Anteater Regatta — Chris Barnard and Nicole Grice
I’m honored and humbled to be the Commodore of Newport Harbor Yacht Club for 2009. As I write this today, I just have learned that Nick Scandone has passed away. Nick, a 2008 Paralympics’ Gold Medalist and world class sailor, received the Burgee of Merit from NHYC this past December. What a deserving gentleman to receive this award. He was a superb Corinthian, bringing all of our sailing worlds together!

I have been thinking about the “F” in NHYC. Yes, I think there is an “F” in there. The “F” stands for Family, Friends, and Fun. For all of the years I have been involved at NHYC, I have been lucky to meet Friends through our club. It has been the involvement of Friends in the many regattas and events that have made our club what it is today.

I have been fortunate to meet Friends such as Nick and others from our sailing world. Tom Blackaller, an old Friend, always had the time for Friends. A top notch and world class sailor, Tom always stopped to chat about racing boats and cars when at the club or at other events. Great long time Friend, DK, was my sponsor to the NHYC. He and I spent long hours doing Race Committee together.

Old Friends and Family will not be forgotten. Grant and I were involved in so many regattas, as well as a Transpac together as shipmates and Friends. I loved chasing fish with my dad and sharing fishing stories with him and long time Friend John Griffith. Who can forget old Friends from Cabo, dating back to the 80s, including Cook, West, Ramser, Cox, Palmer, Lord, Stuart, Hardt, Barnard, and Schock, just to name a few. This year, Scott and Jane Calder have taken on Cabo.

The involvement of our Families has also greatly enriched the NHYC experience. Sally, sister Vail and in-laws, and Randy and Sharon, have been to numerous events at NHYC, including Cabo. My daughters sailed in the Non-Calm program and two were even married at the club. They still join us at the club for special events. Over time, the children of Friends have become Friends! Bill Ficker’s daughter, Deon, was just a little girl when I met her. Deon, Barbara, and I watched while her dad skippered Columbia, practicing here in California. Now I see Deon, husband Peter Macdonald and their son around the club on a regular basis. Audrey Nye and Phyllis Drayton are both long time Friends and perennial Race Committee volunteers. Now, Audrey’s daughter, Gale, is heading up the NHYC Team Racing and sits on the Board of Directors. Phyllis’ son, John, directs the Non-Calms.

I would go to sea with long time Friends anytime, including V/C Brad Avery, R/C Jeff Gordon, F/C Dwight Beldon, Gary Hill, and Larry Somers. All have been involved in event after event at NHYC. Paul Marshall, this year’s Secretary, and Director Robert Kinney sailed with me in my Soling in the 70s. I always remember Friends on Race Committee, such as Doris, CBM, Vicki, Dougal, Cassandra, Stephanie, Jean, Jane, Harriett, Carolyn, Mary, Bob, Scott, Jen, Mette, Burleigh, Tom, Mike, Phil, Robert, Mark, Julie, Bill, Jim, Larry, Gordo, Suzie, Dale, Smitty, Joel, Jeff, Ward, and Suzanne, just to name a few.

Need a Friend at the club? Anytime, anyplace, Gary Hill is there. Opening Day kicks off with Gary guiding his tug in on Sunday morning, calm, cool, and collected. The Opening Day Docking Team, including Chip, Tad, and countless others put them all in place! Opening Day brings Friends, Family, and Fun all together in a beautiful, even breathtaking setting.

I’m looking forward to seeing all my Friends in 2009. Friends make it happen! Sailors, race committees, event committees, support committees, members, and staff all put the “F”, Friends, Family and Fun, into Newport Harbor Yacht Club.

Smooth Sailing,
Bill Crispin,
Commodore

WEBCAM

Your view of the Club’s waterfront from your home or office just got a lot better. A new rotating webcam has been installed on the roof behind the flagpole. You are now able to see almost 180 degrees of waterfront, from the work dock to east docks, including the main dock and almost the entire mooring field. The resolution is excellent. The six images are updated every five minutes. This is a huge improvement over our last webcam.

The webcam images are available on the main page of the Club’s website. Just go to nhyc.org, scroll down just a bit, click on “NHYC webcam & weather station.” Six images will appear across the top, with a large image below. Click on any of the smaller images to enlarge. Many thanks to Jack Croul for the donation of the webcam, to Buz Tupman for overseeing the installation, and the Jenn Lancaster for getting it all on our website.

Cover photo by Bob Yates
NEW YEAR’S EVE OPEN HOUSE

photos by Anne Nutten
Racing

What It Takes To Do Sydney-Hobart
by Chris Welsh

As I write this from the warmth of a post-Five Crowns after-dinner glow, the boat is 100 miles from Sydney, having just endured likely the most punishing conditions it has seen in 44 years. The delivery crew called this morning to report everyone OK, and the rig still up, but having been hit by a squall in the night with 60 knot winds, lightning everywhere, a blown out (destroyed) delivery main, and a split delivery #4. Upper diagonal shrouds a bit loose, likely stretched by the loads.

The squall hit in two minutes. The boat was making good time in 8-10 knots of breeze, and it cranked up to 20 knots. Before the crew could all get on deck to reef, it hit 60 knots. Within seconds, the delivery main was in tatters, and the #4 had peeled out of the luff groove and hit the water with a split. Sail rocking down everywhere, and sheet lightning and lightning to the water was all around.

Twenty minutes later, it was back to 8-10 knots.

Beyond the drama of the delivery, signing up for Sydney-Hobart has required compliance with:

Cat I Safety Standards. New overlay windows because the windows are deemed too thin. New railings. A new heavy weather racing main with foulie color for every crew member, weight (for rescue helicopter weight calculations). Satcom/Immarsat and Iridium contact numbers. Multiple IRC trial certificates. IRC handicap certificate. Decision to leave the #1 behind for 82 minutes of rating advantage. New light air #3 to deal with the #1 behind for 82 minutes of rating advantage. New #3 jib in with the luggage. Arrive 9:10 AM, have a TV interview at 11:00, etc. About to board flight to Sydney, PST on the 25th, just after dark, bellies full California time. The start will be internet broadcast, and the boats will have transponders for tracking. Twenty or so of 110 entries are likely faster than us. I am a little reluctant to say watch the start, as these are the moments we will pay the most for leaving the #1 jib behind – sloppy boat wakes from the 1,000 or so spectator boats will be tough going if we are a little short on power. Four boats are from Europe; we are the lone North American entry, and the five of us the only entries from the Northern Hemisphere. Aside from one South African entry, the rest are from Australia or New Zealand. The lone Russian entry dropped out with keel damage; we nearly snagged their skipper as crew.

What makes it all worthwhile, beyond the sailing part (email from the race committee):

Hi Chris,

Had a look at Ragtime yesterday parked out next to the big maxi's Shockwave 5 and Skandia...

Quite a few people have been walking around commenting on the boat and admiring her!

The crew of Merit couldn’t believe their eyes... their skipper was rapt to see the former "Infidel"!

Very nice boat and look forward to seeing her out on the start line.

Kind regards,

Stephen Craig
Sailing & Youth Administrator
Cruising Yacht Club of Australia

Back to reality/fast forward a day or so. We’ve passed the window issue, the stove issue, and about four other issues. Buying new harnesses, anchors, sealed batteries, first aid drugs, local charts, etc. About to board flight to Sydney, new #3 jib in with the luggage. Arrive 9:10 AM, have a TV interview at 11:00, will be a hat day. Looking forward to a test sail on Sydney Harbor tomorrow or the 24th.
Sydney-Hobart deserves its reputation as one of the great races in the world. Strong turnouts, incredible crowd interest, an interesting race course and set of challenges, and scenic overflow on both ends of the race course. Sailing on Sydney Harbor alone is a lifetime experience – just gorgeous.

The start in Sydney Harbor cannot be described. The fleet is split in two lines, but not right and left – a big boat first line and the balance of the fleet on the second line, 500 yards back. This leaves the first line fleet circling in a small box. In four years of starting Ragtime at various events, nothing has been as adrenaline charged, scary fast, and over the top. This is the crystal meth of yachting starts. Wild Oats and Skandia searing through the big boat fleet at 10-15 knots, huge easing and groaning sounds in 15 knots of breeze. Long bowsprits swing like scythes, and many of the mini speedsters have weapons too, but Ragtime is weaponless – no bumping or contact allowed. We’re mid-line and early, and in range of Skandia’s swinging blade. Blackjack (ex-SRM) is always startlingly fast around us. And a spectator fleet lined up tooth by jowl pressing against the yellow buoy lines on both sides of the course. So many spectators that their ranks are impenetrable, like a seawall.

After the start, the chaos starts to find order, at least on the race course. Relatively short tacking, aware of the reef centered in the channel ahead, and favoring the right side to avoid getting pinned to the left side of the tight course by the steady stream of starboard tackers. A dip could easily turn into dipping ten or twelve boats. Outside the spectator line, chaos continues though – thousands of power boats are half on a plane, coursing along to watch, like blood cells in an artery – at first, it looks like one thing, and as you get closer, you realize it is hundreds of smaller particles, all surging forward together. Chants of U-S-A, U-S-A continue to overflow on both ends of the race course and set of challenges, and scenic landscape.


diagram

Sydney-Hobart has claimed another boat. Merit, Georgia’s sister ship, has released to turn south again. The Merit will take the crew of 14 off, and Ragtime will stand by. Georgia’s crew pops a life raft and sets up to shuttle to Merit, seven at a time. As the second raft boards Merit, Georgia has settled to decks awash, and we are released to turn south again. The Hobart has claimed another boat. Sobering to think what this would be like half way to Hawaii as there is no one to see your flare.

Green Cape and the Bass Straits come quickly by the next morning, and we are on the edge of downwind VMG mode – a little course diversion for speed and heat can be tolerated. First the A2, then the A4 as the wind builds to high 20’s. More difficult to sail as the groove gets narrower and the seas build, but really fast, freight train surges as puffs hit, but the green water when we run into the back of steep waves. Make the move to the new A6, built for the race, and it’s a winner – with the smaller kite, we are as fast or faster, and the control is back, and we’ve taken a step back from the edge of the abyss. It’s a Nantucket sleigh ride, and there’s power to burn. Compared to the A4, the A6 lifts the bow up more, which

The start of the race

(continued on page 6)
Sydney-Hobart (continued from page 5)

makes for fewer submarine excursions. Ragtime starts to leapfrog waves, picking up more speed after each crest is conquered. High teens are constant, and minute rides in the 20s routine. Peak is 26.5 knots. Our second gamble, this sail, has paid big dividends, and the shift from the A4 good too – once it was down we could see the head was minutes from blowing out. Kudos to the Elliott Pattison loft for pulling the A6 and the light #3 jib (needed when we decided to leave the #1 behind) together with only five days’ notice before the race.

The latter half of the Bass Strait turned into real Hobart conditions – wind moving forward in the low 30s, kite down, blast reacher up, and waves becoming an issue. We’re watching every hard mile go by, looking for the wind to ease back to the right and for the islands above Tasmania to start offering some protection from the biggest waves. First one reef, then a second, 65% of our mainsail area down. #3 blast reacher/jib top blows out at the top, and we move to the storm jib. All of this happens at exactly 40 degrees South; welcome to the Roaring 40’s.

Relief comes slowly as the wind backs, the waves knock down a little, and we get the reef out and the A3 up. Then conditions turn to magic and we are back on the sleigh ride – close enough to rhumbline, making easy high teens and twenties with the mountains of Tasmania 40-50 miles to the west. The last 80 and next 100 miles are very fast, until we catch the backside of a squall ahead, and the wind does a sudden 180, next we are beating on the other tack with frequent 90 degree shifts and wind from 4 to 16 knots. This lasts for ten miles, then the breeze steadies again. We’re very close to Brindabella, a mini maxi in the class ahead that has materialized out of the squall gloom.

Rounding Tasman Isle, a magnificent island made of granite pipes like the Devil’s Postpile in Mammoth. As we round, the wind in the bay leading to the Derwent River averages 25-35, with big seas. This was supposed to be the protected area! We are pounding hard and trouble brews with the #4 jib as it blows out of the luff groove. Trying to take it down it gets away and is trailing straight out at mast height. Turning downwind it started to sink down and get in reach to pull back aboard; I’m relieved as the loss of the sail would cost us a tool we need, plus the economics of losing the sail, sheets, and halyard would be annoying to say the least.

The gusts are frightening – I look to weather and see one gust coming down that is just tearing the white caps into the air. At about 30 knots, gravity stops affecting the spray and it swirls and lift straight up or sideways. The river of water above the cabin top stops running aft; instead it is sucked into the air wholesale. Dramatic granite bluffs all around, and a lee shore that was a bit threatening.  

We reset the sail several times but ultimately lost it each time, and strangely, the shackle at the bottom was blowing loose too. This convinced us that maybe the shackle was the problem so we set it yet again with a strap, but it blew out again quickly. Back to the storm jib and frustratingly slow progress to weather. We know we are leading, but these setbacks are costing us dearly as each blow out means a turn downwind to get the sail aboard, and we go too fast when we point that direction – two steps forward, one step back.

Eventually, we round several headlands and enter the Derwent itself, in the night. It’s cold, really cold (daytime high was 60 - night must be 42), and the wind is roaring enough to make talking a challenge. Difficult to relay the navigator’s comments from below to the driver. Tacking back and forth we begin to look for the finish line amidst the surprising amount of city lights. Line found, we finish, sails come down, and we are led ashore for badly needed shore time. It was 3:30 AM by the time we are docked and sorted, and around 7 AM the rum squall dies down, leaving bodies asleep in foulies throughout the boat. We’ve done well, but won’t know what the outcome is until others finish and the question of redress is sorted.

The redress hearing had me concerned, but I walked out thinking the judges were very fair. I had asked for the time spent backtracking, on scene, and getting the sails set again, and they grant us exactly that, which is fair. The judges make it clear they are happy with our decisions, and put a commendation in writing to the crew.

We have won Division II Line Honors (first to finish in class), and First Foreign Boat to Finish. The redress moves us from third on correction to First, Division II, and suddenly, I am glad Rolex is the race sponsor...

Hobart is a surprise – very cosmopolitan redo of a colonial city. Fine contemporary shops and cafes built in old structures, a wine and cheese/taste of Tasmania exposition underway, and a very clean and tidy city. Bigger than expected, a few midrise buildings, and perfectly restored stone civic buildings, hotels, and houses. Clean and orderly, with lots of water frontage on the Derwent.

Looking back, it was a great race. Drama, wind, waves, scenery, all in some excess but in the end, no one is hurt and we’ve had the full Sydney-Hobart Race experience, all boxes checked. Would like to return and race again, but realistically, this is a long, long way from home. And it would be harder to have a better experience the next time around; this one was pretty perfect.

Chris Welsh  
Ragtime  
USA 7960

Ragtime Net Results:  
First to Finish - IRC Division 2  
First on Handicap - IRC Division 2  
First Foreign Boat to Finish  
11th Overall IRC  
19th Overall Line Honors
On January 2, 2009, Nick Scandone passed away after a courageous six-year battle with ALS/Lou Gehrig’s disease. He was 42 years old and left behind his wife Mary Kate and countless friends around the world. ALS is a terrible, terrible disease that affects the nerve cells and eventually shuts down the whole body. When Nick initially told me he had the disease, I googled it, and then proceeded to cry for three days. Instead of discussing the terrible nature of the disease, let’s focus on the man.

Nick’s friendship with me lasted more than three decades, starting in Sabots, through college, work, and the final six years. He started the summer sailing program about the age of 12 at BYC. Nick, the natural, was a heck of a golfer, surfer, baller (basketball and baseball), so it was no surprise when he became a top Sabot sailor in just a couple of years. He had an incredible bad luck streak over the years in Sabot Nationals, death rolling one year, followed by a broken leeboard and boom in subsequent years. Back then there were no throw-outs so he never won the big one in Sabots.

While sailing together at UCI, Nick and I would go out in FJ’s with no crew and sail rudderless for hours. Nick’s thirst for knowledge and improvement was evident as he quickly became a star. We would hang out and dream about how we were going to put UCI sailing back on the map and build a dynasty. Nick fulfilled his end by winning the collegiate FJ Pacific Coast Championships four straight years, and helping UCI’s historic “sweep” in 1988 of winning both the dinghy and team race national championships. For his accomplishments he was named collegiate All American. These accolades attracted many other promising sailors to UCI and the dynasty was on for many years to come. The UCI team during Nick’s era was recently blogged about in Scuttlebutt as being one of the greatest teams ever. We had future Olympians Nick Adamson and Lanee Butler along with All Americans Jaime Malm, Mike Sturman, Randy Lake, and Geoff Becker.

The practices were brutally competitive as we all fought for the coveted starting spots. Nick’s star qualities off the water were just as strong as on the water. There was just something about Nick that made you want to be around him. He had that cool surfer guy aura about him. He was so laid back and easy going that he was easily the favorite on a brutally competitive team. Before and after every practice the team always gathered around Nick’s truck talking about the day.

Nick met the love of his life and future wife Mary Kate in the bar at BYC after Thursday night “beercan” races. It was love at first sight for Nick as he told me, “See that girl over there? She’s hot. I’m going to go over and talk to her.” In 30 seconds flat he was sitting down talking to her and the rest is history. True love is an understatement when it came to Mary Kate and Nick. They were such a great, happy couple, and when that fateful day came when Nick was diagnosed with ALS, you knew that Nick could not have had a better partner to support and stand by him for what lay ahead.

Nick’s Olympic effort was nothing short of inspirational. The average lifespan of people with ALS is 3-5 years, with the latter years in near or total paralysis. In order for Nick to sail in China, he would have to live with ALS for a total of six years. We all encouraged him, but privately wondered if he would ever make it that long. Nick was clearly the favorite to win gold, but everything was really going to boil down to whether he would be alive and physically able when the Olympics were held. In the months before the games Nick had to stop sailing to conserve strength and energy. My brother Mike, who coached Nick in China, was constantly making adjustments to the boat as Nick’s ability to use his hands and fingers was diminishing. There was controversy because US Sailing was considering sending the alternate rep to China as Nick’s health was deteriorating. In an emotional interview on NBC nightly news, Nick, when confronted with the
subject, broke down crying and said, "In my heart I know I can stay alive for another two months."

Nick did make it to China and won the gold in convincing fashion. He would stay in bed in his room resting for every possible second while Mike and Nick’s brother Rocky prepared the boat. Nick was taken to the boat at the last second every morning, and immediately taken off the boat at the end of the day and back to the room for rest. Every ounce of strength mattered. Every ounce of energy saved might ultimately be the difference between finishing the Olympic games and having to pull out. When Nick won, his wife Mary Kate broke down at the awards and thanked the designer of the boat because “he gave my husband a couple of more years to live.” Never before have fellow competitors and people around the world rooted more for an individual to win.

Nick came home a hero and inspiration to many, but privately we were concerned that with the Olympic goal now achieved he did not have much time left. He lived another three months and passed on January 2nd. So now that you know a little bit more about this incredible friend let me take things a step further... get to the crux of this article.

This terrible disease slowly took over his body for six years. First, he became paralyzed from his waist down, and then it spread throughout the rest of his body until his lungs ceased functioning. The great natural athlete lost his ability to do the simple things that we take for granted everyday. He felt frustration because he couldn’t do anything unless someone was there to help him. How would you feel if this happened to you? Can you believe that Nick Scandone’s demeanor never changed over six years and he NEVER once complained. The laid-back, cool surfer/sailor’s body was taken, but his heart, his tremendous heart, was not. While Nick didn’t want people to remember him or feel sorry for him as the guy with ALS, it was during his last years that I learned from him one of life’s greatest lessons... the lesson of character.

“Character: the aggregate of features and traits that form the individual nature of some person or thing.”

I learned from Nick that one's character is never truly defined until it is tested with adversity. After all, it’s easy to be a great person when everything is fine in your world. The sailing was easy for Nick. It was what he truly loved doing and ALS could never take that from him. Nick somehow willed himself to live long enough to complete his dream of winning gold in China. In my eyes, Nick’s gold wasn’t the sailing achievement, but rather the way he lived and the example he set, while his character faced the ultimate test. Nick, I love you, brother. Your character, courage, heart, and determination will never be forgotten. Fair Winds.
NHYC Entries

**Westerly** – With their ten member crew made up of all NHYC members, the Hogan family heads for Cabo San Lucas once again aboard their Santa Cruz 70. Having raced down the Baja Coast more than a dozen times, the Hogans look forward to spending time with their family and friends as they dash down the coast. Westerly also enjoys the tight racing between the other 70’s (Grand Illusion and Holua) having finished within minutes of each other in last years race.

**Stark Raving Mad** – No stranger to offshore racing, Jim Madden will be sailing his 41-foot, J/125 down to Cabo San Lucas this time around. With a crew of six, Jim and his team will be looking forward to racing the downwind speedster against much larger boats in an effort to take home both class and overall honors. The J / 125 has proven to be an excellent offshore boat and the SRM team hope to continue that tradition.

**Rocket** – The Fuller family once again sails the Santa Cruz 50 down the Baja Coast in their fifth race to Cabo. With a crew of 8 NHYC regulars including his father Win Fuller and sister Michelle Drever, Carl Fuller is once again focused on racing the other Santa Cruz 50’s (Fortaleza, Horizon, and Surfer Girl) in what has become a hotly contested annual class race down the coast. Once down in Baja, Carl and his family will enjoy cruising the Sea of Cortez before returning home to Newport Beach later this spring.
<table>
<thead>
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BURGEE OF MERIT
Nick Scandone

LETTERS OF APPRECIATION
Kevin Hawkins  D. Scott Mason
Gale Nye Pinckney

LETTERS OF COMMENDATION
Cryssa Andersen  W. Bradly Avery
Douglas Ayres  Bruce Ayres
Andy Beeckman  Charles Buckingham
Craig Cadwalader  Alan Carmichael
Julie Chamberlin  Michelle Drever
John Fuller  Kerrie Garrett
Jeffrey J. Gordon  Howard Hamlin
Anne Hatton  John T. Hogan
Casey Hogan  Whitney Loufek
Deon Macdonald  James C. Madden, V
Christine Maier  James C. Malm
Amanda McDonnell  Matthew McKinlay
Coury McKinlay  Michael Menninger
Michael T. Nash  Gale Nye Pinckney
Charlie Ogletree  Matthew Paskerian
John Peschelt, Jr  Jennifer Porter
Erie Porter  Vicki Sodaro
Suzanne Spangler  Tracey Treaccar
Robert Vaughan  Christopher Welsh
Andrew Zinn

FIFTY-YEAR MEMBERS who JOINED in 1958
Mr. Donald Haskell
Dr. Michael Millikan

BOAT OF THE YEAR
Ragtime  Chris Welsh

OFF SOUNDINGS AWARD
Robbie Vaughan

VINCE HEALY AWARD
Anne Nutten

RACE COMMITTEE EXCELLENCE
Dwight Belden

META AND JACK GOING “CANNON” AWARD
Gale Nye Pinckney

L. GRANT BALDWIN TROPHY
Skipper Excellence - Alan Carmichael

TED NAFTZGER, JR. PERPETUAL TROPHY
Top Angler of the Year Award - Joe Winkelmann

DAVID M. DENHOLM PERPETUAL TROPHY
Top Jr. Angler of the Year Award - Mike Allen

DON VAUGHAN MEMORIAL AWARD
John Peschelt
NON-CALM TROPHY DINNER

NON-CALM LETTERS OF COMMENDATION
Jeffrey Aschieris  Christopher Barnard
Connor Bathen    Caitlin Beavers
Sydney Bolger    Kieran Chung
Clare Dahl      Emmy Dahl
Perry Emsiek    Connor Kelter
Tyler Macdonald  Mac Mace
Andrew Mason    Kayla McComb
Cooper Scott    Christopher Segerblom

FLETCHER OLSON PERPETUAL TROPHY
JUNIOR SAILOR OF THE YEAR
Emmy Dahl
ANTEATER REGATTA
by Alexander Kirkland

Newport Harbor High School Sailing Team and Sage Hill Sailing Team, two teams filled with Non-Calms, took the top two positions at the Anteater High School Regatta this year. The teams were both lead by their A Division boats, with Chris Barnard (NHHS) and Nicole Grice (NHHS) winning A Division and Mac Mace (Sage) placing second. The Newport Harbor HS JV team with Non-Calms, Wade Hatton, Randall Hause, and Alexis Scott were 5th Overall. Corona Del Mar HS JV 2 was ninth and the Corona Del Mar HS Varsity was 10th. Over 30 Non-Calms took part in the regatta which was hosted by UCI Sailing and NHYC.

Zander
NHYC Non-Calm Director
NHHS Sailing Team Coach

TURKEY DAY REGATTA
by Clare Dahl

Over 20 Sabot sailors from Newport Harbor Yacht Club participated in the Turkey Day Regatta hosted by Alamitos Bay Yacht Club.

We all arrived early Saturday morning excited to start the weekend. We expected a light breeze, and a large turnout of sailors from San Diego to Santa Barbara. When we arrived, we learned that over 319 boats were going to participate in various fleets. This is believed to be a record for the event launched in 1948. The yard was jammed with boats.

Our first race was scheduled to start at noon. We were all on the water and ready for the fun competition. I really wanted to do well in this regatta. Sailing with me were my friends Camden Daily, Keenan Chung, Hailey Newitt, Carter Scott, Kappy Fuller, Kate Madigan, and Katie Calder. As we sailed out to the starting line we all thought the breeze would be dead as the fog rolled in. Slowly the wind built up and the racing became more exciting. On the first day I placed 3rd, 3rd, 2nd, and 6th. The 6th ended up being my throw out. On the second day, we all thought there would be good breeze but with the sun slowly coming out the wind died. We only had two races where I placed 2nd and 3rd. Overall I tied for 2nd place.

I always have fun sailing and being on the water with my friends. I am excited to sail with Sabot As Connor Kelter – who placed 1st, Kieran Chung – who placed 2nd, Greer Wattson, Jimmy Madigan, Carolyn Smith, and Charlie Welsh who sailed in the regatta.

I had my two brothers sailing in the Turkey Day Regatta with me. My younger brother, Sean, sailed as a Sabot C1 on Saturday. My older brother Michael sailed in Laser Radials out in the ocean. He said he had so much fun and placed in the top third of a 66 boat fleet. I cannot wait until the day when I get to sail out in the ocean competing against all the same friends I have today.

SAVE THE DATE
...for the summer program!

June 22-August 6
Trophy Dinner August 15
More details to follow.

photos by Bob Yates
MESSAGE
FROM THE
FLEET CAPTAIN
ANGLERS FLEET

We enjoyed a record year in 2008, reaching record numbers for both Fleet membership and participation in our Ensenada Hall Pass and Interclub Challenge events. We awarded Fish Flags to both new and established participants, for a record number of different species caught within recent history in local waters. Finishing off the season, Angler of the Year Joe Winkelmann won the final Fleet 2008 First Fish Flag for his catch of a Wahoo landed off of San Jose Del Cabo the day after Christmas.

Our Fleet continues to grow upon the many efforts and accomplishments of our past and present leaders. We are approaching 100 members and are extending our invitation to NHYC Skipper Members to join our Fleet and for the children of members to participate with us in the coming months ahead. The participation of many families and juniors is a good indication for the future of the Fleet and for the sport in general.

Looking ahead, we invite the participation of members and families to our events, and to take part in sport fishing. We have several initiatives planned for 2009 that should open up new opportunities for participation and for future angling activities.

Good luck on the seas and best wishes to all of you.

Bill Bennett
Fleet Captain

2008 NHYC ANGLERS FLEET AWARDS
by Christopher Allen

The NHYC Anglers Fleet started in 1940 and was originally called the “Fishing Activities Committee”. This group gave way to the NHYC Tuna Club in 1949. In 1970 the name was changed to NHYC Anglers and last year modified to NHYC Anglers Fleet.

Many of the fishing trophies are truly classic and date back to the beginnings of our fleet. The Interclub Challenge Award, for instance, is a beautifully designed trophy with an antique 1875 English built reel constructed of German silver that still works! This trophy was re-dedicated to honor the late Tim Jessop.

Ted Naftzger Perpetual Trophy – Top Angler of the Year – Joe Winkelmann

Dave Denholm Perpetual Trophy – Top Jr. Angler of the Year – Nick Allen

NHYC Tuna Club Perpetual Trophy – Largest Game Fish of the Season – Jeff Littell 4/27/08 Blue Marlin 350 lbs.

Top Jr. Angler of the Year – Nick Allen

Tim Jessop Perpetual Trophy - Interclub Challenge Top Boat – Joe Winkelmann – SHADOW

Dr. Lester Lowe Perpetual Trophy – First Marlin of the Season – Nick Allen 8/9/08

Hugh Wright Perpetual Trophy – First Tuna of the Season – Matt Merickel 6/21/08

T. Oscar Clevidence Perpetual Trophy – First Albacore of the Season – Pete Binaski 6/20/08

Joe Winkelmann captures the last First Fish Flag with this wahoo
**Principles of Sun Safety – Part I: Long-Term Concerns**

Nothing beats a sunny day in Southern California, whether out on the water, at NHYC, or in Moonstone. Research reveals that sun exposure produces a variety of health benefits, including stimulating the skin to produce Vitamin D and modulation of the function of the immune system. In fact, protracted overcast can lead to depression, fatigue, and malaise, a syndrome recognized by physicians as Seasonal Affective Disorder. Unfortunately, exposure to the sun’s rays also carries health risks, including skin cancers, premature aging of the skin, cataracts and other forms of eye injury, sunstroke, and various allergic and hypersensitivity reactions.

Ultraviolet radiation is the portion of the sun’s spectrum that interacts with the skin. The shortest part of the UV spectrum, UV-C, is extremely dangerous to both animals and plants, but is completely absorbed by ozone in the stratosphere. UV-B rays are partially absorbed, but that portion of UV-B radiation that reaches the Earth’s surface can damage skin and eyes. UV-A, the longest ultraviolet radiation, is minimally absorbed in the upper atmosphere and constitutes most of the UV radiation of concern.

While suntan by itself may seem benign, it is best understood as a manifestation of skin injury. By the time the skin begins to produce melanin in response to sun exposure, some skin cells have already been damaged and others killed. The modest increase in melanin that tanning produces does not confer significant protection against further UV-mediated damage. Tanning, even in the absence of sunburn, stimulates premature skin aging, including wrinkling, thickening, freckles, blemishes, discoloration, telangiectasias (dilated blood vessels below the surface of the skin) and rough texture.

Skin damage from sun overexposure is cumulative and irreversible. Most people incur between 50% and 80% of their total lifetime sun exposure before age 18, so precautions should begin in early childhood.

Sunburn is a true burn. Sunburn injury does not reach its peak until 14-24 hours after sun exposure. Blisters indicate a second-degree burn and carry the risk of infection.

The most serious long-term risk of overexposure to the sun is skin cancer. Basal-cell carcinoma and squamous-cell carcinoma are common and easily curable in their early stages. Melanoma is less common, but deadly. Approximately 32,000 new cases are diagnosed annually in the United States, and approximately 6,700 melanoma deaths occur. The theory that intermittent severe burning is a greater risk for skin cancers than sustained lower-level sun exposure has come into doubt, but it remains a fact that sunburn at an early age does constitute a risk factor for developing melanoma later in life. People who have frequent, prolonged exposure to the sun should conduct regular monthly skin self-examinations and see a dermatologist to evaluate any new or changed skin lesion. Even melanoma has a 90% 5-year survival rate when detected and treated early. Signs that should prompt immediate medical attention include:

- change in the size or color of a mole or other pigmented spot
- oozing, bleeding, or change in the appearance of a skin nodule
- spread of pigmentation beyond the border of any nodule
- itching, tenderness, pain or other sensory change in a skin nodule

Vigilance and early detection are important, but prevention is the most effective approach to skin cancer. No single element of the cancer-prevention regimen is sufficient or complete without the others.

Avoid sun exposure during peak UV intensity hours – 10 AM to 4 PM during daylight savings time, and 9 AM to 3 PM during standard time.

Wear protective clothing. This includes long pants, long sleeves and a wide-brimmed hat that protects the neck and ears. Tight-woven fabrics are more protective than loose weaves, and dry clothes are more protective than wet clothes.

Use sunscreen with an SPF (sun protective factor) of 15 or greater. Apply the sunscreen thoroughly at least 30 minutes before going out into the sun, and reapply at least every 2 hours. Even water-resistant sunscreens require repeated application, especially after swimming or sweating. Water-resistant sunscreen requires repeated application after 40 minutes in the water; waterproof sunscreen requires repeated application after 80 minutes in the water.

If skin allergies are a concern, avoid sunscreen containing PABA, and look for a product containing titanium dioxide.

Apply the sunscreen to any part of the body not protected by clothing, including palms and soles (the most vulnerable to melanoma,) under swimsuit straps, and on the neck and ears. Use and reapply lip balm of SPF 15 or greater, and use sunscreen especially formulated for protecting the sensitive skin of the eyelids and around the eyes.

Remember that sunscreen should not be used to extend the length of time one remains in the sun. An hour of sun exposure while wearing sunscreen is equivalent to four minutes of unprotected sun exposure. Terms of UV damage detection technologies offer UVA protection, but not necessarily at SPF 15 or greater, so check labels.

Discard sunscreen when it reaches its expiration date. If no expiration date is indicated, assume a shelf life of no longer than 3 years, shorter if the product is exposed to extreme temperatures.

Children under the age of 6 months should not have direct sun exposure and should not use sunscreen.

Do not forget that UV radiation can penetrate 3 feet of water and that sand, sea spray, concrete and snow all reflect the sun’s rays, so one can sustain UV damage even while taking shelter from the direct rays of the sun. Likewise, UV rays penetrate clouds, haze, and smog, and UV radiation damages skin just as easily on cool days as on hot days. A cooling breeze can make it easy to ignore sunburn until it becomes severe.

Eyes are also vulnerable to UV damage. Long-term sun exposure increases the risk of developing cataracts, an eye disease in which the lens becomes increasingly opaque, leading to impaired vision and even blindness. UV injury also causes pterygia, which are wing-shaped growths on the surface of the eye. Most sunglasses sold in the States offer protection against 100% of UV-A and UV-B radiation, but it is important to confirm this with explicit labeling. Polarized lenses alone do not confer UV protection, and mirror coating alone does not confer UV protection. The most effective sunglasses are those that wrap around the face.

The UV Index is a next-day forecast of the amount of skin-damaging UV radiation expected to reach specific locations on the Earth’s surface when the sun is highest in the sky (solar noon). The UV Index is a service of the NOAA (National Oceanic and Atmospheric Administration) and the EPA and is computed using forecasted ozone data, cloud cover, aerosol loading, elevation, and other factors. The index is reported on a scale from 0 to 16; the higher the UV index, the shorter the time required to incur skin damage. The UV Index can be found on line at www.epa.gov/sunwise/uvindex.html. While UV rays cause damage to skin and eyes, it is also true that the skin needs UV exposure in order to synthesize Vitamin D. Vitamin D deficiency increases with distance from the Equator and is increasingly recognized as a permissive factor in the development of numerous autoimmune diseases, including multiple sclerosis and rheumatoid arthritis. Vitamin D also plays a protective role against certain cancers. Nonetheless, it is absolutely not necessary to risk skin damage in the pursuit of adequate Vitamin D. Vitamin D is accessible in many foods, and dietary Vitamin D supplements are safe and inexpensive.

Ultraviolet damage to the skin and eyes constitute the most serious long-term threats to human health from sun exposure. The short-term effects, most prominently heatstroke, require equal vigilance in detection and early treatment. Acute effects of sun exposure will be covered in Part II of this series.
With 2009 solidly in place we now focus our attention on the events and activities for the remaining months of the New Year. Before getting too far ahead we would like to express our collective appreciation to the membership for their support on two significant fronts; firstly your enthusiastic use of the club in 2008 culminating with nearly 200 in attendance at the first annual New Year’s Eve Open House! Secondly and with sincere gratitude on behalf of the staff, we thank you for your most generous contribution to the Employee Christmas Fund. We recognize that the economy has impacted everyone’s lives and the kindness you have shared cannot go unrecognized. Thank you!

Now on to 2009. With this issue the regatta season begins to take shape on the water. The W.D. Schock Memorial Regatta remains a fun and competitive event and takes place February 28 - March 1. At the same time we move closer to the 2009 Cabo race which at this writing has 31 boats planning to sail fair winds in early March. The NHYC Invitational Team Race is the club’s premier event this spring April 3-5. Once again we will enlist the help of the owners of those boats in the mooring field to assist in opening the race course in front of the club. We realize the help you provide makes the spectator side of the race very special and we extend a hearty thank you in advance for your cooperation.

You may have noticed we have instituted a nightly dinner special priced at $9.95. The intent is to help ease the woes of the economy and so we feel it is part of the “dining stimulus package”. Kidding aside, your club is committed to providing you, the members, with a place for gathering with friends and family to escape the drain on your wallets. Our drink prices have not been collectively increased in years and there are no plans for adjustments. So please join us for an inexpensive meal, your favorite beverage and enjoy your friends at the club.

Finally, please join me in congratulating the club Employee of the Year. Jay Mix was selected from the staff as the individual who in 2008 made the most significant contribution to the membership and rose to the challenge to continue to maintain our special outstation at Moonstone Cove. A thirteen year veteran, Jay’s dedication to the membership is appreciated and now honored. Congratulations Jay!

Thomas Gilbertson, CCM
General Manager

IN MEMORIAM

MR. FREDRIC “FRED” V. SCHENCK
November 23, 2008
Member since 1951

MRS. LEE “JOAN” SAMMIS
November 25, 2008
Member since 1972

MR. LAWRENCE M. WERNER
November 30, 2008
Member since 1990

BIRTHS

Hailey Airth
October 20, 2008

Proud Parents:
Alan and Alexandra Airth

Proud Siblings:
Grasen and Chandler Airth

HOTW

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General Manager
Thomas Gilbertson, CCM
SWEETHEART DINNER

FEBRUARY 14
6:00 pm
Seating every half hour

$96++ per couple
Reservations are required
949-673-7730 or www.nhyc.org

LIVE JAZZ TRIO

*The club will be closed for a la carte dinner service

~FIRST COURSE~
Lobster Bisque
sautéed shrimp, chives

~SECOND COURSE~
Spinach Salad
warm brie, maui onions, enoki mushrooms, pancetta sherry vinaigrette

~ENTRÉE~
Choice of:
Four Peppercorn Crusted Salmon
sweet basil salad, champagne roasted bell pepper sauce

Grilled Prime New York Steak
honey onion marmalade, potato gratin, madeira sauce

~DESSERT~
Choice of:
Triple Chocolate Cake
rockpile raspberry sauce

Trio of Sorbets
Mango, Champagne & Raspberry
wild berries, coconut tuile, raspberry mascarpone mousse