As we enter 2008, I would like to begin by expressing our collective appreciation to Jr. Staff Commodore Garrison for his outstanding leadership and successes in 2007. Last December our 91st Annual Meeting set records in recent attendance and although, a lengthy meeting, a great deal of valuable information was provided. The Board of Directors and Policy and Planning extends our appreciation to the membership for their support of the Capital Assessment and dues increase. Your Board of Directors is committed to serving the needs of the membership and providing opportunities to keep you informed and invite you to participate in the Facility Planning process. The Facility Planning process will be a committee Co-Chaired by S/C Tim Collins and the current Rear Commodore, which for 2008 will be Brad Avery.

Also new for 2008 will be the introduction of our Newport Harbor Yacht Club web site and enhanced communications technology. We will conduct several introductory and training sessions to better personalize this service for you. To improve communications with our membership we have also provided the e-mail addresses for the flag officers. I welcome your e-mails at Commodore@nhyc.org.

2008 is also the first year of a long term 15 year lease at our Moonstone facility. We will be completing several deferred projects this year led by our Mayor of Moonstone, Paul Marshall and his hard working committee. Your consideration for support of the Catalina Island Conservancy and the Conservancy Ball, *Earth, Wind and Fire* on April 12, 2008, will help fund the rebuilding of the roads and restoration from last year’s fire damage.

We have an exciting sailing calendar for 2008, and welcome your participation. Our sailors are on the water and representing NHYC throughout the nation. Congratulations to the team of nine Skipper members that returned triumphant from the inaugural Southern Soiland Cup Team Race in New Orleans, LA. Additionally our Junior members have been making their presence known on the college and high school racing scene posting wins at the Rose Bowl and Anteater Regattas, respectively. At the end of this month we will have several members competing at the Acura Key West Race Week in Florida and several of our Non-Calms sailing at the 2008 US Sailing ISAF Youth World Qualifier to compete for berths at the ISAF World Games in Denmark later this year. We have an exciting year planned.

Before we enter the peak months of the 2008 season, I would like to personally invite the membership to participate in the various activities our club has to offer. Our Committee chairs for Cruising, Angler Fleet, Mother Sabots, and Non-Calm Advisory welcome your participation. We take great pride in our membership volunteer committees and invite you to serve our club. Your continued participation and regular use of the clubs facilities will ensure our successful 2008 season. We know you have many choices for your dining and entertainment in Newport Beach. Allyson and I would like to invite you to make Newport Harbor Yacht Club a top choice among your calendared events throughout the year.

Finally, it’s my honor to serve as the Commodore of Newport Harbor Yacht Club for 2008. I’m humbled by the responsibility, trust, and traditions at Newport Harbor Yacht Club. We have a fantastic Board of Directors and talented Committee Chairs which are prepared for the leadership necessary, with your help, to make 2008 a great year.

All the best and warm regards,

Bruce R. D’Eliscu

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**February Events**

**“Cooking with Polly”**
Saturday February 23  11:30am (Lunch Class) Reservations Required $30++

**Landmark Winery Dinner**
Tuesday, Feb 26, with proprietor Mary Colhoun  Five Courses, 6:30pm reception $100++ Reservations required

**Friday Night Winter Burger Bashes:**
Feb 15, March 14, March 28, April 11 6pm-9pm
Kid’s Movie starts @ 6:30 pm in the Ballroom

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**LONG RANGE FACILITIES PLANNING COMMITTEE**

Co-Chairs S/C Tim Collins and R/C Brad Avery

A new committee is being introduced that is to drive the process towards the delivery of a high quality facility in the future. After the great presentation by S/C Tim Collins and S/C Will Layman on the reason for the Capital Reserve increase, volunteers were requested for the new committee. The response was fantastic, and fourteen members with diverse backgrounds were invited to join. Look for updates both on the web and in the HOTW. If you have any suggestions please feel free to communicate them to either S/C Tim Collins or R/C Brad Avery.
My wife, Julie, and I first met Steve Fossett when he stepped off his catamaran Lakota in Honolulu having just set a new world sailing record from Los Angeles in connection with the 1995 Transpac Race. He was neatly dressed in pressed white shorts, clean shaven, and with a genial smile and quiet manner, he invited us on board.

From that day on, I have treasured a warm and close relationship with him and his wonderful and supportive wife, Peggy. He was one of this world's nicest and most unique individuals. Julie and I have treasured the Christmas cards and letters Peggy has sent over the past decade. Steve's disappearance last September has left a large hole in my heart, and I am sure this is true for all of us who have been privileged to know him.

Steve was unfailingly polite, modest under the circumstances, and totally committed no matter what the endeavor. Despite his busy life, he returned phone calls from all over the world. His undertakings called him, perhaps with more clarity and personal commitment, physical and mental, than anyone in history.

The earliest so-called adventure I know about was as a Stanford student when he swam out to Alcatraz with a "Beat Cal" banner. Steve was thrown back in the water by the guards and it took him over eight exhausting hours to swim back in the cold, swirling waters.

Along with his publicized effort to go over 800 miles an hour and break the land speed record, his most recent undisclosed project was the conversion of his great catamaran, Cheyenne, to carry a submarine to explore the world's deepest place, the Mariana Trench. In between his Alcatraz caper and his disappearance, Steve made a living as a high flying commodities trader all the while pursuing his adventures including swimming the English Channel after four tries, mountaineering, skiing, gliding, flying, ballooning, etc. He has set well over a hundred records, most in the sport of sailing.

The day after he spoke to the club in April 1998, he set a new Ensenada Race record of six hours and 46 minutes that stands to this day.

I will not forget the day in June of 1999 when my car cell phone rang and it was Steve calling from Bermuda. He proudly told me he had just set a new Single Handed World Record from Newport to Bermuda of 40 hours and 51 minutes, flying the NYHC burgee.

In the last decade since he became an honorary member, Steve attained many notable and heroic accomplishments. After six dangerous attempts, more than one of which should have killed him, he became the first (and perhaps the last) person to circle the earth solo in a balloon. He was the only person to complete a non-stop circumnavigation of the world solo in a plane, and to accomplish the fastest sail around the world.

Steve also smashed the Trans Atlantic sailing record in October 2001. In our last conversation, his ever-thoughtful suggestion was that the trophy he had received for this feat ought to be forwarded to Bruno Peyron, the Frenchman who now has eclipsed the record. In January 2002 when he was named Yachtman of the Year, Steve had presented this trophy to the club during a “Big Wednesday”, and it currently resides in our trophy room.

What really stands out was Steve's absolute commitment to every challenge he undertook. While other people thought about or talked about great endeavors, Steve went out and did them. He did not believe that any obstacle was insurmountable. Obtaining a world record was not important for the notoriety or publicity splash involved, rather it was to set a personal goal and challenge himself until he succeeded.

Steve applied himself physically and mentally to an extent unknown to ordinary mortals, and his love and understanding of the great outdoors, the winds, and the waves, as well as the technology available was truly unequalled.

As Steve said in a letter when he had finally attained his nine-year ambition, he “hoped that the flight would be remembered not just for the romance and excitement of flying a balloon around the world, but for the persistence in achieving a difficult goal.”

The world may not soon again see such a wonderful, friendly, and accomplished individual and certainly never again one so successful in the adventure of life.
RACING

FROM SILVER TO GOLD
LOVELL/OGLETREE
OLYMPIC QUEST
by Charlie Ogletree

The 2008 Olympic year is upon us and the packed schedule for Team Advanced Equities between now and the Sailing Summer Olympic Games in Qingdao, China, leaves precious little time for rest or reflection.

From now until late August, the name of the game is maintaining focus and keeping a cool head under pressure. Fortunately, it’s what Johnny Lovell, my partner in the Advanced Equities Tornado catamaran, and I do best. We got a vivid reminder of this in October when we won the US Sailing Trials to select the USA’s representative in the Tornado Class at the 2008 Summer Olympic Games in China.

This was a tough series, mostly in light to moderate air, and with two days to go we were poised on the brink of elimination after splitting first-place finishes with our nearest rival over the previous four days. A single loss would send us to the showers but we calmly confronted the make-or-break task of winning all four remaining races. With that achieved, we claimed the US Tornado Olympic berth for the fourth time in 12 years.

Competition at the Olympic level is in our blood. Johnny, from New Orleans, Louisiana, first raced in the US Olympic trials in a 470 dinghy in 1988. I’m from Kemah, Texas, and I first competed in the 1992 trials in the 470 Class. Sailing under the burgees of the Houston Yacht Club, the Newport Harbor Yacht Club and the Southern Yacht Club, we have now represented the USA in Tornados at three Olympic Games. Three years ago in Athens, we won the Silver Medal in Tornados. Now we’re hunting for Gold.

We teamed up in 1993 after we failed in our separate bids to make the 1992 American Olympic team. We won the first two Tornado events we sailed together, including the 1993 U.S. National Championship and we decided to keep the karma going. It has been a great partnership. In October we won the Nationals for the 11th straight time, putting us two ahead on the all-time win list for this event.

We had an action-packed year in 2007 leading up to the Olympic Trials. We raced the 2007 winter circuit in Miami, the spring/summer circuit in Europe, and the Pre-Olympics in China in August. Once we cleared the Trials’ hurdle, we took a well-deserved break and began to refocus on winning that elusive Gold Medal.

There’s never enough time in an Olympic campaign. For the remainder of the year we had some intensive sail-testing with our training partners, worked to maintain our physical fitness, and spent some time on fund raising. For a slight change of action, I took a break by finishing sixth place out of 100 boats at the A-Class Catamaran World Championship in Islamorada, Florida.

Late fall allowed us to plan our 2008 budget and schedule. With this in hand, the main goal is the hard work of raising money and looking for additional sponsors. The US Sailing Olympic Committee assists with funding, but we need to raise more monies to complete our entire 2008 program and arrive in Qingdao in peak competition condition.

We’ll kick off 2008 with five weeks in Auckland, New Zealand where we’ll race three training regattas during their summer...
before competing at the 2008 Tornado World Championship. While we’re there we will also be focusing on light air training with our Dutch, German, and Puerto Rican training partners. Good results at the Worlds are important, but not as important as remembering the light airs of Qingdao and keeping our eyes on the Olympic Gold.

After New Zealand we’ll be back in the States for a few weeks to pick up our family and business lives before the busy European circuit begins. We’ll be training or racing in Palma de Mallorca, Spain; Hyères, France; Thessalonica, Greece; Medemblik, Holland; Qingdao, China; and Vigo, Spain before the Opening Ceremony of the Olympic Games Qingdao in August.

Planning and logistics are vital to success, especially in the Tornado. We will be receiving a new boat from England, quite a few sails, rigging and other equipment, traveling, coaching, training, and more. As you can see, we will be spending a lot of money!

Over the coming months we’ll be constantly working on sail designs, sailing techniques, and commissioning and taking delivery of a new boat. The focus now is on the treacherously light winds and strong tides of Qingdao. As part of that effort we’ll also be working on maintaining as light a body weight as possible. For the Olympic Trials in San Diego we were lighter than we’ve been in 15 years. Not bad for a couple of guys who’ve just celebrated their 40th birthdays. For the Olympics we’re shooting to be even lighter while improving our strength, fitness, and stamina.

Along with everything else, we’ve ramped up our communication efforts and we’d like to invite you along for the ride. We invite you to join our Advanced Equities team and participate in our quest for Gold.

Just go to www.t-squaredracing.com. It includes background, histories, results, photos, and all our latest reports. Best of all, you can sign up to follow our quest with up-to-the-minute email reports from around the world. Click on “Join the Team” on the extreme right of the header bar. This will open our Kintera Fund Raising Site. Just look for “Email me Team Updates” in the left-hand column.

While you’re there, take a look at all the background information. If you’d like to support the team with a tax-deductible financial contribution you can do it online directly from this secure site. Best of all, you can invite friends or family to follow the fun or make donations of their own. You can even start your own fund-raising group and challenge others to support the team. Johnny and I couldn’t end this report without a huge “Thank You!” to all the citizens of California. Your continued support has contributed mightily to our campaign and it has been an honor and a pleasure to represent you in the Olympics and at our regattas in other parts of the world. We’re looking forward to this time bringing home the Gold.

BARNEY LEHMAN CHAMPIONSHIPS
by John Drayton

A dozen Lehmans showed up the day after NHYC’s annual meeting to sail this 50-something edition of the Barney Lehman Championships. This year’s regatta had been rescheduled from October when the Barneys were blown out by the same Santanas that stoked fires in Irvine and San Diego.

While the weather was cool, the sun was out and wind was a steady westerly that made for tight sailing in a top-heavy fleet of past champions. The fleet was literally a “Who’s who” of past Lehman Champions, with names like Ramming, Wiese, Madigan, Sentovich, Raab, and Pinckney all looking for hardware. Sailors in this year’s fleet could probably account for 90% of the last 20 Lehman class championships. On the water, every start was contested, and almost every finish was overlapped as Lehmans shot the line for their positions.

When the smoke cleared, Jim and Biz Buckingham had eked out a one point victory over John & John Drayton, who in turn were just a point ahead of Jim Otis. While we didn’t get a final tally on how many championships this was for Jim, the fleet agreed that Jim and Phil Ramming still have more Lehman Champs that anyone at this point. Dwight Belden

### RESULTS

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<td>Biz Buckingham</td>
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<td>2</td>
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<td>3</td>
<td>Jim Otis</td>
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<td>Chris Raab</td>
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Racing

NHYC Challenge Invitational — Match Racing Out, Team Racing In
by Jon Pinckney

While match racing has been successfully featured in our Yacht Club Challenge over the last five years, NHYC is looking to change the event to 4 vs.4 team racing in Harbor 20’s. “WHAT? Harbor 20’s?….4x4 team racing? You’re kidding, right?” Not only am I not kidding, but early indications from scrimmages and outside interest from other clubs show that we may be on to something really big.

So you may ask, “What happened to the match race format using the Catalina 37’s?” There are many different reasons for the change, but here are a few. (1) Lack of interest in amateur match racing nationally was making our event more regional. (2) The duration of the event was too time consuming due to the format and long commute to the ocean race course. (3) The ocean venue is not spectator friendly. (4) The logistics of moving borrowed boats to and from Long Beach, along with their large price tag was cumbersome.

The new 4 vs.4 team racing event is centered on two of NHYC’s strengths. First, we have a large fleet of equal boats that are easy to sail, and, second, we have a beautiful venue right in front of the main dock. Actually, the venue will only be really beautiful if we clear the portion of the mooring field in front of the main dock, which is the key to our success. Luckily, the Balboa YC Cabo Race is during the same time so we are hoping to relocate some of the moored boats to dock spaces that are left vacant by BYC Cabo racers. The racers thank you in advance for helping create this ideal racing venue.

While most team racing is a 3 vs.3 format, the old 4 vs.4 format is making a comeback. Yes, retro is good even in team racing. 4 vs.4 is exciting and unpredictable; most races are not decided until the last boat crosses the finish line. With the finish line off the main dock, spectators will be entertained by the participants’ passionate, last minute, aggressive maneuvers. The teams waiting on the dock for the next match along with spectators will be encouraged to cheer, jeer, and verbally express themselves to the racers as they fight for final finishing positions. Since this is a national challenge event, you will be able to witness the best of the best competing in intense racing right off the main dock.

This is a once a year event that is supposed to showcase NHYC’s ability to uphold the high standards of yacht racing with some of the oldest and most respected yacht clubs nationwide. In the past it was a little harder for members to get excited about an event that was held out of sight in the ocean. Now we have an event with tons of potential right off the patio that you can come down, get involved with, and enjoy throughout the weekend. Please come down and show support for NHYC’s flagship event March 28-30, 2008. Make sure to come early, before Burger Bash (3/28/08), enjoy a cocktail on the dock, and you’ll be drawn into the excitement of the weekend, guaranteed.

Orange Bowl International Youth Regatta 2007
by Sydney Bloger

Over 600 sailors in the Optimist, Laser, Laser Radial, Laser 4.7, and C420 classes competed in the 37th annual Orange Bowl International Youth Regatta hosted by the Coral Reef Yacht Club in Florida between Christmas and the New Year. This is always such a great event and Caitlin and I were really excited about participating, especially as part of the sponsored CISA team. Go California!!!

Most of the NHYC group arrived late in the evening on Christmas Day, got their hotel accommodations squared away, and headed to the traditional Christmas dining spot, Johnny Rockets, to grab a bite to eat. After dinner it was straight to bed, knowing that getting up the following morning would be tough considering the three hour East Coast time difference. The next day we worked our way down to the historic and beautiful Coral Reef Yacht Club, rigged our charter boats, and went out for a short practice in some very light breezes.

The weather for the entire regatta was fabulous with partially cloudy skies and daytime temperatures hovering between 76 and 82 degrees. However, the wind was fairly light throughout the regatta, not exactly Caitlin’s and my forte, but we made it work!

Race day one began at 6:20 am when our alarms went off. We arrived at the club at 7:15 am with no one in sight—exactly what we wanted to see. We were the first to launch our boat and we were feeling ready for the day. By 10:00 am, the time of the scheduled first race, the water was still glassy and with a loud horn the on land postponement went up on the flagpole. Around 1:00 pm, there looked to be a glimpse of breeze, so we headed out to the race course where racing was finally canceled after drifting around on Miami’s Biscayne Bay for a couple of hours.
Race day two shaped up early and brought a fairly consistent 8-10 knot breeze. Once again we were up bright and early to guarantee being first to launch. This allowed us to be completely relaxed, knowing that the boat was ready to go and our settings were just where we wanted them to be. While tuning up on the race course before racing began, it was trapping conditions for Caitlin so we decided to pin down a half of a hole to add tension. The wind was fairly consistent and not too shifty but gradually the left side of the course became more and more favorable as the wind died near the end of the day. After the first race of the day we realized we were sailing pretty quickly, rounding the first windward mark about tenth, and grinding back to finish the race in fourth. Our finishes were a 4, 7, 2, 1 — enough to put us in first place for the day. We were very excited but didn’t let it get to our heads because we knew there were still two more days of racing to go and anything could happen.

Race day three, we continued our tradition of being first to launch, even if it meant having to move a moldy old car seat off the launch ramp to do so. The conditions were similar to the previous day, with the wind almost out of the same direction but a bit lighter. Once we got to the race course we talked about what had worked well yesterday and collectively planned our game plan for the day. The left side of the course was really favored and patience was key. Each race we attempted to accomplish a conservative start at the pin third of the line. From there we used our speed and pointing ability to create a nice lane and headed for the left side of the course. As soon as the competitors to windward of us flopped to port tack and we were in the stronger left pressure, we too would head back towards the right side of the course, often almost on lay line for the mark. This allowed us to round the windward mark in the top ten almost every race. From there we knew we could pick off boats one at a time. Our downwind strategy was usually to round the offset, pop the shoot, and sail about forty boat lengths and then be the first to gibe and get away from the other boats. Once on lay line for the gates we would gibe back and sail a fairly heated angle, which allowed us to pass a few boats in the light air. The second upwind beat to the finish line was the time to play the smaller righty’s and then carry the lifted right pressure back to the left. Catching these small righty’s when we could often allowed us to gain a couple more boats on our way to the finish.

The racing on race day two and three was all about patience. We sailed towards the pressure, often found on the left and when we got headed we tacked. The key was to keep it simple and not to take too many risks. As Adam Roberts, one of our CISA coaches said, we were sailing so fast and pointing so well, that we were just sailing around people. So, we based our tactical decisions off this information and avoided tacking too much because according to Adam, “our tacks sucked.”

The final day of racing brought improved wind conditions that are more traditional to the Orange Bowl regatta and Biscayne Bay sailing venue. The breeze was blowing at 10 to 15 knots slightly further right than the previous days. With only a (6) point lead going into the last day of racing, Caitlin and I had our work cut out for us to retain 1st place. Although we tried to pretend that this was “the first race of the regatta”, we knew that our ability to win this regatta depended on these last three races. At the first start of the day, my nervous energy got the best of me, and I sheeted in too early, had to point my bow down to avoid being over and fouled the 3rd place boat right below us. We completed the 720 penalty turn which put us in the back of the pack. We managed to round the top mark in eighteenth and then work our way back to twelfth. After that race the butterflies were all gone and we went out and won the second race of the day. Going into the last race it was down to our team and local favorites Enrique Quintero and Margaret Spears, with both of us in the same flight. Before the race, our coach for the day, Charlie Buckingham had offered to tell us the point spread, but we didn’t want to know. It would only make us nervous. Enrique, punched at the start, ended up fourth in the race while we finished tenth. Not knowing the point spread, I was sure that we had lost first place and that Enrique had won. As soon as we saw Charlie’s bright smiling face though, we knew we had done it! We Had Won!!!! Caitlin jumped back and gave me the huggest hug of my life and we were both screaming so loud! Caitlin is an absolutely amazing crew and I could never have done it without her! It was probably one of the most exciting and fulfilling moments of my life and I will never forget it.

We’d like to give many thanks to CISA for this support, coaches Adam Roberts, John Farrar, Charlie Buckingham, and Zander Kirkland, and the advanced clinics they provide throughout the year that help prepare us to compete successfully at national and international level regattas. Thanks also need to go out to NHYC for all of their support and coaching. More than anyone, we would like to thank the CISA team and all of our friends and family for cheering us on and making us feel as though we could truly win this regatta!

Congratulations to all the other NHYC Orange Bowl participants, Tyler McDonald, Sally Mace, Chris Barnard (2nd in the Radial fleet), Mac Mace and Jeff Aschieris, Andrew Mason and Heather May, Chris Segerblom and Kayla McComb (4th in the 420 fleet), and Nicholas Russo-Larssen and Connor Batten!
Non-Calm

Anteater Regatta
by Randy Hause

After two days of intense sailing on the water, Newport Harbor High School was victorious once again as they defended last year’s title in the annual Anteater Regatta hosted by UC Irvine and Newport Harbor Yacht Club on Saturday and Sunday, December 8 and 9.

Because of the size of the NHHS Team, the school was allowed to have 2 teams sail in the Gold Division A and B. The winning combination of Varsity sailors included skippers Chris Barnard and Wade Hatton and their capable crew members Caitlin Beavers and Devon Wortman. Alternate crew member, Cooper Scott also helped contribute to their impressive victory. Barnard and Hatton along with their crews sailed hard and had to fight off a late challenge on the second day of sailing by the strong and fiercely competitive Point Loma High School team who finished only a mere 4 points behind in 2nd place. Also finishing in 9th place in the Gold Division A and B were the Junior Varsity skippers Randall Hause, Chris Segerblom, and Dane Butera along with their tenacious crew members Nicole Grice, Kayla McComb, and Alisha Gordon.

Newport Harbor continued their domination of the weekend regatta with convincing victories in the Silver Division A and B. Led by skippers Colin Kincaid, Brooks Clark, and Connor Bathen with experienced crew members Jeff Aschieris and Alexis Scott, the sailors proved their worth by finishing 26 points ahead of second place Coronado High School. Newport Harbor’s new coach Zander Kirkland, said that he was “very impressed with his team’s performance and was proud to be their coach.”

The annual regatta was attended by 26 high schools and attracted more than 165 sailors from Point Loma to the Bay Area. All teams sailed in two-person CFJ dinghies, rotating off the docks at Newport Harbor Yacht Club. The races were sailed in westerly winds of 7-9 knots on Saturday and gusty Santa Ana winds ranging from 5-20 knots on Sunday. Other local high schools competing on the varsity level included Sage Hill (3rd place), Corona del Mar (11th place), and Mater Dei (22nd place). The Anteater Regatta is one of the 5 Pacific Coast high school sailing regattas leading up to the National Championships to be held in May of 2008. The Newport Harbor High School sailing team is currently the defending National Champions.

Sailing for Turkey
by Camden Daily

Recently I participated in the annual Turkey Day Regatta hosted by Alamitos Bay Yacht Club. This was the first time I had sailed in Alamitos Bay and I have to say I really liked it. This was a two day regatta that brought in over 200 participants in 17 different fleets. I participated as a C1 and Newport Harbor Yacht Club had 5 competitors out of 20 in the Sabot C1 class. Zander coached us on the importance of the start at this race and not being over early, which has always been a problem of mine. The first day there were three races with medium wind conditions and I got a 2nd on the first race. The second race I learned an important lesson; I need to know the course before the start. I started the second race and got out in front early only to learn that we didn’t need to sail to the jibe mark the
TEAM RACING UPDATE
from the Race Office

At the end of last year, a few Staff Commodores issued the YRC a challenge to lead a charge to incite some team racing on the West Coast. With that in mind and the potential change in format of the USYCC, the YRC decided to ramp up the focus on team racing events at NHYC. We have had very favorable response from the NHYC membership to our intra-Club scrimmages, which provide a way for team racing to reach beyond just dinghies. We have also added another dinghy team race in early summer to appeal to the college and post-collegiate team racer.

News of our commitment to team racing is already spreading across the country, and other clubs are taking notice of our efforts. At the end of last year Southern Yacht Club in New Orleans invited us to come sail the Southern Soiland Cup Team Race (yes, it is named after our 1st Commodore), which we won. Then in early January both St. Petersburg and New York Yacht Club challenged us to compete in their respective team races. The momentum is building!

Why? Team racing is fun, competitive, social, and spectator-friendly. The growth of team racing at the Club will depend on three important components: 1) the active participation of our many, seasoned team racing sailors to help spread their knowledge and enthusiasm for it; 2) the generous participation of our eager and fun-loving H20 owners, who provide a fleet of competitive, evenly-matched boats; and 3) the energetic support of Club members interested in participating in or watching this fun, involving branch of the sailing game.

NHYC SHREDVERS CONTINUE TO DOMINATE IN COLLEGE
by Caleb Silsby

The 2008 Rose Bowl Regatta proved to be yet another platform for NHYC sailors to demonstrate their dinghy sailing dominance. Four collegiate freshmen were at the top of the ranks in the intersectional event. The indomitable duo of Michael Menninger and Brooke Thomson for St. Mary's College won B Division, followed closely behind by Cole Hatton for Stanford. The two boats combined to finish 1st or 2nd in 10 of the 11 races in the regatta. Consistency, boatspeed, and boathandling proved to give them a distinct advantage over their competition. Charlie Buckingham sailing in A Division for Georgetown was winning after the first day and finished 4th in the regatta. These results are uncanny for freshmen competing in such a high caliber event.

In 2007 St. Mary's College Sailing Team consisted of Adrienne Patterson, the 2007 Female College Sailor of the Year, who won B division as skipper and Justin Law who placed first in A Division. This year they teamed up to win A Division, thus giving St. Mary's College its second win in a row over top ranked Boston College.

The regatta was sailed in uncharacteristically blustery conditions in Long Beach, California. While the skies opened up over the San Bernadino Mountains dumping up to 10 inches of rain, sailors from around the country interrupted their winter break to compete in Belmont Shores. A saw horse support labeled “Pasadena City Works” drifted by the racecourse as evidence that current was a factor in the event.

As an alumnus of St. Mary's College and a coach of several of these athletes, I feel very fortunate to be given the honor of writing this article.
NON-CALM AWARDS
LETTERS OF APPRECIATION
W. Bradley Avery  Gary P. Hill
Cindy Barnard  Darren S. Mason
Timothy C. Collins  Robert C. Metcalf
Kevin M. Hawkins

LETTERS OF COMMENDATION
W. Bradley Avery  James C. Madden
Brian Bissell  Michael T. Nash
Charles Buckingham  Charlie Ogletree
Adam Deermount  Douglas Rastello
Jeffrey J. Gordon  Philip Rose
Howard Hamlin  Piet Van Os
Andrew B. Macdonald

NON-CALM LETTERS OF COMMENDATION
Jeffrey Aschieris  Connor Kelter
Christopher Barnard  Killarney Loufek
Caitlin Beavers  Tyler MacDonald
Blair Belling  Mack Mace
Sydney Bolger  Michael Madigan
Johnny Bonar  Kayla McComb
Charles Buckingham  Michael Menninger
Carly Chamberlin  Adrienne Patterson
Taylor Grimes  Christopher Segerblom
Nicholas “Cole” Hatton  Brooke Thompson

FIFTY-YEAR MEMBERS WHO JOINED IN 1957
Mr. Robert H. Ahmanson
Dr. Frederick P. Jenks
Mr. William F. Lloyd
S/C Morgan L. Morgan
Mr. Charles B. Shryock
Mr. Warren B. Smith
S/C Jack O. Vance

BOAT OF THE YEAR
Finn (Olympic Class)

OFF SOUNDINGS AWARD
S/C Russell aboard Mehetabel
S/C Warmington aboard Coy-Koi

VINCE HEALY AWARD
S/C Philip Ramser

RACE COMMITTEE EXCELLENCE
Jane Farwell

FLETCHER OLSON PERPETUAL TROPHY
JUNIOR SAILOR OF THE YEAR
Chris Barnard

META AND JACK GOING “CANNON” AWARD
L. Douglas Sloan

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
Raymond Phillip Ramming III
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.

Unfortunately, the trophies stopped being updated in the mid-eighties and some fell into disrepair. However, over the last several years the trophies have been restored and updated with current winners, and whenever possible past winners that were missing have been added through historical research. 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! The trophy has been re-dedicated in honor of the late Tim Jessup.
ANGLERS! Mark Your Calendars!
Saturday, August 9th & Sunday, August 10th

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

Joe Winkelmann presenting Commodore Garrison with the Award of Merit Flag for his support of the NHYC Anglers Fleet
CLUB NEWS

Cruising Committee Begins Planning for 2008 Season

Planning and preparation for an exciting full schedule of interesting local cruises has begun. The first meeting of the cruising committee was held January 17th, and was well attended by a host of energetic people with great ideas. Our goals for this cruise season are to increase participation, plan local cruises which appeal to a wide cross-section of club membership, and to have fun. If the spirited first meeting was any example, we will exceed our goals and expectations. Should you wish to join our committee, contribute to making this a fun cruising season, and make new friends feel free to join us. Everyone is welcome. A schedule of meeting dates will be available next month.

At the time of this writing, there is no firm cruise schedule available for publication. However, it is likely that the Family Cruise at Moonstone will be repeated around the same second weekend of August as last year. Mark your calendars now for this important event. Of course, everyone is welcome, but families will not want to miss this opportunity to join in all the fun events.

Should you have any questions or comments please email me at pamthomp@sbcglobal.net.

More details to come. See you on the cruises.

Bob Thompson. Cruising Committee Chairman

Mother Sabots

Exciting Change To Come

By Melinda Blackman,
2008 Mother Sabots Commodore

Want to learn to sail?
No boat? Not a lot of time?
No problem.

This upcoming season for Mother Sabots promises to hold some fun surprises. We are incorporating the Harbor 20 into our fleet of Sabots. If you want to learn to sail or know how to sail but don't have time to rig your boat, sailing in our Harbor 20 class may be just the thing for you. On Fridays from 10:30 a.m. -12:30 during the spring and summer months not only will Mother Sabots have sailing instruction in the Sabot but also the Harbor 20s. Hop in a rigged Harbor 20 with 2-3 other women and enjoy learning to sail and race, and of course there is always lunch afterwards on the deck. The Mother Sabots' Board is also in the process of organizing a Spring kick-off event, cooking with Chef Polly….more information to come.

CABO RACE

Newport Harbor Yacht Club 2009

It will be here sooner than you think…
So…
mark your calendars and save the date…
MARCH 7, 2009…
for the start of the Newport to Cabo Race.

The Cabo 2009 Race Committee would like to have you join in the fun and participate in Cabo planning activities.

Contact Cabo Race Chairman, Scott Calder…
to be part of this really FUN event!

2008 Skipper Board

Chairperson Erin Kathleen Kennedy
Vice Chairman/ Membership Steven D. Sims
Secretary/Treasurer Scott M. Meserve
Recruitment Robert B. Anderson
Casino Night Andrew Betz
Yacht Racing Council Cryssa D. Byers
Yacht Racing Council Alan J. Carmichael
House Committee Darren E. Foster
Moonstone/ waterfront director Casey Hogan
Social Events Paul L. Root
IT/Website Charles Stos
HARBOR 20 AWARDS BANQUET

photos by Bob Yates
CHILDREN’S HOLIDAY PARTY

NEW YEAR’S EVE

Photos by Burleigh Brewer

Photos by Tom Gilbertson
Happy 2008! We are most excited about the opportunities the membership has to enjoy the Club this year. Many new initiatives, activities, and events are planned to permit everyone in the family a chance for more fun at NYHC.

Before we get too far past 2007 it is most appropriate to reflect briefly on the past year. A continuing trend remains evident. Member participation at the Club exceeded 2006 levels. For the past three years the use of the Club by its membership, suggests the satisfaction level has improved.

Having said that, it by no means should imply complacency on the part of staff in identifying needs and delivering service to the membership. The hard working volunteer committees and Board of Directors has been focused on raising the bar yet remaining true to the Club’s traditions. We will work to achieve that balance for 2008. We indeed do look forward to seeing all of you at the Club over the coming months. Before we know it, the Opening Day Weekend will be upon us. Vice Commodore Crispin and his committee are organized and preparing an outstanding series of activities to augment the schedule.

Finally, we would be remiss if we did not acknowledge the generosity of the membership. Our annual exercise in distributing Holiday bonuses to our staff is funded in large measure through your contributions to the Employee Fund. We recognize the thoughtfulness of your gifts and collectively extend our Thank You to all for your help in making the Holiday Season for our staff and their families a treasure to remember.

Now on to 2008….see you at the Club!

Thomas Gilbertson, CCM
General Manager

NHYC Person of the Month
Jane Farwell

At the 2007 Annual Meeting Jane Farwell was honored with the Club’s Race Committee Excellence Award. In 2007 she served on the Race Committee at every major adult regatta, which included all 9 days of racing during the Olympic Trials for the Finn Class. As an accomplished sailor herself, she is an outstanding volunteer and is always a prepared and conscientious member of the team. Every PRO knows she is willing to do whatever it takes to get the job done.

Is there someone you think deserves to be profiled as NYHC’s Person of the Month? If so we’d like to hear from you.

Send along an e-mail to nhyc@nhyc.org and tell us what he/she has done to make an impact at the club.
Sweetheart’s Dinner

Thursday, February 14, 2008

1st Course
Sautéed Jumbo Prawns
artichoke barigoule, truffle cream infusion
(A substitute first course will be available for those allergic to shellfish)

2nd Course
Sweet Heirloom Tomato Tart
friisée, Boursin cheese, honey white balsamic vinaigrette

3rd Course (Choice of)
Grilled Filet Mignon
wild mushrooms, haricot vert, cabernet reduction
or
Grilled Swordfish
wild mushrooms, haricot vert, balsamic glaze

4th Course
Chocolate "Lovers"
espresso chocolate cake fresh raspberries, white chocolate heart

$48++ per person
Seating from 6pm through 8:30pm
Reservations Required. Cancellation Policy in Effect.