

HARD ON THE WIND



NEWPORT HARBOR YACHT CLUB

MAY 2008



NHYC INVITATIONAL TEAM RACE

Peter Wells and crew, Jeff Gordon

COMMODORE'S COLUMN



Greetings from the Bridge. Continuing with my deep love for the most valued of traditions at Newport Harbor Yacht Club, I would like to share one of my personal favorites, club legacies and multi-generational member family.

The lore of the sea, 90 years of club history, special times spent on the water, and events at the club are passed on to the next generation. Many times, the passion for the sea and sailing is imparted by families through our Non-Calm program, skipper memberships, fathers, mothers, and grandparents. What I find especially rewarding is the dedication of families for special actives on the water and around the club.

My children have benefited from these special times, with their grandfather, Don Ayres Jr. speaking about his youth at



Don Ayres with grandchildren Campbell, Annabelle, and Briggs D'Eliscu

NHYC. As a skipper member in the 1950's, Don Jr. would make the long trip from Los Angeles to spend time at NHYC. He stayed on his parents', Don Sr. and Mary Alice, pristine ketch, *Skylark*, and sailed Snipes with friends, Howard Chastain, Norton Younglove, Ted Mertz, and Mike Jager. Don Jr. continued this tradition, sailing and racing with his boys, Don III, Bruce, and Doug over the years on the various *Drumbeats*. Today, Don Jr. and Janet continue to pass on the traditions of the club and the love of the water, on *Drumbeat*, sailing Harbor 20s with my boys, Campbell and Briggs, and their other fourteen grandchildren.

The Warmingtons are another NHYC family continuing these valued traditions. As a skipper member, I have fond memories of S/C Edward G.



S/C Warmington on board *Teal*

Warmington (1960) in *Moonstone*. Secure on B-13 with his family. I can still picture him daysailing his immaculate Cal 20 throughout the bay in his later years. Today, S/C James P. Warmington (1987) and Vicki uphold the tradition on his new daysailer, *Teal*, a Hinckley 42 DS, with his grandchildren and others. With a big smile, Jim will tell you, "One of my best weekends is when the kids call and ask to go sailing." *Teal* combines old world elegance with state-of-the-art technology, and is the perfect solution for a family that wants the ability to explore the harbor on a day sail. At LOA 42' and LWL 29' with almost 13' of overhang, and a 10' beam, she is an efficient and swift daysailer. The next generation of the Warmington family is active in NHYC Non-Calm program this summer. I am sure this love for sailing and NHYC has been deeply instilled in their hearts.

While not all members have the good fortune of being a legacy in this way, I only hope they have the opportunity to share their love of the sea and the club in the future.



Warmington family

I would be remiss if I did not congratulate our Fleet Measurer Gale Pinckney and General Chair for the NHYC Invitational Match Race held March 28-30th. It was a huge success from a myriad of perspectives, including the outstanding support of the club membership and volunteers. In a very special way, this regatta was also a NHYC members' regatta. Because the racecourse was close to the club, it provided a great opportunity for members and visitors to enjoy sailing as a spectator sport. I personally heard competitors and visitors comment that the quality of sailing was second to none in the nation and praise the NHYC hospitality.

The Newport Harbor Sailing Foundation supports many of our elite sailors in Southern California and in Newport Beach. S/C Warren Person (2006) has enormous plans for marketing and fundraising for this organization. For the latest information on success stories, and how you can help, please see the NHSF link on NHYC Web site.

It is my sincere pleasure serving as the Commodore of Newport Harbor Yacht Club and on your Board of Directors; Committee Chairs are committed to membership satisfaction and a fabulous 2008 season.

All the best and warm regards,
Bruce R. D'Eliscu, Commodore

NEW GATE CODE:
As of 5/1/08 it will be # 1-3-5



2008 FINN MASTERS NORTH AMERICAN CHAMPIONSHIP

Alamitos Bay Yacht Club hosted the Master North American Championship on March 28 – 30. Unlike the golf tournament with the same name, to qualify as a “Master” a sailor must be over 40 and have access to a Finn. From 40–50 you are a Master, 50-60 years old you are a Grand Master and over 60 you are a Grand Grand Master (and crazy).

For the local and West Coast fleet this age division eliminates very few. There were 34 boats in total with strong Gulf Coast turn out, two boats from Canada and a British guy hoping to steal the NA Crown. NHYC sent seven boats; Phil Ramming, Robert Kinney, Peter Macdonald, Tad Springer, Scott Mason, Peter Connally, and Bryan Nickel.

The regatta was sailed outside, in open water, for the full swell effect. The series came in like a lamb with the first races on both Friday and Saturday light to moderate. This is the great equalizer in the Master Finn fleet. All of the competitors are experienced and many showed speed and

smarts in the lighter air. By Sunday afternoon the lion had come to Long Beach and the gusts were over 20 for the last two races.

Dominating Darrell Peck showed the rest of us that there is another gear in the Finn, winning five of the seven races.

Darrell was third in the Olympic Trials last fall at NHYC and gives the West Coast a view of world-class speed. Second was Van “The Man” Wilson from ABYC. Van sailed consistently in all wind conditions and proved fitness does matter. At 51 years old, Van was also first Grand Master.

The racing was always close and the 3rd through 7th positions were not set until the last legs of the last race. Andy Kern was third, Adrian Brunton from the UK fourth and John Harrop from San Diego 5th. Phil Ramming was 6th. Peter Connally, although not 60, was awarded the first Grand Grand Master because of his years of experience in the fleet.

The Finn Master Worlds is set for May 8-15th in a small town 23 miles north of Amsterdam in the Netherlands. A total of 281 boats from all over the world have entered. Phil Ramming, Conrad Brown, and Kevin Cary will represent the US.



RESULTS

| | | | | | | | | | | | |
|----|-----------------|-------------------|------|----------|------|---------|------|--------|----------|-----|-----|
| 1 | Darrell Peck | Vancouver Lake SC | 2 | 1 | 1 | (5) | 1 | 1 | 1 | 12 | 7 |
| 2 | Vann Wilson | Alamitos Bay YC | 3 | 4 | (10) | 2 | 3 | 4 | 2 | 28 | 18 |
| 3 | Andrew Kern | | (11) | 2 | 8 | 10 | 2 | 2 | 3 | 38 | 27 |
| 4 | Adrian Brunton | Hayling Ferry | 4 | 7 | 5 | (12) | 4 | 3 | 5 | 40 | 28 |
| 5 | John Harrop | San Diego YC | (23) | 3 | 6 | 4 | 8 | 7 | 4 | 55 | 32 |
| 6 | Phil Ramming | NHYC | 9 | 5 | 2 | 6 | (11) | 5 | 7 | 45 | 34 |
| 7 | Don Jesberg | San Francisco YC | 7 | 8 | 4 | 1 | 9 | (14) | 9 | 52 | 38 |
| 8 | Glenn Hansen | Encinal YC | 1 | 9 | 16 | 9 | (18) | 9 | 6 | 68 | 50 |
| 9 | Scott Griffiths | Lotanjong | 10 | 13 | 18 | (19) | 7 | 12 | 8 | 87 | 68 |
| 10 | Bill Upthegrove | ASYRC | 14 | 15 | 7 | 3 | (19) | 17 | 15 | 90 | 71 |
| 11 | Jeff Allen | San Francisco YC | (24) | 10 | 14 | 13 | 16 | 6 | 12 | 95 | 71 |
| 12 | Robert Kinney | NHYC | 20 | 6 | 17 | 14 RDGb | 12 | 10 | (35 DNF) | 114 | 79 |
| 13 | Steve Landeau | Alamitos Bay YC | 21 | 16 | 23 | (27) | 6 | 8 | 11 | 112 | 85 |
| 14 | Peter Macdonald | NHYC | 5 | 14 | 15 | 20 | 15 | 18 | (35 DNF) | 122 | 87 |
| 15 | David Beyers | Seabrook YC | 16 | (28) | 12 | 21 | 14 | 11 | 13 | 115 | 87 |
| 16 | Jose Oti | TCYC | 18 | 17 | 9 | 17 | 13 | 15 | (35 DNF) | 124 | 89 |
| 17 | Macho Slavich | | 22 | 23 | 13 | 7 | (24) | 20 | 16 | 125 | 101 |
| 18 | Tad Springer | NHYC | 8 | (35 DSQ) | 11 | 11 | 5 | 35 DNC | 35 DNC | 140 | 105 |



Needed: Sponsors for Major Regattas

*Do you know of a company that would be interested in more national and/or local exposure?
We have some very interesting opportunities.*

For more information call:

John Polovina, Scott Calder, S/C Tim Collins, Dwight Belden, Jeff Gordon,
Kevin Hawkins, Anne Nutten, or Joe Winkelmann.

NHYC INVITATIONAL TEAM RACE *by Peter Wells*



The first inaugural NHYC Invitational Team Race was held March 28-30 in the turning basin/NHYC mooring field. The format was new and untested on the west coast: four-on-four team races held in Harbor 20 keelboats. The team with the lowest overall score across the finish line wins. The object of the game is to block and delay the opposing team. Fouls are determined instantly by on the water umpires, eliminating the need for post race protests. After a few successful

Orleans), San Diego Yacht Club, Rochester Yacht Club, and Alamitos Bay Yacht Club. The NHYC Team of Jon Pinckney/SC Phil Ramser, Bill Menninger/Adam Deermount, Caleb Silsby/Stephanie Martin and Peter Wells/Jeff "Supercrew" Gordon" got off to a great start, finishing the triple round robin with a record of 14 wins and 1 loss. Southern Yacht Club entered the final elimination bracket seeded second with 10 wins and 5 losses, but due to the regatta format,

the finals. The NHYC team went into the third race with a do or die attitude and managed to win two races back to back and even the score at 2-2 in building winds of 10-15 knots. It all came down to race five which would decide the winner. The crowd was really getting into it, and every lead change was followed immediately by a loud roar from the peanut gallery. Southern led off the line, only to be overtaken by NHYC who performed a "pass back" at the weather mark to sail into a 1-2-3 winning combination. It looked like a sure thing for NHYC, but Southern covered well on the downwind leg to even it up at the leeward mark. The final beat saw countless tacks from all eight boats, ending in a finish that was too close to call. All heads turned to the finish boat who announced that Southern had won the race and the event. Later on the dock,



scrimmages in the months leading up to the event, we knew the racers would be pleased, as the Harbor 20 turned out to be the perfect boat for 4 on 4 team racing. Thanks to the efforts of Regatta Chairman Gale Pinckney (and her team of countless volunteers, club staff and boat owners) the mooring field was cleared to provide a spectacular racing area, with weather marks and finish line just off the main dock.

The three day event began with a triple round robin which would be used to seed teams for the final elimination bracket. The Newport Harbor Yacht Club team was joined by New York Yacht Club, Southern Yacht Club (New

every team still had a chance to win in the final round. PRO Kevin Hawkins' Race Committee timed the finals perfectly to take advantage of the best conditions on Sunday afternoon. In the semi-finals, NHYC squeaked by a best-of-three match against New York Yacht Club to advance to the finals. In the other semi-final round, Southern Yacht Club beat out San Diego which set up the best of five finals. The cleared mooring field allowed for absolutely fantastic spectating off the NHYC main dock, patio, and deck. By 3:00 pm a large crowd had gathered to listen to the announcer's play by play commentary. Southern came out swinging, winning the first two races of

a senior International Judge/Umpire called the five race final, "The best five team races I have ever seen."

The event was a huge success and all of the sailors agreed that it was the most fun form of racing they had done in years. The event would not have been possible without the generosity of the local Harbor 20 owners who provided a fleet of eighteen evenly matched boats. Many of the out of town competitors were blown away by how much fun the Harbor 20 is to team race, and even more so by the clearing of fifty-two boats out of the mooring field. Thank you boat owners! Everyone is looking forward to coming back next year.



SRM CABO 2008 HIGHLIGHTS

by Jim Madden

We had a great ride to Cabo! The wind and weather cooperated. Our Saturday noon start saw a light southerly breeze which allowed us to use our big Masthead Genoa for the first few hours of the race. This put us ahead of the entire Saturday fleet – including the larger *Magnitude 80* – an 80' canting keel racer (we're a 66' canting keel racer). Our 24 hour run (8 am Sunday to 8 am Monday) put down 364 miles for an average of 15.2 knots. Though very fast for an average, it's also misleadingly slow. Over that 24 hour period, the actual miles sailed are more (we don't go in a straight line downwind). Assuming at least a 20% increase in miles sailed, it's an average speed of 18.2 knots! During wind speeds from 17 knots to 25 knots, we saw a top boat speed of 26 knots. At this wind speed range, the boat consistently sailed along at 16 knots to 21 knots and was easy to drive – a caveman could do it.



We had a great crew of 13 for this race, with three NHYC members, 11 regulars and two who were new to the boat. The crew were Peter Burton, Chris Busch, Scott Easom (new), Joe Fanelli, Jon Gardner, Ben Mitchell, Gary Mitchell, Mike Nash, Jeff Pape, Chuck Sinks, Wayne Terry (new), Piet van Os, and myself. Peter Burton, our Captain, had the boat prepped to perfection, and we're pleased to report that there was not a single mishap – boat, equipment, or crew during the race. However, the "teenager" (Piet) in the crew, almost had his driving privileges revoked.

Though he hit the top speed for the race of 26 knots, he followed it up with a nose dive into a monster wave that saw a mini tidal wave of water run down the boat. Immediately following the nose dive, we felt a shudder. Since it was night, we shone a light over the side, and we plugged in the underwater cameras to look at the appendages (keel, forward board, and rudder). It turns out we "speared" a sizable fish with our keel. It was sort of impaled along the leading edge of the keel. We had to use our keel cutter up and down many times (we refer to it as "OJ'ing" the keel) to get rid of whatever remained of the fish. For the rest of the way, we saw lots of marine life – several whales, dolphins, and a long stretch of bait fish or squid one night that lit up the water with phosphorescence for about a mile. Thankfully, the fishermen in the crew were off watch for that.

We also had some good food along the way, but a few of the crew continue to grumble about "beets in the salads". About the only reasonable complaint was that it was darn cold each of the two nights, so getting on watch was a 15 minute prep with lots of layers of gear and clothing. There was also some very





funny tales of "advice" given by Brad Butterworth (famed America's Cup Tactician) on boat speed and target boat speed and how it's "lovely when, on occasion, they are close".

We completed the race at 3:21 am Tuesday morning, for an elapsed run time of 63 hours, 21 minutes. This was only a little over one hour over the course record. We had a good chance of beating the record because we were only 30 miles out of Cabo at 10pm on Monday night, sailing along at 11-13 knots of boat speed. However, as we approached Cabo the wind faded to 7-8 knots, slowing us down considerably. "Mag 80" went on to beat her own course record by being ahead in a stronger breeze.

The fleet for this race had 38 boats participating, with the smaller 28 boats starting on Friday, and the larger, faster ten starting on Saturday. We were able to pass all but four of the 28 boats who started 24 hours ahead (and gained 200+ miles over that period). Overall, the fleet had a great race, and only three boats had to drop out.

Our elapsed results for Cabo were 2nd boat to finish for the ten Saturday starters, and 6th boat to finish overall including the 28 Friday starters. On handicap (corrected time), we came in 3rd in class under ORR and PHRF and 2nd under IRC. It turns out a 40+ year old wooden boat, "Sabrina" came in 1st overall on corrected time under all three scoring systems. Quite an achievement. This race overall was very good for the smaller / slower boats as there was consistent wind most of the way, so it made for a relatively fast race.

Once again, the finish was quite "exciting". The finish was an imaginary line from the beach off of Cabo Falso. To get there, we had to sail within a few hundred yards of crashing surf at the beach. Since it was in the middle of the night, we couldn't see the waves crash on the rocks, but we could absolutely hear them. Good to know the insurance on the boat is current. After finishing and putting away the boat, we headed to the Villas in Pedregal and



enjoyed a great view of the ocean and the rest of the fleet sailing in over the next 24 hours. Plenty of vodka, tequila, wine, and beer. We also had unplanned entertainment over dinner on Tuesday when our chef, Hector, in an effort to impress us with his flambé technique, managed to catch the kitchen cabinets on fire (briefly and with no permanent damage). We've since told him to stick to less exotic dishes.



Don't miss the fun!

Call Scott and Jane Calder,
631-0999,
to be part of the
Cabo 2009 Committee!

Check NHYC website
for the official
Notice of Race.

CABO 2009

World class competitors, midnight watches...

Tequila shooters, margaritas, mariachis...

Sunscreen, sunburn, windburn, welcome libations...

Fair winds, computer tracking, Cabo Falso finish line...

Beer, beer, and more beer, parties and more parties!

**These are the ingredients for
a fabulous
Newport to Cabo Race
March 6 - 12, 2009**

RACING

RAGTIME – HOW ONE THING LEADS TO ANOTHER

by Chris Welsh

There's something amazing about *Ragtime* (John Spencer's 65' ex-*Infidel*). She is still competing head to head with boats 45 years her junior – there is not another boat in the world doing that. Her striking and unique design draws admiration wherever she goes. She also has a colorful history of winning races in events as varied as day sailing on the Hauraki Gulf to twice winning overall the distance challenges of Transpac, more Transpacs than any other boat, and over 100,000 bluewater miles under her keel. Amazing durability on every front.

The ability to still play on the same race course became a compelling reason to look at what could be done to optimize her in line with current handicap systems. The first step we took was a new rudder a year ago, designed by naval architect, Alan Andrews. Alan sold me on the benefit of the rudder due to only the wetted surface area being rated vs. the efficiency of the shape. Given thinner carbon posts, a better new shape could be made with less frontal area and a deeper higher aspect ratio.

Off the water damage to our mast led to ordering a new slightly fractional carbon rig, and since it is 300 pounds lighter, a higher righting moment. More righting moment means bigger sails, so the new rig is 30 inches taller and with a big roach, the new main is 9% larger for downwind performance. A few hundred pounds of gear and interior weight was removed as well. And while we are at it, new bottom and topside paint, a new open pulpit, and all new through hulls were added.

The next project was unexpected. One Barient winch base was starting to show too much corrosion to be serviceable, and a search on the internet led to an offer of a whole Barient winch package from a ULDB 70 at a price slightly above the cost of one new base. When the crate arrived, it was like Christmas – among the 16 or 17 winches

were a whole coffee grinder setup including the big drums, gears, etc. After looking at our narrow cockpit and



unfunctional ergonomics, it was back to Alan and Dencho for a new cockpit layout integrating the grinder, new trimming positions, and a new location for the hydraulic panel. The layout is still tight, but compared to history, it feels like a ballroom.

The next step was Mark Olson identifying that maybe

we had unnecessary righting moment and a bit of excess lead in the keel. After more consultations with Alan, a new smaller shape for the existing lead bulb was designed, and with the help of Dencho, 1,000 lbs of lead was shaved away. The new bulb was svelter and clearly faster, with minimal rating penalty. In the light air of the 2007 Transpac Race we felt we saved half a day with the lighter configuration.

After Transpac, and with loose talk of a Tahiti Race in the air, I started to wonder what sort of changes a entirely new keel would bring. The existing keel still weighed 10,500 lbs. with a fin with a 5' chord, thick cross section, and bulb at the bottom. Half the fin was steel and the other half lead, so the CG was not optimized. The design parameters were to maintain the current righting moment and the current maximum draft of 11'.

After a quick review, Alan felt a new design with all of the lead in the bulb would be 1,500 lbs lighter and an optimized all steel fin. This was on top of the 1,000 lbs. we already removed from the keel. The new fin is half the frontal area and half the wetted surface of the current fin. Like a junkie, I was hooked, compelled by the prospect of removing so much more mass and drag from the boat. If I did not do the work I

knew I would go crazy trying to cross the horse latitudes on the way to Tahiti without the lighter configuration.

The project was bid, orders placed, and last week, the boat pulled from the water. A day later, the old keel was off and a mold of the underbody made and forwarded to the keel manufacturer to insure a close tolerance fit between the new keel flange and the boat. In order to spread the loads the keel flange is 12' long and close to 24" wide, so a close fit is important to minimize drag. The flange on the just removed keel was as much as 1.5" from the hull in places, necessitating gross amounts of filler to fair it in. All of this was removed prior to taking the mold.

When the new keel is fitted we expect *Ragtime* to have significantly less drag than she ever has sailed with, less weight by 3,000 pounds from just a few years ago, and more horsepower than ever before. The change should pay off the most in light air or marginal surfing conditions – it is hard to

contain my excitement when I think about the boat teed up to catch a wave with so much weight and drag left behind.

Our current goal is the Los Angeles to Tahiti Race

in June, 2008. I'm not sure I can rationally explain the attraction for racing to Tahiti – I just find it compelling, more of the *Ragtime* drug, and since the race is only run every decade or so, a rare opportunity.

I think this is our last major optimization of *Ragtime*; after a new rudder, new keel, new rig, new sails, hull repairs, frame repairs, new electronics, a new cockpit, and new coffee grinder winches, there hopefully is not much left to do.





A RADICAL WEEKEND FOR SPRING GOLD CUP

by Charlie Welsh

The conditions in this regatta were very enjoyable yet challenging. By the end of the first day, I was told it was gusting up to 20-24 knots. The weather proved to be the major factor in the regatta. There were a total of 106 sailors entered in this regatta and out of those 106 sailors only the As and Bs raced due to the windy conditions.

I need to compliment Jimmy Madigan for his great work. He flipped about five minutes before his start and it didn't look very promising for him. Jimmy got his boat upright and bailed. He got going and still made his start. Hey you did a great job. CONGRATS!!!

In the A fleet, Connor Kelter had a fantastic second day with two firsts and a second which placed him in the top ten overall. Michael Madigan also ended up in the top ten as well. There were 24 B sailors with eight of them representing NHYC. Claire Dahl and Carter Scott held their own in the



gusty conditions. Carter got a first in one of the races – way to go Carter. I ended placing fifth overall in the B fleet even after getting a DNF in one of the races.

Overall it was a very exciting two days.

There was lots of intense sailing

Thank you Alan Carmichael and Jenn Lancaster for running a great race. I also would like to thank our coaches Tommy, Whitney, and Megan for their advice and great tips during the regatta.

29ER MIDWINTERS WEST

by Tyler Macdonald

Early morning on March 29, my mom and I drove down to Coronado Yacht Club to sail in the 29er Midwinters West. There were 11 boats from all over California. C.C. Childers from San Diego Yacht Club is my crew this year and is an outstanding athlete. When I arrived, C.C. and I went to the boat, got rigged, and checked our gear to make sure everything on the boat was okay. C.C. and I went to the skippers meeting to



make sure of all the on the water details. We got dressed and went out early to sail the course. The first race was light and shifty; we finished sixth. The next race was the same and we finished fifth. The third race was different; after a much better start, Judge Ryan, Max Fraser, and I were launched ahead of the fleet. We ended up third behind Judge and Max. Max is from Santa Cruz. The breeze increased steadily with each race. Judge Ryan from SDYC and his crew, Hans Heinken from Coronado, will be sailing in the ISAF Youth World Championships this summer. They have sailed together for four years, been to three World Championships, and are clearly the best junior 29er sailors in the USA.

The next morning I woke up early and headed down to the yacht club. When I got there, I rigged the boat and waited till my crew showed up. Once again we were one of the first teams out testing the course. The first race of the day was hard. We had a rough start, and we battled back the whole race to finish fifth. There was a lot of breeze, 14-16 kts. These boats really are fun when it's blowing this much. The last race of the day Judge, Ryan, and I battled the whole race, but Judge edged me out in the end. Overall, it was a very fun regatta and we ended up fourth. Coronado Bay is a great place to sail, especially when there is a breeze. It's fun to see my friends from all over California at the different sailing venues.

WELCOME

A NEW BOAT IN THE FLEET

by Brad Avery

The average size (and displacement) of the Club's fleet increased last month when Kevin Jaffe's 124-foot expedition yacht *Marama* was launched at Delta Marine in Seattle. About 300 friends, industry professionals, and yard staff helped Kevin and Teresa Resare celebrate the occasion. After weeks of rain, the sun appeared just as Fijian ballads played and Teresa (aided by significant scaffolding) smacked a bottle of champagne against 1,080,000 pounds of gleaming yacht. The NYHC burgee flew proudly from *Marama's* stem while the yard's enormous Travelift crept

toward the water, its tires bulging impressively. Once in her element, it didn't take long before *Marama* was under her own power and Captain Paul Lawrence brought her alongside the yard float to receive guests. Beyond her size, level of finish, and overall modern expedition look, *Marama* was impressive in her completeness upon launch after 34 months of building. Put some groceries on board, load on 24,000 gallons of fuel, and you're off.



And you could keep going for about 10,000 miles at 10 knots.

As many members know, Kevin is another sailor who went to power. As a teen, he won the Sears Cup in 1958, and successfully raced Star boats on the East Coast in the early 60's. He later sailed a Swan 46, and for many years owned and cruised *Windward Passage* extensively. More recently, he restored the classic Burger motoryacht *Invader*, which had been owned by former member Willet Brown and kept in Newport a long time. Kevin's interest and passion for classic yachts is reflected in *Marama*. Her interior gives the feel of a traditional sailing yacht.

The salon overhead is cambered, with white ceiling plank contrasted by exposed timber beams. Her woodwork is exceptional, with raised paneling, fiddles, and elegant cabinetry throughout, furthering the sailing yacht feel, along with traditional furnishings and fixtures. The other interior thread is a light Polynesian

theme, including the use of natural woven bulkhead coverings along with crafts and artwork from the South Pacific. The word *Marama* is an honorific Fijian term meaning "woman of the house."

The interior layout is informal, with the salon leading forward to a full beam "family style" galley with the food prep area to port and a very comfy settee dining area to starboard. The entire interior has a warm intimate feel, which is a neat trick with such large spaces generated by 29 feet of beam. While the design is a product of the Delta Group, yacht designer Ward Setzer did the exterior styling and interior plan. Rothschild Designs worked on the interior furnishings, but not much happened without Teresa's direct involvement. *Marama* is not a glitzy yacht; she's a sailor's retreat.

The warm fuzzy feel of the interior fades noticeably on the bridge and in the engine room. Both are all business and reflect Kevin's offshore knowledge and attention to safe and reliable operation. For a boat of this size both areas are fairly simple. Everything is well spaced in the engine room for ease of access. There is standing room under the claret red Caterpillar 3412E's. The pilothouse has approximately a 225 degree view, and all the latest





navigation and communication systems.

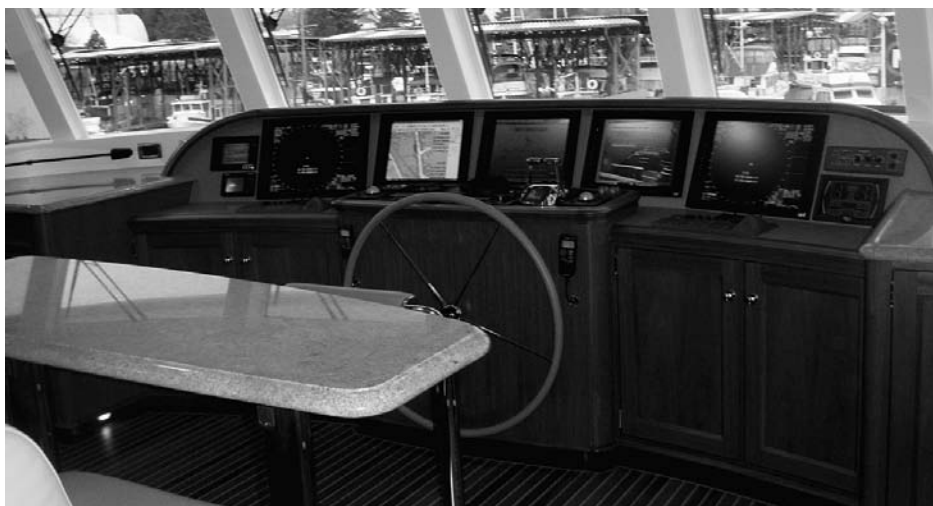
Much work went into creating an efficient and environmentally friendly boat.

Waste water and grey water are returned clean to the sea. Extra effort went into fuel economy. *Marama's* early trials demonstrated a very efficient fuel burn of 25 gallons per hour for both engines and a genset. This was at 1250 RPM @ 10 knots. *Marama* will cruise with just four professional crew, a minimum for a boat this size. But she won't be chartering, and formal service will be rare. Kevin and Teresa will also be active in *Marama's* operation when underway.

On deck *Marama* is straightforward. An interesting aspect is ship's big tenders stowed on the main deck aft of the salon, under the top/bridge deck. Hidden travelifts and drop-down bulwarks allow for launching. This "boatdeck" has a big ship feel. This arrangement protects the tenders from the elements when stowed and allows for easy, lower launching. The hidden tenders also add to *Marama's* clean expedition look. Deck space lost to tender stowage is more than captured on the bridge deck above, which runs almost the full length of the boat, creating tremendous space. Aft of the bridge (which is relatively forward) is a roomy "sky lounge" that leads out on deck to a spacious inside/outside dining and bar area. These elevated spaces provide great views, in-port privacy, and are close to the action on the bridge when underway.

Marama is an extraordinary home afloat, ideal for long periods on board, exploring remote areas, and being able to travel any distance in all conditions. The words "attention to detail" are overused in the yacht world today, so it may be more appropriate to use an understatement and say that not much was missed with *Marama*. A few hours aboard would be instructive for anyone contemplating a new large yacht, but probably daunting at the same time, once the collective effort is realized.

After her final sea trials in the Strait of Juan de Fuca this month, *Marama* will steam north to Alaska for the summer, and then return to Seattle. There may be a visit to Southern California in her future also, before she heads toward her home waters in Fiji.



MOONSTONE

PRE-WORK WEEKEND

by Bill von KleinSmid

On Friday morning, April 4, 2008 Roger Riley's *Encantada* departed the Club with Mayor Paul Marshall, Bill von KleinSmid, General Manager Tom Gilbertson, and Dock Master Anthony Palacios all aboard and headed for Moonstone. Also aboard were ten hardworking men, three of them survivors of previous pre-work weekends.

We arrived at 10:35am and admired the beauty of our Cove. We noticed the green hills, blooming California Poppies, the beauty of the recently trimmed trees thanks to Steve Foster's gang and we were very happy to see all the trimmings stacked on the beach waiting for us.

After unloading food coolers, our crew, and their gear, we started the following projects:

- De-shingle roof in galley area
- Unload bar storage locker and re-organize
- Weed whacking and debris removal from hillside
- Removal of old furniture from Jay's house
- Clean-up of bar refrigerator
- Clean up of pots and pans in galley
- The Club hired a welder to make two areas of repair to the pier. He worked both days to accomplish those chores.

We enjoyed a hamburger lunch at 1:00 pm cooked by manager Tom. After lunch, work continued on clean-up and weed/debris removal. The stack of tree trimmings doubled in size with the addition of removed shingles, tree debris, and old furniture etc.

We stopped work at 5 pm and admired the accomplishments of the day. The cove is in excellent condition, benefiting from many years of improvements and excellent care by the Cove Steward Jay Mix. We made a list of work required on the Work Weekend, May 17-18. With all the work accomplished, it was decided to limit the official Work Weekend to Saturday thru Sunday morning.

After a tasty chicken breast dinner, all the workers retired and got ready for the next morning.

After Saturday morning breakfast, the barge arrived from Long Beach and





unloading began. In three hours, we unloaded two pallets of gabion material, 6 pallets of grilling charcoal, 1 pallet of furniture, 1 pallet of oyster shells and a pallet of lumber and tin roof material, in addition to two pallets of beverages. Everything got put away on Saturday which was a huge accomplishment. We also placed the two large dumpsters on shore before the barge departed.

After lunch, the crew started loading up the two dumpsters with debris. There was a big concern that another dumpster would be needed when the barge returns Monday, but Dock Master Anthony "made it happen" and won his \$5 bet with Mayor Paul Marshall.

The rest of the afternoon was spent assembling the 31 Gabion cages in preparation for installation next week under the direction of Junior Staff Mayor Jack Hamilton.

We ate a wonderful dinner prepared by "Chef Tom" and enjoyed the Cove until bedtime.

Since our job was pretty much done, we cleaned up after Sunday breakfast and got an early start for home. It was a very good weekend. Thanks again for the hard work of all concerned on the "pre-work weekend"

For all members interested in attending Work Weekend, there will be a sign up sheet in the lobby or call the front desk.

NOTICE

So that our Club members can support the Newport Harbor Nautical Museum on Friday, May 16th, and because the cove is in such great condition and because so much was accomplished on the pre-work weekend, the official start of this year's "Work Weekend" will be early Saturday, May 17 and end Sunday, May 18th.

For food planning purpose, the Club will provide lunch and dinner Saturday and a continental breakfast Sunday morning.

Some of the Club's Cruising group will stay over Sunday evening, returning to the mainland early Monday morning. Of course, members are always welcome anytime at the work weekend, but the Club will only provide food for those three meals.



FLEET SURGEON'S MEMORANDUM

by Richard B. Doering, M.D.

Carbon Monoxide

Poisoning: Vessels under power or with generators, heaters, or stoves operating may produce dangerous levels of carbon monoxide, an odorless gas which produces drowsiness, unconsciousness, and death. It is shocking to realize that children are at risk of death simply playing beneath a swim step while a generator is running. Diesel and propane stoves and heaters may put the entire crew at risk.

Be sure your vessel is well ventilated with fresh air when these sources of combustion are being used. Invest in a *carbon monoxide alarm*, a small battery operated device about the size of a smoke alarm, an inexpensive insurance against a disaster. While you're at it buy a smoke alarm for your vessel as well.

Understanding Scuba Diving Injuries:

Barotrauma of Descent: These injuries occur when increasing pressure on the mask and ears at depth is improperly equalized between the interior of the mask and the diver's pharynx and Eustachian canals.

Mask squeeze: Pressure on the orbits causes bruising and black and blue discoloration around the eyes.

Sinus squeeze: Pain in the sinuses, teeth, nose, bloody nose

Ruptured ear drum: pain in the ear.

Barotrauma of Ascent: The following occur as a result of too rapid ascent from depth. Symptoms develop within a few minutes.

Lung damage: results in coughing of blood

Collapsed lung: "pneumothorax" - pain, shortness of breath, cyanosis

Subcutaneous emphysema: Air from the lung leaks under the skin of the chest and neck. Skin feels like bubble wrap and crinkles to the touch.

Air embolus: Air escapes into the blood stream from the lung and causes stroke , heart attack.

Decompression Sickness: "Caisson's Disease" named after divers working within submerged caissons during bridge building

developed symptoms called "the Bends".

"Ingassing" refers to the transition of Nitrogen gas (70% of the air we breathe) under pressure into solution in the blood when the dive is too deep or too prolonged.

"Outgassing" results when ascent is too rapid and the Nitrogen in solution transitions under reducing pressure to bubbles in the bloodstream causing symptoms of the Bends.

"The Bends": Pain in the muscles, joints, back, limbs. Brain and nervous system dysfunction. Symptoms of the bends occur after 15 minutes as opposed to the above disorders of barotrauma of ascent which occur within 5 minutes.

Treatment: Immediate medical help. Lay the diver flat, give oxygen if available. Evacuate the diver as soon as possible to a decompression chamber.

There is a 24 hour "Divers Alert" telephone line at Duke University for advice and emergency directions. 919-684-8111. Catalina Harbor Patrol officers can contact the USC decompression chamber at the Isthmus. The Coast Guard can coordinate emergency treatment.

Cruising Committee Sets Tentative 2008 Cruise Schedule

| MONTH/DATES | CRUISE | THEME | LEADERS |
|---------------------------|--------------------------|--|--------------------|
| May 17-18 | Work Weekend | Moonstone Workaholics <i>Join in spiffing up our prized Moonstone for the season!</i> | Bill von KleinSmid |
| June 22 | Sunday Harbor Route | Dinghy/Duffy Derby <i>Follow directions through the harbor in your Duffy or Tender, and end up at a party</i> | Bill & Juli Cook |
| July 12-13 | Lido Raft-Up | TBD <i>Side tie with friends and enjoy an evening in the harbor</i> | Bill & Juli Cook |
| August 14-18 | Family Weekend | TBD <i>Enjoy all sorts of fun family activities at Moonstone</i> | Open |
| September 25-30 | Surprise Destinations | Catalina Circumnavigation <i>Travel to new harbors and see parts of the island infrequently visited</i> | Tod & Linda White |
| October 31- November 2 | Catalina Crustacean Hunt | Lobster Round-Up <i>Learn to hoop net catch, clean, and cook the delicious critters</i> | Les Betz |

Bob Thompson, Cruising Committee Chairman



FACILITY PLANNING UPDATE

by John Drayton

As our beloved Clubhouse approaches its centennial anniversary in 2017, the long range facility planning process has gained new focus.

The Long Range Facility Planning Committee, comprising 18 members, has met several times since the annual meeting last December. It is important to the committee to keep the membership informed of its activities and the issues surrounding the eventual replacement of the Clubhouse. This process will take time. Barring a casualty loss, it is unlikely that any rebuild effort will be undertaken in the next five to seven years. In fact, the soonest we could be ready would be 3-4 years. The full membership will have ample opportunities to review and consider what is happening, and to voice what it feels about such plans. Don't pass up the opportunity to serve on upcoming focus groups which will meet this summer. We are concerned about how these efforts impact our membership. Using a deliberative and inclusive process, the committee seeks maximum member input, understanding, and approval. LRFPC co-chair Tim Collins has set a timetable for a comprehensive project plan, which will be submitted for adoption by the Membership in December 2009.

The following is a review of our efforts and concerns as we move forward:

Building upon the Membership vote in 2003, which approved a reconstruction of the kitchen to avert imminent shut down of food service operations, a more controlled approach has begun to address the eventual replacement of the Clubhouse. Such process addresses both long term building program needs and membership expectations for the future.

The Board of Directors has recently reviewed our Club Mission Statement and reaffirmed the vision, namely, to provide facilities which... " Provide a physical environment for our members and families to pursue...the highest

ideals of yachting...and leadership in the sport."

This mission will be revisited and tested by the architectural design development and space programming. The Club's property is subject to zoning code and use permits that will involve community outreach and entitlement approvals to achieve our long term objectives. For all the above reasons, this LRFPC effort must have a disciplined approach and broader membership involvement than afforded by the 2003 crisis planning environment.



Be assured that the Board of Directors and Policy and Planning Commission are aligned in their approach and relying upon the 2008-2009 LRFPC to take us to the next centennial of NYHC traditions.

Rather than starting with a blank slate, there has been a concerted effort to review and improve upon past plans and surveys developed over the last 10-12 years. As far back as 1998, S/C Don Russell had begun surveying members about their desires for NYHC's services and amenities. All survey documents are being referenced for planning and design issues and trends. Additional focus group input and survey updates are being scheduled.

In addition to our design efforts, a separate task force headed by S/C Wilbur Layman has investigated financing requirements. The financial reality today is that lenders are reluctant to fully fund a Club rebuild that doesn't involve a significant investment by the

membership. Continuing discussions with potential financiers suggest there's little appetite among major lenders to underwrite more than 50% of the cost of a major club rebuild. Recent construction cost estimates show it to be financially undesirable to undertake a full rebuild of the Clubhouse within the next 3-4 years, since it would require larger capital assessments.

The unknown impacts on our membership of a rebuild effort is another important issue facing the Long Range Facilities Planning Committee. How do we undertake a major rebuild while minimizing the impact on our membership, especially older members? Lenders have expressed concerns about how NYHC would work to retain membership during and after a major rebuild. While nothing has been set, we've learned that other clubs similarly challenged have offered preferential membership categories and assessment payment options for older members. The financial model presented by Will Layman at the 2007 annual meeting, along with the growing Capital Reserve Fund, will assist us in exploring financing options and sources.

The LRFPC has asked Jeff Gordon and the Membership Committee to review the situation and to make recommendations. Another sub-committee will also be working on how best to provide club services during any future rebuilding efforts.

Finally, R/C Brad Avery will be working with (yet another) subcommittee looking at potential architects for preliminary design work. While we are a long way from starting any final architectural work, there is a current need to start refining programming and developing preliminary conceptual designs and critical infrastructure design criteria.

Look for future updates in *HOTW* and www.NHYC.org.

Committee Members

S/C Tim Collins, R/C Brad Avery, S/C Seymor Beek, John Calder, S/C John Cotton, John Drayton, Bill Dunlap, Marc Foster, Terrill Gloege, S/C Will Layman, Jeff Littell, Fletcher Olson, Bob Partridge, Gale Pinckney, Larry Somers, John Whitney, Robert Winters, Andy Zinn

JUNIORS HAVE FUN AT CATALINA

by Christopher Allen

NHYC Angler Rod Neighbors and his wife Deborah wanted to do something special for their son Trevor's 10th birthday. So Mom and Dad decided to treat Trevor and his brother Kellen to a helicopter ride over to Catalina Island to celebrate.

Trevor and Kellen are both avid anglers, so the family chartered the fishing vessel Mojo with Captain John King and deckhand Carey. The group fished off the east end near the quarry first thing in the morning, then moved around to the backside in the early afternoon. The water was 56 degrees, but the air temp warmed up to 72 degrees with plenty of sun and calm conditions.

All the fish were caught by the boys while fishing over some well marked pinnacles in about 250 feet of water. The species included Sheephead, Bocacchio, Copper Rockfish, Cabazon, and Olive Rockfish. After a fun day of fishing the family took their freshly caught fish to Armstrong's Restaurant where it was prepared to perfection. A perfect day for young Trevor and his family.

First Fish Flag Update: Congratulations to Packy Offield for capturing the NHYC Anglers Fleet 1st White Sea Bass Fish Flag for 2008. Packy caught the White Sea Bass on the backside of Catalina on March 13th using 20lb. Dacron.



Kellen Neighbors with a Sheephead



Kellen and Trevor with a Rockfish



Trevor Neighbors displaying the fresh fish feast

Ensenada Hall Pass

Join the NHYC Anglers
for a
STAG FISHING CRUISE
to the Hotel Coral and Marina



SAVE THE DATE:
June 20-22, 2008

Questions?
Contact Tim Carr at
949-230-8454



Fishing Seminar Series

June 18th
6 p.m. • Chart Room

Please join Bob Hoose and Jimmy Decker
as they show the finer points of
"offshore" fishing.

Learn about advanced techniques for
Yellowtail, Tuna, Dorado, and Marlin.

No-Host Bar
Taco Bar \$15

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.



MOTHER SABOTS

SUMMER SCHEDULE

by Melinda Blackman,
Mother Sabots Commodore

Mother Sabots, here is our fun and busy schedule of events for the summer. Hope to see you all out on the water.



May 16 (Friday) 11:30 am-Bunco with Sailing Gear Prizes and lunch on the deck

May 30 (Friday) Boat Check/Chalk Talk and Lunch on the deck

June 6 (Friday) Chalk Talk/Sabot and Harbor 20s Bay Cruise and Lunch

June 7 and 8 (Saturday and Sunday) Senior Sabot Nationals (NHYC)

June 13 (Friday) Commodore's Cruise and Bayfront Lunch (Sabots and Harbor 20s)

June 20 (Friday) Maggie Harvey Perpetual (Sabots and Harbor 20s)

June 27 (Friday) Alice Morgridge Regatta (Sabots and Harbor 20s)

July 4 (No Sailing-Holiday)

July 11 (Friday) Sr. Sabot Regatta (NHYC)

July 18 (Friday) Amazon Race (Sabots and Harbor 20s)

July 25 (Friday) Nancy Klokke Regatta (Sabots and Harbor 20s)

August 1 (Friday) Tulip I (Sabots and Harbor 20s)

August 8 (Friday) Tulip II (Sabots and Harbor 20s)

August 15 (Friday) Trophy Luncheon

August 30 (Saturday) End of Summer Party

Questions?

Email Melinda Blackman at
mblackman@fullerton.edu

NHYC Easter Egg Hunt



photos by Pam Bacich



The momentum of the annual calendar shifts to high gear as the month of May unfolds. The Opening Day weekend sets the stage for the unofficial beginning of summer. Quickly following the festivities of the Commodore's Cocktail Party and dinner, Skipper Party, and the pageantry of Sunday, May 4th, Opening Day activities is Mother's Day. Once again the Club will feature a Brunch and Dinner to help honor "Mom" on Sunday, May 11th. Please do not delay in making your reservations. Mid-month the return of Thursday Burger Bash kicks off on the 15th with Moonstone Work Weekend Saturday and Sunday the 17th and 18th. The positive efforts achieved in April during the pre-Work Weekend have permitted an abbreviated schedule in 2008. Members are encouraged to arrive early Saturday the 17th and food service will be a lunch and dinner for

the volunteers. Sunday morning a continental breakfast will be provided to those returning to Newport. The projects for the weekend are not a lot of "heavy lifting" but still include painting, planting, and repairs. We look forward to seeing you there.

As mentioned last month, weekend snack bar service begins Memorial Day weekend and will be available, weekends only, until June 23rd when seven day operation resumes through Labor Day. Again we are evaluating menu changes with an eye on more healthy offerings.

The back cover of this issue announces the dates for the annual Gentleman's (Stag) Cruise. Round up your crew and do not miss the fun at this annual event. Rear Commodore Avery and his committee have been meeting since early January to plan these festivities. Several new activities have been added to help increase the fun.

As mentioned, the momentum toward summer is escalating!

Once again this year we are changing the entrance gate code to the Boatyard and Beach. Please note below".

Thomas Gilbertson, CCM

NEW GATE CODE:
As of 5/1/08 it will be # **1-3-5**

An Addition to the Summer Calendar!
Friday, June 20, 2008

Summer Kick-Off Family Party

A casual evening featuring
Food, Fun & Dancing!
very informal

IN MEMORIAM

| | | |
|--|--|---|
|  MR. DAVID E. CUCKLER <i>March 22, 2008</i> Member since 1971 |  MRS. SVEND "JYNETTE LIS" NIELSEN <i>March 23, 2008</i> Member since 1961 |  JOSEPH M. THOMAS <i>April 9, 2008</i> Member since 1966 |
|--|--|---|

HOTW

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D'ELISCU'S
**ANIMAL
HOUSE
SAFARI**



JUNE 6th-8th