



The Monthly Newsletter of Southern California Yachting Association

P.O. Box 3265 • Seal Beach, CA 90740 • 562-433-7426

UPCOMING MEETING

**Sunday, June 6th, General
Membership Meeting and
Board Meeting - LIVE at
CBYC!**

Hybrid Meeting with In-Person and Zoom Participants

Board Meeting 10:30 am

General Membership Meeting at 12:00 pm

Cabrillo Beach Yacht Club

Ahoy SCYA Member Club representatives: appointed Delegates, appointed Alternate Delegates and the Flag Officers that make the appointments, SCYA's June General Membership Meeting will be a Hybrid Meeting with in-person and Zoom participants. If you have not already signed up for the in-person and meal option- please register in advance by clicking [**THIS LINK.**](#)

Please check for Zoom registration information on-line, by email or by emailing Service@SCYA.org

From the Helm



Bill McNamara
Commodore
SCYA

Restrictions are easing throughout SCYA's Member Clubs and their harbors, cities, counties and states. One clear indication is our hybrid in-person and Zoom SCYA Board of Directors meeting at Dana Point

Yacht Club this month. Many of us will be buttoning our blazers for the first time in over a year.

If your club has had reciprocal arrangements with other clubs in the past, give them a call and ask if you can now patronize their bar and restaurant. Dining out at reciprocal yacht clubs is a great way to meet fellow boaters and to inject funds into Corinthian yachting, because... we can't eat every meal at our own club. If your club is opening up to reciprocal clubs... drop us a line so we can help get the word out: Service@SCYA.org.

Other indications of nascent normalcy include the updated and expanded SCYA Race Calendar and the ongoing rescheduling of Opening Days with increasingly less restrictive invitation lists! (Both links are below in this newsletter) As mentioned last month, please review our compiled OD listings at and let us know when your Opening Day reschedules happen, and allow us to once again assist you with Opening Day invitation labels for your fellow Corinthian yacht clubs' officers. Please reach out to Service@SCYA.org to order labels.

SCYA Member, NOSA, held their 73rd Newport to Ensenada race April 23rd with several of SCYA's Board and Staff Commodores involved as racers, race officers and event volunteers. One new element in N2E is the inclusion of a 3-boat combined-score team competition sponsored by the Storm Trysail Club (STC) – the organizing authority of the east coast's Block Island Race Week and promoter of all things Safety at Sea. Meeting several N2E crews at the docks in Ensenada and hearing their recent and past race stories reminded me of the November 2020, STC Seamanship Committee Virtual Offshore Sailing Leadership Symposium.

One quote from the symposium has stuck with me: "Until recently, however, the concept of 'Leadership' has been largely ignored while the use of safety-related equipment and specific maneuvers – such as recovering crew overboard – have been emphasized. Yet Leadership is the glue that holds it all together," explained Symposium Chair Rich du Moulin. He summed up the event's conclusions explaining: "Good leadership minimizes the chance of a dangerous situation, and when something does go wrong offshore, good leadership maximizes the chance for a satisfactory outcome. This comprehensive analysis includes observations and recommendations for leadership that have terrific applicability to handling challenges in business and other non-sailing situations."

The 52 page report includes links to reference material, as well as a number of personal sea stories that bring to life actual crises, and the attendant learnings. Particular attention is paid to recommendations on how best to develop leadership qualities in young sailors, and identifying leaders among crews. To read the report, [CLICK HERE](#).

Storm Trysail is building a SoCal organization, I hope they'll agree with me that they should join SCYA when they reach critical mass.

Looking forward to seeing all our club's Delegates at our first major in-person and Zoom Hybrid General Meeting in June... with remote attendance by Zoom for those too far away and those not ready for congregate settings.

Fair Winds
Bill McNamara

2021 Opening Day Schedule - UPDATED



SCYA has historically been the clearing house for scheduling dates for our member clubs' opening days. During Covid restrictions in 2020, we experienced a lot of postponements, cancellations and virtual opening days.

To date, SCYA has received most of our member club's confirmed 2021 opening day dates. We are committed to keeping this information up to date as provided by the clubs. You can find the latest list through [**THIS LINK.**](#)

If you are aware of any corrections or changes please send them to Service@SCYA.org.

2021 Race Calendar - UPDATED

2021 has had a tough year getting started for racing. Things are looking up at this point and we have the most current information available through [THIS LINK](#).

ANOTHER CHAPTER IN:

SCYA Celebrates 100 Years



Reproduced from "Southern California Yachting History" section at www.scya.events. Excerpt originally published

in *History of S.C.Y.A.* by Paul W. Hiller, 1970. Check out this site to learn about SCYA's history, view historical videos and view early photos.

YACHTING 1921

What was the position of yachting in Southern California in 1921? World War I was three years gone, the movies were firmly entrenched, salaries lush, and the land in the throes of a boom. Real estate men were in a fresh tizzy over the Huntington Beach and Signal Hill oil strikes. To the parvenu, yachting was a magic word, pictures of clipper bowed steam yachts and towering schooners stopped the reader's eye wherever published. This was an eye-opener, and a hair raiser to the old-time yachtsman. For years, the favored few had sailed their modest boats quietly up and down the coast, occasionally getting together for gams and cruises. The boats were an assortment, virtually unclassed, and all the participants knew each other either by sight or by reputation. Into this group was now projected a new group. We pass up the type of fellow who could, and did, buy a boat, make a flash in local waters for a bit, and then finding he could not buy what wasn't in him, sell his boat. Instead, let us consider only the men who really loved the sea, and never before had had the time nor the means to enjoy it. Usually the fever took them so quickly and so strongly that few could or would wait for a new boat to be built to their wishes. So it was common practice to scour the East Coast for a good used boat, buy her, and bring her West. It was also just as natural to make a "good buy", meaning a cheap one, and our waters have seen from that day to this a long procession of outclassed, out built, or just plain "unsuccessful" boats come

to the Pacific. In this parade were many long forgotten and unsung boats, but among them came many sweet, highborn ladies, brought here for good, hard competition. The results were about the same, the lot were taken by-and-large, still a motley assortment of unclassified boats.

Soon demands for anchorages, clubs and other facilities became so strong that realtors began casting loving eyes at lagoons and sand banks, envisioning homes and beaches and profits in every light. Here and there men like Admiral Al Soiland of Newport Beach and Frank Garbutt of Los Angeles sensed the strength of this incoming tide, and took a hand, turning the drift into definite channels to the everlasting good of the sport.

Let us say, then, that Newport Harbor today is the result of the vision of Soiland, the perspicacity of Joe Beek and the Corinthianism of scores of others who saw Yachting as a medium in which their children could grow up in the true traditions of the sport.

In Los Angeles Harbor, Frank Garbutt took several enthusiastic yachting groups, and welded them into the mighty California Yacht Club. It had magnificent facilities which, despite the utter commercialism of the Harbor Authorities (who to this day have never given yachting a break), maintained until World War II a splendid yachting organization. Let those of us who care to scoff and think of the old CYC as "Garbutt's Sailors' Boarding House" do so, but all of us owe him a debt of gratitude for his foresight, for he brought many to the waterfront, and a surprising number of

them turned out to be the pillars of the sport for many years. I honor his memory.

So we see, in 1921, yachting was growing. The Old Timers have sowed the seeds, the sea was fertile, and it was time for the sport to grow and ripe for organization. Our founders picked the time, and we today gather the fruit of their labors.

[Click Here](#) to read more.



Newport Harbor Yacht Club's boats dress ship for the Fourth of July 1921

SCYA COMMITTEE NEWS

Introducing the 2022 SCYA Midwinter Regatta Committee

2022 SCYA Midwinters Regatta Chairs



John Berry



Colleen Cooke



Themis Glatman



Rick von Heydenreich



Tamara Tatich



Jane Thomas

A very experienced and renowned group of racers has been assembled to comprise the 2022 SCYA Midwinter Regatta Committee. We are excited to have them on board. Please meet the Team:

John Berry - John started sailing and racing in 1977. He raced his first Newport to Ensenada Race in 1979 and sailed

the race every year until 2018 missing only two. He was the Race Chair at DPYC in 1999 & 2000 and has been involved with race management since then. His background also includes:

- US Sailing Certified PRO from 1998 to 2019.
- Regatta Chair for the CBYC/DPYC Around Catalina race from 1996 to 2016, the Dana Point Harbor Championship Regatta from 1999 to present and several SCYA Midwinters Regattas.
- Tactician/navigator on several boats including *Hassle*, *Roller* and crew on the SC50 *Horizon*.

John is a member of DPYC and will be the Midwinter Regatta liaison for the AOCYC member clubs.

Colleen Cooke brings 40 years of racing experience including fleet racing and match racing. Her biography includes:

- USSA: Umpire, National Judge, and Club Race Officer
- CRA (Cortez Racing Association) RC Chair and PRO
- SWYC (Southwestern Yacht Club) RC Secretary and PRO

Colleen is a retired math teacher, a member of SWYC, and will be the Midwinter Regatta liaison for the SDAYC member clubs.

Themis Glatman has been sailing since 2007 when she took her first lesson and bought her first boat, a Catalina 34. She is a member of SMWYC and enjoys racing every Wednesday

and on weekends with various club members. Themis is a Licensed Coast Guard Captain and has delivered boats from BVI to Newport, RI, as well as deliveries on the West Coast from San Diego to San Francisco. She has raced in Newport to Ensenada many times, done the Baja HaHa and spent a few months on a boat in Baja California. She holds many trophies for local races and presently races on an H/C 50. She participates in SMWYC cruises and is an active member on their Race Committee assisting with starts and finishes.

Themis was the 2018 SCYA Midwinter Regatta Chair and will be the 2022 Midwinter liaison for the ASMBYC clubs.

Rick von Heydenreich has been sailing since the 1970s and has owned three boats, *Fast Eddy*, an Islander Bahama 30, *Quetzalcoatl* (the Q boat), a J120, and *Paranoia*, an SC52. With these boats he has sailed and raced in countless local and distance races including four Transpacs. He's a regular fixture in LBYC's Wet Wednesdays and Island Series. In addition, he has competed in numerous Yachting Cups, Long Beach Race Weeks, and Cal Cups as well as countless Newport/Ensenada races. Today, he races on *Flaquita*, a friend's RP/44.

Rick is a member of LBYC and will be the Midwinter liaison for the ASPBYC member clubs.

Tamara Tatich learned to sail on Lake Norman, NC at age 8, and began sailing competitively in 1985. Tamara is currently the owner of a Hunter 33.5 in Dana Point where she also

crews on *Curlew*, an historic 82' schooner. She was skipper/co-skipper for three of the twenty Newport to Ensenada races, the first in 1987, and she accompanied the crew on the trophy stage seven times. As a trimmer on the all-women's sailing team, "Nauti Chicas", Tamara has competed in several Adams Cup and Linda Elias Memorial Women's One Design Challenges, as well as traveled to Mexico to race in the all-women's Las Marietas Regatta in Puerto Vallarta. Tamara has been an avid supporter of youth sailing with a mission to engage and educate young people in basic sailing, racing, and boat safety through involvement in yacht club and regional organizations' youth programs. She was the 2020 Commodore at DWYC, winner of the 2020 SCYA Pandemic Powerhouse Performance Award, and 2016 Honorary Staff Commodore for SCYA.

Tamara is the marketing and social media guru for the 2022 Midwinters and will be assisted by John Berry.

Jane Thomas learned to sail on Lake Huron in junior college and moved aboard a boat in northern California in 1980. She and her husband cruised in Mexico for three years in the late 1980s, returned to build a bigger boat (from a bare hull), and moved to Oxnard in 2003. Now retired from a career in clinical research, she spends most of her time aboard her nearly finished 55-foot, three masted schooner in Channel Islands Harbor. Nearly fifteen years ago she was drafted to skipper an all-women crew for a casual lady-driver race at Channel Islands Yacht Club, her home yacht club. Jane has been hooked on racing and skippering all-women racing teams ever since.

In addition to local racing around Ventura and Channel Islands Harbors, she participated in the LEMWOD Regatta from 2011- 2019 and holds her USCG Captain's License.

Jane will be the Midwinter Regatta liaison for ASBCYC member clubs.

The SCYA 2022 Midwinter Regatta Committee will be assisted by SCYA Vice Commodore, **Anne Eubanks**, who will be the liaison for member clubs not in a harbor association. Anne will also schedule the presenters for the trophy presentations.

Peter Tietz, who has served on many past midwinter regatta committees, will assist with Information Technology. We hope all our SCYA clubs/organizations will consider participating in the 2022 Midwinter Regatta as we anticipate over 600 boats competing.

SCYA PUBLICATIONS

2021 SCYA Yearbook

SCYA 2021 Yearbook is available!

The 2021 "Go-To Guide" for who's who in yachting is ready for distribution. The Yearbook highlights 2020's Service Awards as well as a full roster of SCYA Member



yacht clubs and their officers, key personnel, Delegates and Alternate Delegates. Each club should have already received their yearbook allotment (based on Membership Level). Additional books are available at SCYA meetings for \$15 each... while limited supplies last.

SCYA Protocol Guide

SCYA Protocol Guide Available

SCYA just received a new shipment of our popular Yachting Protocol Guidelines Booklet. In it you will find sections on proper yachting etiquette, special events attire and proper display of burgees and related signal flags. This is a popular item to give to new Board Members. Available for purchase from the Service Center. Contact Sylvia at service@SCYA.org



SCYA COMMITTEE NEWS

Update Regarding Women's Boating Event September 18-19

The SCYA Women's Boating Event is continuing to shape up. This month SMWYC's Junior Program Director has volunteered to put on a Girls Santana 20 Match Racing Event on Saturday. Girls from 9 to 17 will be invited to participate. There will be a round robin event with 3 boats and crews switching it up during the day. Full details are still in the works.

Kathy needs area representatives to volunteer to help spread the word in each SCYA sector. She has posters and post cards to distribute to begin the advertising campaign. The sector reps will be asked to acquire a set of the materials and distribute them to their yacht clubs, area marine stores, and places that would draw the attention of our audiences. Volunteers are also in high demand for the event. Please contact Kathy with your availability.

Kathy St. Amant SCYA Director and Women's Boating Chair
Kathy@scya.events

[CLICK HERE](https://www.scya.events/womens-event/) to reach the Women's Boating Event Website -
<https://www.scya.events/womens-event/>



2021
SCYA's 31st
WOMEN'S BOATING EVENT
September 18th & 19th

100
CELEBRATE - EDUCATE - COMMUNICATE
1921-2021
A CENTURY OF SERVICE

Saturday
Santa Monica
Windjammers

Sunday
California
Yacht Club

www.SCYA.Events/womens-event

SCYA COMMITTEE NEWS

Adaptive Boating Entry in N2E



Photos Courtesy of Joysailing.com

SCYA Adaptive Boating Chair **Peter Phillips** was among the crew of *4U*, the 16 foot RS Venture that participated in the 73rd Newport to Ensenada Race last weekend. Phillips, along with owner Christian Buhl, JP Van Houden and Bryan Tucker, raced the sprint course that ended in Dana Point.

The RS Venture is specifically designed to give sailors with physical disabilities an opportunity to participate in events like this. *4U* is owned by California Inclusive Sailing in Newport Beach, headed up by Christian Buhl.

Peter's Recap:

As the smallest of the 175 boats in all 3 races, our RS Venture, 4U, at 16 feet was feeling the washing machine more than most. We had one competitor in the Portsmouth Class, a Thistle with a crew of two, compared to our crew of four. We felt good about the 5-second lead we had on them at the start, but with their large sail area and light load they soon passed us and it wasn't too much longer that their lead became substantial.

It was quite challenging to sail a steady course and feel the difference between a lift and the relatively large chop pushing the boat around. That said, we were the only boat with two adaptive sailors on board and it was the longest ocean voyage for our boat. We each took turns at the helm and I found that JP Van Houden, even with his challenges of Parkinson's disease, was a really good skipper! As this was my first time at the helm of an RS Venture, even though I sail and race Martin 16s regularly, the seas made it a solid challenge!

It was a great day to be racing out on the ocean with the view of such a beautiful coastline, sharing the camaraderie of fellow sailors. And when all was said and done, we took second in our class!

This is the kind of event that SCYA and our Adaptive Sailing Committee is working to spotlight so that area clubs can learn how to incorporate sailors with disabilities into their programs. Please contact Peter Phillips to learn more about how your club can reach out - bluepeter2020@outlook.com.

**U.S. Department of
Homeland Security**

**United States
Coast Guard**



NOTICE TO MARINERS

New Speed Limits Posted to Protect Whales in CA

March 31, 2021

To: All Mariners

The National Oceanic and Atmospheric Administration (NOAA), with support from the United States Coast Guard (USCG), issue seasonal voluntary Vessel Speed Reduction

(VSR) requests that go into effect May 1 off of San Francisco, and May 15 off of southern California.

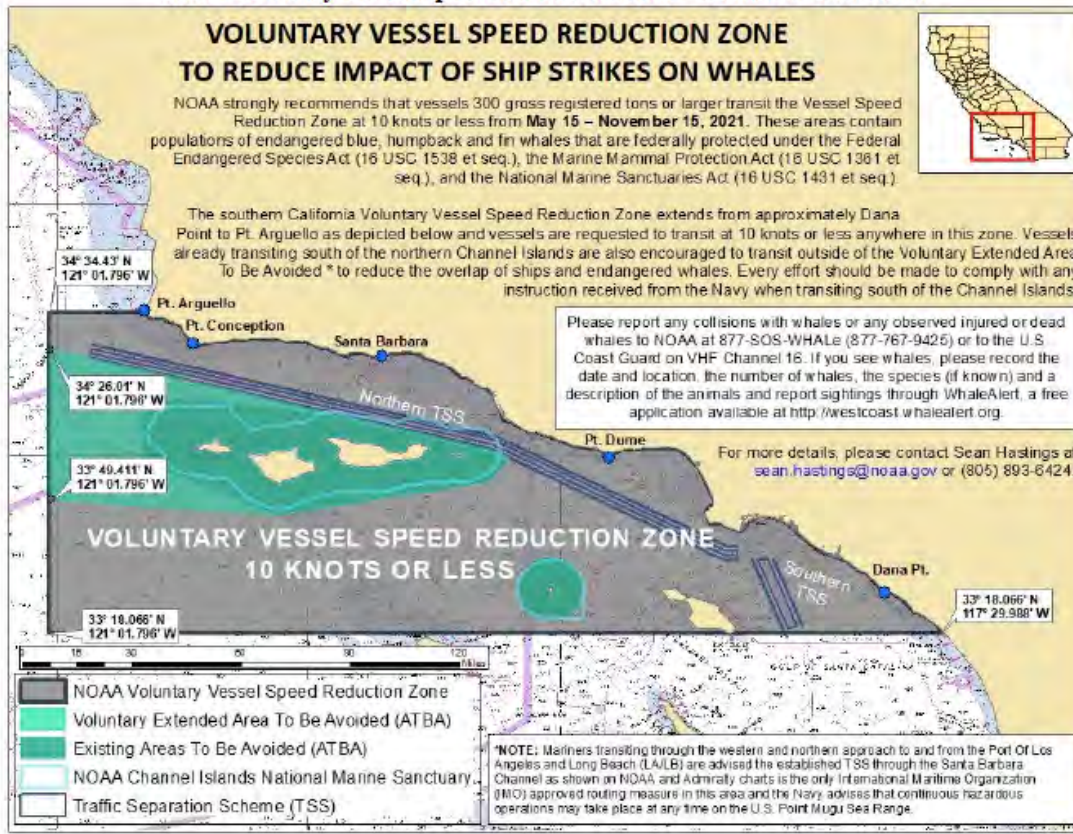
The goal of these seasonal voluntary speed reduction zones is to reduce the risk of fatal ship strikes to endangered blue, fin, and humpback whales within and near Greater Farallones, Cordell Bank, Monterey Bay, and Channel Islands national marine sanctuaries. These species are protected under the Federal Endangered Species Act (16 U.S.C. 1538 et seq.), the Marine Mammal Protection Act (16 U.S.C. 1361 et seq.), and the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.). Any unauthorized take of whales, even if unintentional, by vessels transiting in U.S. waters violates federal statutes.

NOAA and the USCG request that all vessels 300 gross registered tons (GRT) or larger reduce speeds to 10 knots when transiting within the designated VSR zones. NOAA analyzes all transits by vessels 300 GRT or larger via Automated Information System (AIS) data provided by the USCG to assess the industry's cooperation.

NOAA and the USCG are committed to the long-term protection of nationally significant marine resources by enhancing marine safety and environmental awareness in the maritime community. The Seasonal Voluntary Vessel Speed Reduction Request ended as planned on November 15th, 2020. Follow up letters will be sent in February to all companies that transited through the VSR zone in 2020.

We encourage vessel crews to report whale sightings through the [Whale Alert App](#).

2021 Voluntary Vessel Speed Reduction Zone – Southern California



News from US Sailing



**Tools to Kickstart Sustainability
at your Sailing Program**

Join experts Emily Penn, Dan Reading, Elizabeth Kratzig and Jen Guimaraes
LIVE on The Starboard Portal on Tuesday, April 27th at 2:00 p.m. ET.

Emily Penn Dan Reading Elizabeth Kratzig Jen Guimaraes

How to make your yacht club more eco-friendly.

US Sailing produced an excellent program on sustainability aimed at sailing and yacht clubs. It includes tools and action plans that are designed to help you get one set up at your club.

CLICK [HERE](#) TO WATCH

Interested in Hosting a Weekend of Hands-On Safety at Sea Training?

Due to the impact of the pandemic, Hands-On Safety at Sea Training has been on hold for over a year! As we get back into the swing of things, there will be a large number of Offshore sailors who will be looking for Hands-On Training. Demand will outpace course availability. You can help! Please consider hosting two "Hands-On" one-day courses back-to-back to help sailors complete training for their International Offshore Safety at Sea Certificates with Hands-On Training that meets World Sailing Guidelines. We are looking for Host

Organizers for courses to run later this fall, over the winter and into 2022. If your organization is interested in Hosting a Safety at Sea Course, you can find the application below. If you would like more information, email safetyatsea@ussailing.org.

News from RBOC

MAY RECREATIONAL BOATERS OF CALIFORNIA NEWS

Submitted by Peter Phillips, SCYA Director and Committee Chair



Privacy Act Accommodation for Boat Warranties and Recalls

RBOC supports AB 335 [Boerner Hovarth] to allow manufacturers of recreational boats and marine engines to receive and retain specific contact information for buyers of their products for the limited and exclusive use of conducting product safety recalls and warranty verification. Status – Assembly Appropriations

Fix-it Tickets for Minor Violations of Boat Operator Laws

RBOC supports AB 591 [Villapudua] to provide incentives for boaters by authorizing an officer to issue a written notice containing a promise to correct an alleged violation of various minor offenses relating to vessels. Status

– Assembly Appropriations

Copper

RBOC urges the state and regional water boards to utilize sound science and site-specific testing as the critical path forward, and to resolve key boater concerns, in addressing the presence of copper in waterways. RBOC supports a dedication of boater funds in the HWRF for these studies.

It is critical to boaters that any decisions that restrict or prohibit the use of anti-fouling paints containing copper be predicated on clear findings that alternatives are available, effective and affordable. However, at this time, no single alternative will work, boat paint formulations are constantly changing, and non-biocidal paint safety is not confirmed.

News from NOSA



Photos courtesy of Joysailing.com

PRESS RELEASE

Big and Small Takes it All

Taniwha - Pyewacket chase ends with 8 trophies between them

ENSENADA, Mexico, April 25, 2021 – With an elapsed time of 11:21:00 and a corrected time of 14:23:27, Jerry Fiat's Farrier 32 SRX was the big winner of the 73rd Newport to Ensenada International Yacht Race taking home five trophies for best ORCA A along with the President of NOSA Best Corrected – Orca, Alice Pursell Best Elapsed – Orca, Tommy Bahama Best Corrected – Overall, Stein-Cross Best Corrected – Trimaran.

"It was pretty amazing to sail with Pete Melvin, Ferdinand Van West, and Tim McKegney." said Fiat. "I'm so fortunate to have sailed with such an impressive team of accomplished sailors." Melvin won a few of the same trophies in N2E 2014 for his 30-foot multihull *Mama Tried*. Van West is a naval architect at Morrelli and Melvin and top multihull sailor while McKegney was a helmsman on the ORMA60 *Mighty Merloe*, another N2E race-winning trimaran.

The win also garnered Alamos Bay Yacht Club the trophy for the most wins for a club.

One of the dozen or so boats less than 34-feet that sailed the traditional 125 nm course, *Taniwha* is a New Zealand-built folding trimaran. It got off to windier than expected start and for more than halfway down the coast appeared to be hot on the Volvo

70 *Pyewacket's* stern.

But Fiat and navigator Pete Melvin veered offshore when the breeze dropped hoping to catch more wind for a close or beam reach from north of the island into the finish. They didn't catch *Pyewacket*, but they make the most of the 12-knot breezes before it shut off about midnight, according to the rest of the fleet. Upon arrival in Ensenada Friday, Fiat and team reported being pleased with the race and their time but just slightly disappointed they didn't catch up to the Volvo 70.

But Roy Disney's turbo-charged hot rod *Pyewacket* and team; a core crew who've sailed together for decades plus a couple of professionals for good measure, would not be caught. The technologically advanced boat came within 12 minutes and 13 seconds of breaking the monohull record on a course without record-breaking conditions.

With an elapsed time of 09:47:21 and corrected time of 16:08:39, *Pyewacket* did however claim three top trophies; NOSA Best Elapsed – Overall, Lahaina Yacht Club Best Elapsed - All PHRF, and Orr Best Corrected – Orr for San Diego Yacht Club.

From aboard Friday night, tactician Peter Isler reported having sailed a beautiful race - smooth seas with lots of dolphins and nice 10-12 knot breezes from the west that allowed them to reach a lot longer than expected.

"More than half crew are long-timers, with great camaraderie," said Isler. The Volvo 70, a box rule class boat from the Volvo Ocean Race series was made for great ocean sailing and has a lot of features the crew is still learning.

"This boat is so different, unique, and powerful, every time we're aboard we learn more about it; it's fun," said Isler. "It's a completely different machine and there's not many around. Figuring out how to sail it fast takes a while." The hours learning the boat will be in preparation for this year's Transpac; an important race for the Disney's family.

BYC's Andy Rose and the It's OK team returned to the podium to collect the Governor of California trophy for best-corrected Ultra-Light aboard the Andrews 50.

"NOSA really blew it out of the park this year in the worst possible of conditions," said Rose. "And the Coral tops it off; the great people, and great rooms."

Before getting on the boat for the first time in 14 months, Rose jokingly wondered if he still remembered how to sail. But being back with the crew made it easy. "It's joyous to be back on the boat with this crew," Rose said, describing the team as being one that laughs a lot. "I've sailed with some of the best in the world, and this crew is up there. I'd rather be here than anywhere else."

Steve Sellinger's *Triumph*, a Santa Cruz 52, was another big winner taking home the President Of USA Best Corrected and Jack Bailee Best Corrected - Newport Beach Club trophy. A crew spokesperson credited the navigator for a great job of keeping them in the breeze. The Newport Harbor Yacht Club's crew of 10 have been racing for five years. A few Zoom calls were part of the preparation this year.

Andy Horning of SLBYC has sailed N2E for 24 years in two different boats. He's been a class winner 14 times. Make that 15. *Day Tripper*

//, a 1990 Hunter 40, and his regular crew made the best time in PHRF C Class by a wide margin and took home the Converse Wurdemann Trophy. The secret to the boat's success he said is preparation, teamwork, having a couple of guys who drive well. That and the boat's ability to thrive in light air conditions. "It's a great race, everyone shows up," he said, adding that "N2E is a great opportunity to duke it out boats from other harbors."

Dan Rossen might as well have his name permanently etched onto the Volvo Best Corrected - Double Handed trophy, winning for yet another year with *Problem Child*, a B32 with partner Richard Whitely. Despite having a few additional teams competing for the double-handed honors this year, the BCYC team has now won nine times in a row.

Double-handed sailing is the epitome of teamwork. Some double-handed teams stayed awake the entire race, making three-person sail changes with two people, problem-solving on the go, in boats not made to be operated by just two people.

Dan Rossen and Richard Whitely met in the late 90s and have sailed together double-handed frequently in addition to N2E. "Communication and not over-analyzing every move is the key," Rossen said about their success. "Like in any sport, it's all in the preparation, said Whitely. "Sometimes the race is won before you hit the start line."

It was seven months ago when the Newport Ocean Sailing Association's board decided to plan for the best and commit in trying times to host the historical full fleet sail to Ensenada and prepare alternative routes, parties, and celebrations to ensure that the race, the fun, the camaraderie N2E is famous for, would go on.

Click [HERE](#) for full results.

NEWS FROM SAVING OCEAN WILDLIFE

Update from our SCYA April Speaker, Laura Jean Kasa

Boaters Can be 'Eyes on the Ocean' to Help Save Marine Animals

*Authors: Laura Jean Kasa and Dan Pingaro, Saving Ocean
Wildlife*

Home to many of the world's magnificent marine animals, California has a rich array of whales, dolphins, and turtles living right here in our waters. This past month, Dana Point in Southern California was even recognized as the first Whale Heritage Site to be designated in the U.S. Unfortunately, however, many of these species are endangered and all face threats, such as entanglement, being hit by ships, or killed from ingesting plastic trash, which they often confuse for food.

In an effort to help save these amazing animals, statewide organization **Saving Ocean Wildlife (SOW)** helps bridge the gap between the agencies studying and managing these animals and the community who cares about them. SOW has developed a strong collaborative partnership with National Oceanic and Atmospheric Administration staff, who are in charge of all marine animal strandings and whale entanglements in California. They work with a network of response partners to execute rescue plans for injured animals.

What can you do if you see an animal in danger? You can complete SOW's "Report an Animal in California" online form. Because boaters are often the ones who spot injured, entangled, or sick wildlife, they can be a huge help by getting more "Eyes on the Ocean" and reporting distressed animals.

An average of 9 whales a year were entangled on the West Coast, until 2014, when that number jumped by 450% to 41 whales a year. Once a whale is reported, it can take three to five hours for the rescue team to arrive. By then, the whale—even though it is most likely carrying thousands of pounds of fishing gear— could swim far from that original location, never to be seen again.

Boaters can play a key role in saving these whales by joining our whale rescue standby team. Volunteers are needed to be on-call to go to the sighting location to track the whale until officials can arrive on the scene and perform a rescue. Please email us at volunteer@savingoceanwildlife.org if you would

like more information about joining the team. By engaging boaters to help keep their “Eyes on the Ocean” and provide information to the agencies working to protect ocean animals, we can make a difference. To help boaters and other ocean enthusiasts more easily identify ocean animals, SOW is offering a free Wildlife Field Guide with detailed pictures and information on the animals most likely to be seen in California.



Humpback whales are the type of whale most commonly found entangled off our coast
Photo: Bryce Nichol

Expanding Markets

Pickleball?

LONG BEACH YACHT CLUB

YACHT-ITY Yak

THE JOURNAL OF LONG BEACH YACHT CLUB

April 2021



What's Pickleball? In the words of LBYC Commodore Jon Shull, it is "sort of a mash-up of tennis, ping pong, and badminton. Pickleball can be played by two or four people, and it can be competitive even for those without extraordinary athletic abilities." LBYC has set up two portable courts in the parking lot, marked by orange dots for net location. LBYC has also purchased six stand up paddleboards for their members use.

Both of these fringe "yachting" activities are becoming more common at yacht clubs around the country. In the struggle to keep up with attracting and keeping members, yacht clubs are expanding their activities to meet with the demand.

SCYA Contact Information

Newsletter - Owen Provence,

Newsletter Chair SCYAnewsletter@gmail.com

Office - Sylvia Wheeler, Services Manager service@scya.org

(562) 433-7426

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Learn about our 100 year heritage at [SCYA.EVENTS](#)

Learn more about Women's Boating

Event www.scya.events/womens-event

Updates on Midwinter Regatta scyamidwinterregatta.org

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