

# SEARCHLIGHT

**SOUTHERN CALIFORNIA YACHTING ASSOCIATION**  
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Phone: (562) 433-7426



*your light at the end of a seemingly  
endless tunnel of lousy emails!*

## April 2020

The "Cancellation" edition  
(We promise there's fun stuff, too--keep  
scrolling!)

The SCYA General Meeting for  
April has been **CANCELED!**  
The SCYA Board will meet via  
"ZOOM" Saturday, 4/18 at  
1030 Hours. Stay tuned for  
details.

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*Many yacht club opening days, races,  
seminars, clinics and happy hours have  
been canceled or postponed due to the  
CoronaVirus. please contact  
yacht clubs directly for the most up-to-*

*date information. :)*



*Be like these guys---South Shore Yacht Clubs hosts their first of soon-to-be-many Virtual Happy Hours, via Zoom.  
(Buy stock in Zoom now!!)*

Now's the time to get your **Blue Blazer** dry-cleaned!

**Opening Day Cancellations**

The following clubs have canceled their Opening Days.  
Thanks for your patience!

**April 4 & 5**

Balboa Basin YC, Cabrillo Beach YC, Navy YC Long Beach, Santa Margarita YC, King Harbor YC, Port Royal YC, Redondo Beach YC, Channel Islands YC, Oceanside YC, London Bridge YC, and all Oxnard/Ventura area yacht clubs.

**April 18**

Huntington Harbour YC  
Westlake YC

**April 19**

Morro Bay YC  
San Diego YC

# April 25

Sea Gate YC-- **POSTPONED--STAY TUNED!**

# April 26

Little Ships Fleet YC

# May 2

Coronado Cays YC

# May 16

Dana Point YC

Dana West YC

# May 17

Silver Gate Yacht Club



## Commodore's Corner *John Marshall Streaming: Midway (Netflix)*

By now you've surely seen all of the many important cautionary checklists and best practices to keep you and yours safe until we can put the COVID-19

virus behind us, not knowing how much time that will take.

This is not intended to be a source for information of that type. Such critical information is better left to the experts and our personal physicians.

I know I speak for the SCYA board of directors and the SCYA Service Center when I say that our hearts go out to each and every one of you. The fears and worries over both health and economic well-being are heavy.

Our #1 priority has been and always will be the welfare of our people. Next to that, we remain open for business and resolute in delivering on the SCYA mission of educate, communicate, coordinate and celebrate. The word "essential" is understandably being used often in these times. You may know the vision to which the SCYA aspires is to be the essential community for the recreational boater.

The SCYA has endured for 91 years through WWII, Vietnam, 9-11, the War Against Terrorism, more than a dozen recessions, eight since 1980, not to mention the birth of the SCYA just a few years before the Great Depression. The SCYA has always found a way forward and the SCYA will continue to be the preeminent Southern California resource and community for recreational boaters.

Yacht clubs, marinas, moorings and Catalina Island will reopen and demand will return. Like every other association, we are evaluating our options for how to best help our members to endure the climate in which we find ourselves. But like all climates, the weather will change.

Not in all my years have I seen a good decision made from anger or fear. Cool heads prevail and it will be our collective leadership that walks the world into its newly created future.

I want to thank you for your continued participation in SCYA and we look forward to seeing you all again, soon.

---John

# No Opening Day?!?! No Worries!

Recreate the fun at home with these recipes!

## Deviled Eggs Here!



## Opening Day BBQ Beans!

*John Walker, Staff  
Commodore,  
Hollywood YC*

*Streaming: The Good Witch  
(Netflix)*

Nearly all the yacht club opening days have been cancelled or at least postponed so here is something to remember: **HYC opening day BBQ beans!** Think of it

as much fun to make as to consume.

This recipe is based upon one #10 can of Bush's Original Baked Beans, multiply or divide as you need.

One #10 can Bush's Original Baked Beans

3 C brown sugar

3 lbs rough cut bacon (before removing the fat)

2 C Chris & Pitts Original BBQ Sauce

1 ½ lbs chopped onions

4 oz yellow mustard

1 oz Tabasco sauce

4 C Pineapple chunks (see the process)

### **Process:**

- 1 Remove most of the extra fat from the bacon; cut into 1-inch squares and render until nearly done,
- 2 Warm the beans in pot with low heat being careful not to burn the bottom and sugar,
- 3 Stir in the Chris & Pitts BBQ sauce, brown sugar, mustard and Tabasco sauce,
- 4 Shortly before serving, add the onions so they will be al dente when eaten.
- 5 Just before serving, first drain and stir in pineapple chunks – this really goes well with the bacon
- 6 For extra credit, caramelize some whole pineapple rings in brown sugar and lay them on top of the serving.
- 7 Display a half empty bottle of brandy nearby to make them wonder.

Do not add any pineapple juice from the can into the beans; it will be too soupy.

Make a batch and modify quantities as you wish. The idea is to have every ingredient in each spoonful.

Stay healthy and smooth sailing!!

@snipitsoftware

I HOPE THE WEATHER  
IS GOOD TOMORROW  
FOR MY TRIP TO  
PUERTO BACKYARDA.  
I'M GETTING TIRED OF  
LOS LIVINGROOM.



**POSTPONED!!!**

# SCYA SEMINAR: Medical Emergencies at Sea

originally scheduled for April 4 at Shoreline Yacht Club has been **postponed until summer.**  
Stay tuned!

From the SCYA Service Center...

*Sylvia Wheeler*

*Reading: Christmas at Rosie Hopkins' Sweetshop by  
Jenny Colgan*

With the growing numbers of COVID 19 cases in Long Beach, I am currently working out of my home. I have forwarded the office phone to my cell and have the capability to perform the usual service requests, such as email and the ability to process sail number applications. Our SCYA office hours are the same, 10 a.m. -

3 p.m., Monday through Friday. If you have any questions, you can contact me, Sylvia Wheeler, at [service@scya.org](mailto:service@scya.org) or you can call the office number at 562-433-7426.

I will be sending out a weekly update on cancellations or postponements of Yacht Club Opening Days. For more information on your own yacht club and its activities, please contact them directly.

---Sylvia

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## From the Cortez Racing Association

As with all organizations these days, we are very aware of the impact of the corona virus on our everyday activities and especially on our sailing and racing events.

We are currently planning and reviewing the following - subject to government guidelines and prevailing situations:

- **Gerry Browne Regatta - April 18:** We are planning on racing but there will be no after-race party. More information will be forthcoming.
- **Beer Can Series:** We are planning on modifying the Beer Can Series . We will keep you all posted as this evolves.

Thank you for your support of CRA and we look forward to seeing you on the water!

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## *Green Dragon 2 in her prime*

### *Baja-Haha No laughing Matter for this couple*

## **PART 2: GREEN DRAGON 2's ILL-FATED MEXICO VOYAGE**

### **Gary Green, SCYA Staff Commodore**

In late December, we began planning our passage from La Paz to Mazatlán, Mexico. We studied the online weather maps and also hired a professional weather forecaster. Although the estimated time for the 220 nautical mile (nm) passage was only 40 hours, we needed three full days of clear weather in order to be able to depart and arrive in daylight, as required by the tricky La Paz channel and Mazatlán's difficult entrance. In winter, it is pitch black from about 1730 hrs. to around 0630 the next morning.

We were told not to leave on December 30<sup>th</sup> and stayed that day. But on New Year's Eve, we were given the forecaster's clearance to leave. Our own weather data concurred. We left La Paz at 1600 hrs., proceeded out the channel and headed north of Isla Cerravlo, not wanting to go down its inside "slot." All was calm for the first 24 hours, just as forecasted. We were motoring due to the light winds. Despite the initially calm conditions, our auto pilot promptly failed for the second time, requiring one of us to constantly hand steer for the 220 nautical mile passage.

Around noon on New Year's Day 2020, a storm sprung up. The winds were initially from the Mexican mainland, east southeast, the very direction we were headed. The seas were also directly breaking ahead, 2 to 3 meters high (6 to 9 feet) and closely spaced. We bore off a bit, but did not want to turn beam to the seas. The boat was violently pushed around, falling off the crests of the closely spaced waves into their troughs.

Around 1700 hrs., Rosalie noticed water on the floor boards in the cabin. She tasted the water and it was salty – a seawater leak. She inspected every through hull and hose and found that all were intact, with no apparent source of the water to be found. I also independently inspected every through hull and its hose, found them all intact and closed every through hull as an added precaution, with the engine's raw water intake being closed last. Our boat had a sail drive so there was no shaft and no shaft log to possibly leak. Nor was there any visible hole in the hull, nor spurting of water, nor collision nor grounding, being in 340-foot-deep water. Soon the water rose well above the floor boards, causing the boards and everything else not tied down to float around, like a logjam on a river.

I hailed "Mayday, Mayday, Mayday" on my VHF radio and activated the boat's EPIRB and my Personal Locator Beacon (PLB). I also repeatedly hailed, in Spanish, the Mexican Navy, but received no response from them. We were 80 miles offshore. We might as well have been 800 miles or even 1,800 miles offshore in terms of their limited rescue assets.

Fortunately, our Mayday hail was received by SV Hajime, a 37-foot Tartan cruising sailboat. They were 24 miles south of our position, at the very edge of VHF reception. We were informed by them that the United States Coast Guard (USCG) had received our EPIRB signal and had alerted the Mexican Navy, who said they were on their way. But the Mexican Navy never showed up nor responded to my radio hails. Making our situation worse, they reported to the USCG that they were on scene, when in fact they had responded to a different vessel elsewhere that didn't sink, but merely

wanted an escort. They left us to our own devices.

Fortunately, SV Hajime continued toward us. They needed 5 hours to reach us in the big seas from their position far to our south. Just as fortunately, the water in our cabin hadn't yet shorted out our batteries so we still had navigation and deck lights to display when they arrived. While we were waiting to be rescued both Rosalie and I went down into our flooded cabin, now four feet deep, multiple times to retrieve the ship's papers, our passports and whatever valuables we could salvage. The scene below was surreal, with dark water and floating debris violently sloshing around as the boat rolled in the big seas as we fought for every step while moving about the now flooded cabin.

We initially put our papers and personal items in our large, heavy ditch bag which contained survival supplies for use in our life raft. We then realized that heaving that heavy bag up to a rescuing boat in big seas would be impossible. So, we put most of our papers and valuables into a second, lighter bag for the expected transfer to the rescue vessel.

I then deployed our life raft. Before doing so, I took care to wrap its painter several turns around a sheet winch. This was essential in order to keep the raft from drifting too far away. Using a winch, we were able to pull the now-deployed raft close to our transom, to make boarding in the 6-foot seas easier.

The rescuing vessel, SV Hajime, reached us around midnight. Due to the big seas they could not come along side us. I realized that we would need to get into our life raft to make the transfer. I also realized that once in the raft I would have no way to let out its painter as it was on a winch ten feet forward of the life raft. So, I rigged a second, longer line between our boat and the raft. I also threw a heaving rope into the raft. I then tumbled into the raft, bouncing on its floor but unhurt. Rosalie threw in the second, lighter ditch bag and jumped into the raft. I then cut the raft's painter using the knife I carried around my neck. The raft drifted backwards, but still under control of the second, longer line that I had rigged. We were still short of the rescue vessel standing off our vessel's stern. I threw the heaving line to the rescue boat. After several tries, they caught the line and we both pulled on it to bring the raft alongside SV Hajime. The raft's opening was oriented 90 degrees to their vessel's mid ship mounted ladder. But with great difficulty, I was able to climb the ladder and ended up on their deck. Rosalie threw up the smaller ditch bag but somehow the heaving line keeping the raft next to their boat came loose. James, the skipper of Hajime, came to the rescue, motoring back around and throwing his own heaving line to the raft which Rosalie caught. She had trouble getting her foot on the ladder, but Jessica, Hajime's navigator, used her skills to flip Rosalie up the ladder, landing on her back unhurt and safely aboard.

We were given hot drinks, dry clothes and something to eat and then kindly invited to go below and sleep in Hajime's V-berth. It was now past 0100 hrs. on January 2<sup>nd</sup>. SV Hajime continued on to Mazatlán, which was also their intended destination. We arrived the afternoon of January 2<sup>nd</sup>. After a night ashore, and briefly speaking with the Mazatlán Port Captain, we flew back home to Los Angeles. Per the USCG, the last "ping" of our EPIRB was received late January 2. They "assume the boat was sunk."

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**N2E 2020 has been  
CANCELED.  
Please contact NOSA directly  
for details.**



NEWPORT TO ENSENADA  
INTERNATIONAL YACHT RACE



SAVE THE DATE

BE READY TO SAIL

APRIL 24 – 26, 2020

**Bringing Up the Rear**  
**Anne Eubanks R/C**  
**streaming: Being Erica**  
**(Amazon Prime),**  
**The Cable Girls, Offspring &**  
**Ozark(Netflix)**



In times of crisis, uncertainty, or challenging times during my childhood years, I fondly remember my Dad rallying the family by saying, “When the going gets tough, the tough get going.” (a proverb attributed to Joseph P. Kennedy). In the wave of Coronavirus, I love our revitalized Ameri-Can attitude.

I am so impressed by the creativity and ingenuity of our member clubs. Many are offering curbside food service, including wine and beer, grocery service, and some yacht clubs are conducting their charity regatta silent auctions online. Racers, have you tried **Virtual Regatta**, <https://www.virtualregatta.com/en/>, to keep your racing fever alive? Maybe Race Chairs could organize a club competition **Virtual Regatta**. Adam Cort’s March 24<sup>th</sup> article in *Sail Magazine* suggests: “For non-racers, the Royal Yachting Association has even come out with fun "how-to" video below to help you get your feet wet, so to speak. Both inshore and offshore racing is possible. Who knows, when things return to normal, you might even want to try the real thing!” [https://youtu.be/i\\_s2Ujk5VYI](https://youtu.be/i_s2Ujk5VYI)

I want to give a big shout out to current Flag Officers serving terms this year in our member clubs. Would I want to be a Commodore this year challenged with reinventing the member experience? No, probably not. How about a Vice Commodore challenged with new member recruitment and retention? Speaking of membership, is it time to think outside of the box and come up with a creative membership drive? Please share your ideas so we can collectively draw off and improve each other’s plans. Working together will ensure all our clubs survive!

**Social Distancing** is so far the buzz phrase of 2020. Is each one of us taking it seriously? Boaters let’s lead by example. If social distancing is not practiced when on the marina docks and on your boats, your marina could be forced to close. Marina management companies are under extreme pressure and scrutiny by local, county, and state governments to comply with social distancing mandates. None of us want to lose access to our boats for lengthy periods of time so please comply!

**Club of The Year Criteria:** Pardon the pun, but we are all in the same boat this year. As the year

evolves, the Club of the Year committee will review the criteria and determine if any changes need to be made. Any recommendations for criteria changes will be submitted for approval to the SCYA Board of Directors. If any changes are made, we will send out an announcement to all clubs with special notification to clubs participating in this year's competition. In the meantime, continue competing where you can and earning the points.

I close this article to the sounds of silence. I hear no cars, no crowds outside, and no frenzy in general. Is this how a contemplative feels daily? We are living in extraordinary times, let's make the time extraordinary.

---Anne

**The Congressional Cup (LBYC),  
April 28 - May 3,  
has been postponed. Stay  
Tuned!**



*CSA Lt. Colonel and biochemist John Pemberton, developed Coca-Cola in 1866, and is probably rolling over in his grave.*

## **Better than Dramamine?**

The only logical conclusion to the Instagram generation's obsession with avocados ... it's avocado-infused Coca-Cola, which has become popular with sailors in Mexico because of its ability prevent mal-de-mer. Coca-Cola has introduced new flavors for all those brunch heads out there. As well as

everyone's favorite green fruit, people can also try bacon and mimosa flavors, too.

Coca-Cola told the Atlanta Journal: "Not only do they promise to be the perfect tasty, sugar-free refreshment, but they'll also double-up as the ideal accessory for any brunch-time social media photo – guaranteed to see the 'likes' rolling in."

**Let Us Know What Your Club  
is Doing!**

## **A Beacon of Hope John Marshall, commodore**

Long Beach Yacht Club has found a way to continue to serve their membership in these difficult times. They are providing curbside food service Mondays, Wednesdays, Fridays and Sundays. The secret to their success is the dinner for four, priced right at \$25-\$30. They usually provide two choices in order to simplify things. For example, one evening they will serve Beef with Broccoli or Lasagna. Steaks to cook at home and bottles of wine have been added as alternate choices. Initially, they served up to 150 Families of Four meals that fed 600 people. Commodore Charlie Legeman explained further, "We have delivered eggs, butter, toilet paper and even hand sanitizer. The popularity of the LBYC kitchen has increased to the point where we have asked members to arrive for pickup using 30-minute intervals based on their last name." The community has taken notice and has even expressed interest in joining Long Beach Yacht Club as members having witnessed the community outreach first hand. Members have asked if they could pick up meals and deliver them directly to older members who can't get out of their house. Clearly, LBYC believes it's better to light a candle than curse the darkness!

Why are the  
annoying  
servants staying  
in my home all  
day now?



## **Southern California's Yachting Shutdown 2.0 Gary Green, SCYA S/C Reading: *Columbus--The Four Voyages, by Laurence Bergreen***

It seems every day I receive an email about another cancellation of an opening day, a race or the closure of a yacht club's clubhouse. Even Catalina is now off-limits to boaters and other visitors. We all recognize that all these cancellations and closures are necessary to protect our health and others in this time of pandemic. Nevertheless,

I'm sure you share in my sense of disappointment and longing for a return to "normalcy" in the yachting world. It may lessen the sting of disappointment and lend hope to know that this shut-down happened to the SoCal yachting community once before, and we recovered from it. The Southern California yachting community was dealt a severe blow by the attack on Pearl Harbor on December 7, 1941 and the advent of WWII. As explained by historical accounts, soon after that attack, "Gripped by fear, Avalon promptly emptied of tourists ... and soon the Coast Guard had closed the San Pedro Channel to most vessels." The Island remained closed to boaters and visitors for four long years as it was re-purposed for military use. Even the ferries were pressed into war service. From the histories of individual yacht clubs, I can share the sense of disappointment that their members must have felt, albeit for a necessary cause, just like what we now feel. Shortly after San Luis Yacht Club celebrated its newly completed clubhouse, the war intervened, with the U.S. military taking control of Port of San Luis and commandeering the clubhouse for the next four years. During WWII, the U.S. Coast Guard took over California Yacht Club's clubhouse, then located in Los Angeles Harbor. CYC was at that time the only host venue of SCYA's Midwinter Regatta, which was cancelled for the duration of the war. Coronado Yacht Club, which hosted predicted log contests in that era, had to wait five years, until 1946, to resume that competition. Even manufacturers of recreational boats were pressed into war-time service building naval patrol vessels, essentially shutting down the new boat market.

While the world back in the 1940's was very different from our own, the similarities between the shut-downs of the Southern California yachting community in both eras is striking. While we face a today a very different, and particularly insidious "enemy," we can take comfort in the expectation of our ultimate victory.

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Dear Netflix,

Can you please turn off the "are you still watching" feature? We are in quarantine so yes we are still watching, I don't need this kind of judgment in this time of uncertainty. If you could please update it with a "are you sure you want to eat that" notice that would be much more helpful at this time.

Sincerely,  
Me

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## Is it June, Yet?!?!

SCYA will be back in the swing Saturday, June 13 at Long Beach Yacht Club! May is dark, as originally planned.

Can't wait to see you! (We promise, your car won't be towed!)

- 1030 hours Board-only meeting
- 1200 hours luncheon and general meeting

[Register Here!](#)



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*Wishing You & Your Loved ones Good Health!  
We'll See You Soon!*