliscu,
Thomas Gilbertson, CCM,
Melinda Blackman,
Chip Donnelly, Zander Kirkland,
Tyler Macdonald, Paul Marshall,
John Peschelt, Jr.,
Greer Wattson

Layout and Design

Vince Mattered Design

Newport Harbor Yacht Club

720 West Bay Avenue • Balboa 92661
673-7730 Phone • 673-3972 Fax
723-6878 Boatyard
nutd@juno.com
Web site: www.nhyc.org

Commodore

Bruce R. D'Eliscu

Vice Commodore

William H. Crispin

Rear Commodore

W. Bradley Avery

Directors

Bruce R. D'Eliscu
William H. Crispin
W. Bradley Avery
Marc L. Foster
Jeffrey J. Gordon
Jeffrey D. Littell
Edwin A. Meserve
Richard S. Robinson, Jr.
Thomas E. Springer III

General Manager

Thomas Gilbertson, CCM



Summer 2008 Tuesday Dining

July 1
Wedge Salad
Grilled Trip Tip
Vanilla Ice Cream

July 8
Mexican Caesar Salad
Chiles Rellenos
Caramel Flan

July 15
Pear Salad
Sautéed Sand Dabs
Brownie

July 22
Mixed Green Salad
Chicken Parmesan
Lemon Tart

July 29
Bibb Lettuce Salad
Seafood Linguini
Fruit Tart

August 5
Cactus Tomato Salad
Carne Asada
Trees Leches Cake

August 12
Caesar Salad
Meat Lasagna
Tiramisu

August 26
Charred Corn Salad
Prime Rib Sandwich
Cappuccino Ice Cream

August 19
Spinach Salad
Olive Oil Poached Salmon
Cheesecake

\$15.95++

**No Substitutions
No Split Dinners
No Children's Menu**

**Pirate's Den
Opens at 5pm
for Cocktails**

**Dinner Service
6pm- 8pm**

In order to have the correct amount of meals prepared, reservations are **Required** by 5pm the prior Saturday