



**SEARCHLIGHT**



**The Monthly Newsletter of Southern California Yachting Association**

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

**UPCOMING MEETING**

**Saturday, November 13th**

**General Membership Meeting and Election  
of Officers and Directors - 12:00**

**Board Meeting - 10:30**

**Long Beach Yacht Club**

Hybrid Meeting with In-Person and Zoom Participants

Board Meeting 10:30 am

General Membership Meeting and Election of Officers and  
Directors at 12:00 pm

## Long Beach Yacht Club

Guest Speakers: Randy Smith, John Sangmeister, & Chuck Clay  
Rescue at Sea during Transpac!

Luncheon reservations have closed but Click [HERE](#) to  
Register for Zoom.

After registering for Zoom, you will receive a confirmation email  
containing information about joining the meeting.

Ahoy SCYA Member Club representatives – appointed  
Delegates, appointed Alternate Delegates and the Flag Officers  
that make the appointments – All SCYA's General Membership  
Meetings will be Hybrid Meetings with in-person and Zoom  
participants.

**December meeting is Board Only - Port Royal Yacht Club.  
2022 Meeting Calendar will be available soon.**

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# From the Helm



**Bill McNamara**  
Commodore  
SCYA

### From the Helm

Our second CoViD impacted year is drawing to a close and we look forward to lowered risk and easing restrictions for the remaining months of our Centennial and for 2022. An early bright spot is that planning for the 2022 SCYA Midwinter Regatta events are well underway. I hope every racer, every certified race officer and every race committee volunteer will find a club hosting an event they will not miss this February. The annual Rear Commodores' seminar is a can't miss date for those about to be elected by their clubs and every indication is that the learning and networking can occur in-person. CoViD has taught us how to use Zoom and many SCYA in-person meetings will have a Zoom component for those too far or too concerned to travel to in-person meetings. All such SCYA meetings and events exist to benefit our 90+ member clubs and we organize them through our many committees.

SCYA forms our committees to specialize in the many varied aspects of private club operations. One of our most recently formed committees is highlighted in this issue. The Inclusive

Boating subcommittee of the SCYA Community Outreach Committee was formed in the last year by the SCYA Board of Directors who later approved the committee's charter. The chair and several of the committee's most active members provided the information in this newsletter in their own words to introduce themselves and their goals. If your club would like to better understand the benefits of increased inclusivity or would like assistance in recruiting new members from boaters of underrepresented communities, please reach out to me, [Commodore@SCYA.org](mailto:Commodore@SCYA.org), or ask to be put in-touch with the committee through [Service@SCYA.org](mailto:Service@SCYA.org). The same goes for any aspect of your club's activities - we have committees for Angling, Cruising, Safety at Sea, Radio Communications, Adaptive Boating, Women's Boating, Race Management and dozens more.

Just as importantly, if you, or a prospective Delegate to SCYA, has interest or expertise in these or any other areas important to yachting at your club... please encourage volunteering to share with the dozens of clubs and thousands of members through SCYA committees' events. It is through our combined volunteerism that SCYA continues to achieve its objectives of providing our member clubs and their members with Communication, Education, Coordination and Celebration - for the last 100 years and many more years to come.

Fair Winds,

Bill McNamara

Your Centennial Commodore  
SCYA

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**ANOTHER CHAPTER IN:**

# SCYA Celebrates 100 Years



A Look  
Back at  
Newport  
Harbor



*Above photo is Newport Harbor circa 1925. Unknown source.*

*The following articles are reproduced from SCYA's Centennial Celebration webpages found at [www.scya.events](http://www.scya.events) Original stories appeared in the SCYA 2017 Race Calendar & Yacht Club Directory.*

As we prepare to visit Newport Harbor for the 2021 Commodores' Cruise and Centennial Dinner, it seemed like a nice time to check in on the history of our two host clubs - Newport Harbor Yacht Club and Bahia Corinthian Yacht Club. This month we take a look at the history of Bahia Corinthian Yacht Club.



### **Bahia Corinthian Yacht Club**

Ten yachtsmen, who in early 1958 put up \$100 each, started it all by founding the Bahia Yacht Club, based in minimal leased facilities on the grounds of the Balboa Bay Club. Bahia means "bay," and was also the name of the boat belonging to the first Commodore, Don Bussey. The initials BYC were the same as an already established club in the harbor, so the word Corinthian was added to avoid duplication of initials.

The original burgee, which was the Balboa Bay Club burgee in reverse,

was abandoned for the present one when the club was accepted as a member of the Southern California Yachting Association in 1959.

In the early years the club consisted mainly of a very active small boat racing fleet and an enthusiastic group of cruising boats, power and sail. Most BCYC Regattas concentrated on small boats until the idea of racing 10 meters on a boat for boat basis was advanced. Although level racing is commonplace now, it was a daring concept in 1963.

When Pat Dougan entered the *Columbia* in the 1964 America's Cup Trials with Walter Podolak and most of the crew from BCYC, the club became world known. The first time in history the west coast had been able to produce a challenger!

A new lease was negotiated giving BCYC members' full use of BBC facilities, but the expanding membership wanted a new identity. The Orange Coast Yacht Club was invited to participate in a merger to finance and construct a new facility.

OCYC had originated several years earlier in 1964 from a nucleus of 35 yachtsmen and their families who formed this new club with the express purpose of seeking out and acquiring a waterfront site upon which to build a new clubhouse and yachting facility. With the entire membership dedicated to this purpose, the organization was quickly formed under the leadership of Commodore Larry Miller. By laws were established, a name and burgee selected and SCYA membership achieved.

In the next four years OCYC rapidly grew to 150 members and became well established in the yachting community. During this period of growth an active schedule of yachting activities was conducted from four different locations as the club moved from one temporary site to another

while negotiations were pursued for various potential permanent locations.

CLICK [HERE](#) to read more about BCYC

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## **LAST CALL FOR RESERVATIONS**

# SCYA 2021 Commodores' Cruise

**Last Day to Register 11/2.**

**Friday November 5th - Sunday November 7th**

SCYA's Commodores' Cruise is designed to give Commodores from our 90+ Member Yacht Clubs an opportunity to come together and socialize. The 2021 Commodores' Cruise will include visits to some of the yacht clubs that call Newport Harbor home.

This year, being SCYA's 100th Anniversary, we have included a kick-off dinner which is open to all SCYA Delegates and Alternate Delegates as well as Current Commodores, Rear, Vice and Staff Commodores or their surrogates. SCYA Officers, Appointed Officers, Board of Directors, Committee Chairs, Honorary and Staff Commodores are also welcome. The Centennial Celebration will be held at BCYC and will be an evening of great food, libations, music and dancing. Don't Miss It!

Saturday and Sunday events are for Member Clubs' Current

Commodores, Vice and Rear or Staff Commodores or Surrogates and SCYA Hosts - SCYA Board of Directors, Officers, Appointed Officers and Staff Commodores only.

Saturday is a full day of fun with a luncheon at Newport Harbor Yacht Club, a Duffy Electric Boats excursion in the afternoon and a Cocktail Party at the home of South Shore Yacht Club (Newport Beach Yacht Club) that won't leave you hungry.

Sunday is a relaxing morning where you can use your own reciprocal privileges and have brunch at one of the many yacht clubs in the harbor. Finish the weekend at the home of American Legion Yacht Club listening to music and ordering some lunch.

Please come by boat or car. Use your reciprocal privileges for a yacht club's boat slip or mooring or stay at Marina Park 949-270-8159 <harbormaster@newportbeachca.gov>. If you need a hotel room there are a number nearby in various price ranges.

Cruise charges are in three categories.

All Weekend Pass (all activities Friday and Saturday)

Friday Dinner Only

All Saturday Activities

Sunday - is open but we need a reservation count for ALYC

### **Itinerary:**

November 5 – 7, 2021

Friday Night Centennial Celebration – Dinner and Dancing at Bahia Corinthian Yacht Club . 6pm – 10pm – \$89 per person. Semi-Formal Attire.

Saturday Activities – \$136 per person

Luncheon at Newport Harbor Yacht Club 12pm – 2pm

Afternoon Duffy Ride and Scavenger Hunt 2:30pm – 4:30pm

Evening Cocktail Party with Heavy Appetizers at Newport Beach Yacht Club (home to South Shore Yacht Club and Women's Sailing Association of Orange County) No Host Bar. 5:00pm – 8:00pm

Sunday Activities

Brunch on your own – Make a Reservation to visit one of your friendly, welcoming reciprocal Yacht Clubs

Afternoon music at American Legion Post #291 (Home of American Legion Yacht Club.) Reservation for entry is required. Lunch is available. 1pm – 5pm

Pricing:

All Weekend Pass – Friday night, Saturday Activities and Sunday American Legion \$225

Friday Centennial Dinner Only \$89

Saturday Activities Only \$136

Sunday Reservation for ALYC No Host Bar / Lunch

Registration is now open. CLICK [HERE](#) to sign up!



# SCYA Centennial Gala - open to all!



**Friday, November 5th**  
**Last Day to Register - 11/2**

Who's invited???

Member Clubs: All Delegates, Alternate Delegates, Current, Rear and Vice Commodores (or surrogates), and Staff Commodores

Host Club - SCYA: Current Officers, Appointed Officers, Board of Directors, Honorary and Staff Commodores, Committee Chairs

Join us for a lovely evening at Bahia Corinthian Yacht Club.  
No-Host Cocktails at 6, Dinner at 7 and Dancing at 8.  
\$89 per person.

Please visit [SCYA.org](http://SCYA.org) to register, or click [HERE](#).

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#### UPCOMING EVENT

# US Sailing's Arthur B. Hanson Medal to be Presented at SCYA Centennial Dinner

The Arthur B. Hanson Rescue Medal is awarded to any person who rescues or endeavors to rescue any other person from drowning, shipwreck, or other perils at sea within the territorial

waters of the United States, or as part of a sailboat race or voyage that originated or stopped in the U.S. The medal was established in 1990 by friends of the late Mr. Hanson, an ocean-racing sailor from the Chesapeake Bay, with the purpose of recognizing significant accomplishments in seamanship and collecting case studies of rescues for analysis by the Safety at Sea Committee of US Sailing for use in educational and training programs. Any individual or organization may submit a nomination for a Hanson Rescue Medal.

Two of the medal recipients this year are from SCYA's San Diego harbor and will be presented with the medal at SCYA's 100th Anniversary Dinner Friday November 5th. Another good reason join us in Newport Beach.



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**SCYA PRESS RELEASE**

# 2022 MidWinter Regatta

## **2022 SCYA Midwinter Regatta Dates Announced**

Established in 1921 and celebrating 100 years of organizing sailing competitions, the Southern California Yachting Association made an

announcement that the 2022 Midwinter Regatta will be held over two weekends on February 12, 13, 19 and 20. 2022 will mark the 92nd year of historically America's largest annual regatta with over 25 venues, an expected 550 boats and over 2,500 racers. "This Regatta would not exist without the skilled hosting by SCYA member yacht clubs from Santa Barbara to Ensenada Mexico and on inland lakes in California, Arizona and Nevada. Each venue includes many talented organizers and race officials who volunteer their time to make each year's regatta a success for over nine decades," stated this year's SCYA commodore Bill McNamara. "We're especially delighted to once again bring competitors together after the unfortunate cancellation of last year's event due to concerns related to the CoViD-19 pandemic."

The SCYA Midwinter Regatta's history is packed with legendary sailors and their boats from the early days to the present. In 1928, SCYA and the LA Junior Chamber of Commerce teamed up to sponsor the first Midwinter Regatta which was promoted as an example of the sports "paradise" that Southern California offered in the winter. As hoped, the event attracted boats from the Great Lakes, Atlantic Coast and the rest of the Pacific Coast, and some of the best-known yachtsmen in America, including Clifford Mallory, John Alden and Herbert Stone, the editor of *Yachting* magazine. Yachtsmen continue to come west to compete in these regattas. "We are very happy to see several clubs expand their fleets for next year's Midwinter Regatta, stated SCYA Vice Commodore, Anne Eubanks. "In addition to the one-design Farr 40 and Schock 35 fleets, Long Beach Yacht Club is adding a J109 fleet; and Del Rey Yacht Club is adding a youth sailing fleet of RS Teras in addition to the returning youth Opti fleet. Typically, our host clubs organize 100 classes that participate." continued Eubanks.

Click onto [www.SCYA.org](http://www.SCYA.org) to learn more about SCYA. To register or learn

more about the Midwinter Regatta and to view past results from the Midwinter Regatta host clubs, click onto <https://SCYAMidwinterRegatta.org>. If you have any Midwinter Regatta questions or would like to propose a new race class or regatta venue, please contact Anne Eubanks at [ViceCommodore@scya.org](mailto:ViceCommodore@scya.org) or 949-243-5148.



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**LETTER TO 2022 VICE COMMODORES**

# Call for SCYA 2022 Race Calendar Entries

It's that time of year when our thoughts turn to... next year's racing schedules, of course!

We want to make sure that your regattas are accurately represented on our calendar to help promote your events.

Please have your Racing Organizing Committee complete the race calendar template found at the Dropbox link below and return to the SCYA at [service@SCYA.org](mailto:service@SCYA.org) by 11/15/21 for us to include your race schedule in our publications.

Dropbox [Link](#):

<https://www.dropbox.com/s/3z8tarzu8rs01p7/SCYA%202022%20Race%20Calendar%20Template%20for%20Clubs.xlsx?dl=0>

Thanks for your prompt attention.

John Caldwell, SCYA Rear Commodore

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IN THE NEWS

## News from



# California Coastal Commission

## **Ahoy California boaters!**

Join us, the California Clean Boating Network, on Thursday, November 4th, 2021 (10 am to approx. 12:15 pm) for a free and exciting educational virtual meeting.

Learn directly from California experts about top tier subjects impacting our waterways, from the importance of monitoring sewage pumpouts and how it impacts boaters statewide; microplastics management in our state; getting clear on the California Surrendered and Abandoned Vessel Exchange program from common misconceptions to frequently asked questions; and learning all about the Shelter Island Yacht Basin Dissolved Copper Total Maximum Daily Load established due to copper-based antifouling paints and how the Port of San Diego has implemented innovative approaches to reducing copper loading through its' Copper Reduction Programs and relevant resources available to you.

We look forward to sharing this knowledge with you and offering you plenty of time to ask questions. Further information on this meeting's topics are included below.

- Date: Thursday, November 4th, 2021
- Time: 10 am to approx. 12:15 pm
- You must register in advance for this meeting [here](#). Register today to secure your virtual spot, meeting capacity will be capped, secure it now.

After registering, you will receive a confirmation email from Zoom

containing information about joining the meeting.

## Detailed information about the MEETING TOPICS

1. Shelter Island Yacht Basin Dissolved Copper Total Maximum Daily Load (Kelly Tait and Karen Holman, Port of San Diego). In 2005, the San Diego Regional Water Quality Control Board (Regional Board) set a Dissolved Copper TMDL for the Shelter Island Yacht Basin (SIYB) in San Diego Bay. The Regional Board attributed approximately 98 percent of all copper loading to SIYB to copper-based antifouling paints applied to the hulls of recreational boats. The Port of San Diego serves as a regional leader in improving water quality in San Diego Bay. This presentation will discuss the overview of the TMDL and how the Port of San Diego has implemented innovative approaches to reducing copper loading through its' Copper Reduction Program.

2. Microplastics: what's the big deal, and what is California doing about it? (Scott Coffin, Ph.D. State Water Resources Control Board Division of Drinking Water). Small plastic particles ("microplastics") are everywhere. Understandings of microplastics' effects on aquatic ecosystems and humans have improved in recent years, however many questions still remain. California is leading the way globally on both researching the impacts of microplastics and implementing actions to reduce their abundance in the environment. Tune in to learn what this means for the health of our waters.

3. Priming the Sewage Pumpout: Why We Monitor and How it Impacts Boaters Statewide (Diana Fu & Natasha Dunn, San Francisco Estuary Partnership). Sewage pumpout performance is impacted by several factors and keeping these valuable machines running in top condition can help improve marina stature and regional water quality. Listen in to find out about the Annual California Pumpout Report, and why and how the Clean Vessel Act (CVA) team regularly monitors

facilities throughout Northern and Southern California.

4. Don't abandon that boat; surrender it for free, it's the right thing to do! (Presentation and discussion facilitated by Ron Kent, California State Parks Division of Boating & Waterways). Surrendered and Abandoned Vessel Exchange program (SAVE) is designed to assist public agencies in preventing recreational vessels from being abandoned in California's navigable waterways and when they are abandoned, to assist with their disposal. Mr. Kent will provide information on how the SAVE program works and how boat owners and marina operators can benefit from this important program. The SAVE program, funded through the Harbors and Watercraft Revolving Fund, grants approximately \$2.75M annually to local public and law enforcement agencies.

This is a clean and green message and invitation from the California State Parks, the California Coastal Commission, The Bay Foundation. Partially funded by the US Fish and Wildlife Sports Fish Restoration (Clean Vessel Act Program). [CLICK HERE TO REGISTER](#)

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## REGIONAL UPDATE

# 2021 Southern California Oil Spill

*Oil spill event impacts important urban ocean habitats*

Credit: The USC Sea Grant Program,

last updated on October 22, 2021

Click [Here](#) for Original Article and any updated material

On October 2nd, 2021, a major oil spill was detected in Southern California, originating from an underwater pipe connected to the Elly platform about 4.5 miles offshore near Long Beach, California. There is now a high degree of confidence that the spill amount is approximately 24,696 gallons. This number was reached by consensus across seven agencies involved in the incident (US Coast Guard, PHMSA, California Department of Fish and Wildlife, NOAA, California State Lands, State Fire Marshall, and BSEE).

Marine oil spills are detrimental to the marine and coastal environment, natural resources, and the health and economies of coastal communities.

We acknowledge that the lands impacted by this spill event are on the traditional territory, homelands, and waters of the Tongva, Kizh, and Acjachmen nations.

### **Response**

Cleanup efforts are currently underway. Please follow local guidelines and advisories for beach closures and do not attempt to clean the beach or rescue animals without proper training.

### **Update Summary**

The pipeline remains shut down and product is not being released from the crack. Coast Guard officials have stated they suspect an initial anchor strike displaced a portion of the

pipeline 105 feet and stripped away its concrete casing, causing it to be more vulnerable to other potential anchor strikes or environmental stressors. (Read LA Times Article for more information)

As of October 20, 2021, all booms from the response have been removed. Unified Command is beginning to discuss the sign off process for shorelines. Shoreline assessments will inform sign offs. The process is iterative and shorelines can return to the cleanup stage at any point if tar balls remobilize and appear on shorelines. Additionally, once a shoreline is signed off, it will enter the Post-Sign Off Monitoring and Response phase where assessments and response will continue.

### **Wildlife**

109 oiled birds have been recovered, 32 of these birds have been recovered alive (7 captured federally-threatened Western snowy plovers have been cleaned), and the remaining 77 have been recovered dead (not all were visibly oiled). 5 marine mammals were recovered dead and undergoing necropsy to determine the cause of death. 1 N. Right Whale Dolphin was recovered alive. (As of October 21, 2021). Daily updates regarding the numbers of recovered oiled wildlife can be found on the UC Davis Pipeline P00547 Incident webpage. The Oiled Wildlife Care Network, in cooperation with the UC, released 10 animals after proper cleaning and rehabilitation.

### **The Numbers**

5,544 gallons of oil have been recovered as well as 13.6 bbl

of tar balls. Additionally, 474,965 lbs of oil sand and debris have been collected from the shoreline. (As of October 18, 2021)

On-water oil-recovery operations have ceased, with shoreline clean up in Orange County and San Diego County ongoing. Tar ball collection on Orange County beaches has decreased, and recovered tar balls are increasingly smaller in size and more dispersed. Following an increase in tar ball sightings during post-storm assessments, the Unified Command surged crews to San Diego County to maximize cleanup efforts. The beaches remain open and there is no reported public health risk at this time.

The public health assessment unit of the Unified Command continues to conduct water and sediment sampling with no abnormal results. Air monitoring and sampling will cease, as air samples over multiple days show all spill-related readings are within common background levels and below health-based thresholds. (as of October 18, 2021)

### **Boats**

Boat decontamination sites in Huntington Beach and Newport Beach continue to operate, and a third boat decontamination site in Long Beach has been established and is operational. Vessel owners that have come into contact with oil should not attempt to clean boats themselves or in an area that has not been identified by the response as an official vessel decontamination site. Individuals with claims specific to recreational vessel decontamination should call the spill claims number at 1-866-985-8366.



Source: Beta Offshore Operating Co., LLC.

JEFF GOERTZEN, SCNG

*Photo Courtesy of Orange County Register*

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SCYA COMMITTEE NEWS - Marie Rogers Inclusive Boating Chair

# Inclusive Boating

SCYA Inclusive Boating Committee  
Who We Are



**MARIE ROGERS  
CHAIR**



**YOSH HAN**



**KEITH MOTT**



**PAULA WARD**



**JODI MASTERS-  
GONZALES**

The mission of the Inclusive Boating Initiative is to promote: diversity, equity, and inclusion within our member yacht clubs. We will do this by offering guidance and support to our members as they explore ways of including members of the community who've historically been excluded from yacht club membership and leadership.

Here are a few of our members. In the coming months we will introduce you to the rest of our team.

**Marie Rogers, Committee Chair**

"I love sailing and sharing this sport with new people. My sailing life started in Marina Del Rey in the 80s. It quickly expanded to racing and cruising up and down the coast of California, Mexico, the Caribbean, and back and forth to Hawaii. In addition to my own personal development as a racer and cruiser, I'm thrilled that scores of women and men have trusted me to teach them the ropes and have them likewise fall in love with sailing. I'm a 50-Ton USCG Master Captain and a certified on-the-water and classroom instructor for Basic Keelboat, Coastal Cruising, and Bareboat cruising. Besides teaching at California Yacht Club, I coach at Long Beach Sailing Foundation in the Sea Gals program and corporate team building. In 2021 I was recognized as the Peggy Slater honoree and named The BoatUS/ National Women's Sailing Association Leadership award winner for sharing my love of sailing to a larger demographic. I hope my work will inspire even more sailors to share the love of our sport."

**Yosh Han, Committee Member**

"I started sailing at the beginning of 2019 and in a few short years, have caught the bug and managed almost 10,000 nautical miles doing deliveries, blue water cruises, and racing. Memorable journeys include double-handing a 30' Ericson to Hawaii from San Diego, Papua New Guinea to Palau and Micronesia on a 57' Lagoon Catamaran, Tahiti, Bora Bora, Cook Islands to Tonga on a 47' Najad, Grenada to USVI to South Carolina on a 50' Beneteau, 2019 and 2021 Baja Haha San Diego to Cabo San Lucas to Nuevo Vallarta on a 44' Swan and various deliveries up and down the coast of California. In many of my travels, I'm often the only Asian

American on board, in the marina and in various ports. I didn't grow up sailing and didn't even know it could be possible. I thought it was a sport for rich, white, men. While that may have been historically more common, I feel excited to meet a diverse group of sailors, especially in California. I would love to see more POC as Commodores so that when I walk into a Yacht Club, the wall of portraits could be people who look like me. Creating a diverse community in sailing is not only philanthropic in approach but rather, collaborative, and inclusive. While I support community-based programs for underserved communities, I'm personally primarily interested in broadening the sport to create a space for more robust culture, diverse thinking while maintaining safe environments for the influx of people on the water due to the pandemic. This means involving POC to be actively involved in Bridge positions of Yacht Clubs and fostering a welcoming environment for future leadership. I currently volunteer as PR for Women's Sailing Association MDR, Assistant Boat Chief at Fairwind Yacht Club MDR, and Budget Committee for Island Yacht Club Alameda and a member of Women Who Sail - BIPOC Facebook group. Outside of sailing, I produce a virtual event called Scent Festival and this year's theme was Intersectionality and Perfumery where we focused on efforts to Decolonize Scent. While the idea of fragrance might seem benign, upon close examination, the industry has been primarily dominated by white Europeans who still use the term, "oriental" to classify fragrances in the "amber" family. Through this work, I've learned many approaches to dismantling outdated structures while building bridges with the POC community to create a database of diverse talent. I believe some of these approaches could be implemented in

the sailing community, especially outreach with yacht clubs.”

**Keith Mott, Committee Member** “I began powerboating as a kid on the Chesapeake Bay in Virginia. My family was prosperous Oystermen and fishermen in the area. I began sailing in 2009 after moving to California. Love it so much bought a sailboat and a "How to Sail for Beginners" book and did live aboard for two years while teaching myself to solo sail. Joined Pacific Mariners Yacht Club and rose through the ranks of the chairs and recently joined Santa Monica Windjammers Yacht Club. I do volunteer work with youth in South LA and currently am creating a STEM sailing club for Watts/South LA youth to expose them to the boating / sailing community.”

**Paula Ward, Committee Member** “Hi, my name is Paula Ward. I have always lived near a body of water, Lake Michigan, Puget Sound, the Pacific Ocean. I always loved going to the beach, and always wondered what it would be like to be on the water. In 2007, a friend of the family gave me a Cal 24, in bad shape. I had no idea how to restore it, and ultimately got rid of it, but my desire was to be able to sail it myself. In 2009, I attended the Black Boaters Summit, and met many African American sailors and captains, and my passion to learn to sail was born! I took a Coast Guard Auxiliary class, Basic Sailing and Seamanship, and started spending time in the water whenever I could. I am still honing my skills and hope to experience racing in my future. I believe that sailing is a sport that can be embraced by many, regardless of race or gender. This is what attracted me to SCYA Inclusive Boating.”

**Jodi Masters Gonzalez, Committee Member** “I decided to become a part of SCYA’s Inclusive Boating committee because diversity, equity and inclusion (DEI) are more than side projects—I believe they should be a part of every organization’s structure and purpose. DEI translates into better outcomes for organizations; they are more profitable, more innovative and do less harm than their non-DEI counterparts. As I learn more, I become more aware and committed to doing no harm by listening, learning more, and advocating for underrepresented people in small ways. Join us and learn how to become a better ally.”

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NEWS FROM NOSA



# 2022 N2E Date Announced

Celebrating 75 years of Racing!

The Newport Ocean Sailing Association, hosts of the iconic Newport to Ensenada International Yacht Race, will celebrate its 75th year in 2022.

In a November 1947 letter to its 60 new members, NOSA President Cliff Chapman encouraged sailors to help build the

organization. "Each of you should know at least one person that is interested in our ideas, so I am enclosing a membership application form with this letter," he wrote.

Today, membership is included in the racing fees and extended to the army of volunteers who help make the race so successful year after year. Still, the organization and now iconic N2E have long relied on participants to share stories of their racing adventures and encourage new sailing friends to join the fun. Through the years it's also become a time-honored tradition shared by multiple generations of yacht racing families.

For NOSA's anniversary year, the race will take place on April 22, 2022. Don't forget to tell sailing friends and share the date with all those in the sailing community. You won't want to miss it!

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SCYA COMMITTEE NEWS - John Miller, Chair



# US Sailing Safety at Sea Seminars

**Safety at Sea Program Schedule for 2022**

In-person US Sailing Safety at Sea Courses are back! NEW FOR 2021 - Refresher Course - If your certification has lapsed in the last 10 years for the International (ISAF) Offshore Safety at Sea with Hands-on Training You no longer need to take the Complete Two-day Course! Refresher Courses (Day-2 Modified Hands-on Only) are being offered at select locations (See Below)

### **Course Offerings and Dates**

January 29-30, 2022 SDYC San Diego, CA

- International (ISAF) Offshore Safety at Sea With Hands-On Training
- International (ISAF) Offshore Safety at Sea With Hands-On Training Refresher Course
- SAS Hands-on Training

April 9-10, 2022 BCYC Corona Del Mar, CA

- International (ISAF) Offshore Safety at Sea With Hands-On Training
- Sanctioned Offshore Safety at Sea Course
- Sanctioned International Offshore Safety at Sea Refresher Course
- Sanctioned SAS Hands-on Training only

June 18-19, 2022 SWYC San Diego, CA

- International (ISAF) Offshore Safety at Sea With Hands-On Training

- Refresher and Hands-on Only

Additional Offerings are continued to be added on the US Sailing Website. See [US Sailing Website](#) for registration.

There is a wealth of information available on the US Sailing website specific to Safety at Sea: Safety at Sea Resources. You also have the option to purchase a "Safety at Sea: A Guide to Safety Under Sail and Personal Survival."

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## News from RBOC

### NOVEMBER RECREATIONAL BOATERS OF CALIFORNIA NEWS



### CARB Engine Emission Regulations

*Small Business and Tourism Industry Comes to the Defense of Sportfishing and Whale Watching Boat Owners*

CARB's Proposed Engine Emission Regulations Could Undermine Governor Newsom's Plan to Restore Tourism and Hospitality Jobs Lost During COVID-19 Pandemic

With less than four weeks before the California Air Resources Board (CARB) is set to determine the fate of 174 commercial passenger boat owners, the Sportfishing Association of California and the Golden Gate Fishermen's Association announced that 27 chambers of commerce and tourism authorities, representing nearly every coastal community from San Diego to the Oregon border, have joined a coalition in defense of commercial passenger boat owners. The business coalition includes the California Chamber of Commerce, the California Travel Association, the National Federation of Independent Business, the RV Park and Campgrounds Alliance and the California Parks Hospitality Association.

In their letter to the Chair of the California Air Resources Board, the coalition wrote:

"As you well know, sportfishing and whale watching boats provide coastal communities a valued source of outdoor recreation and tourism dollars. Their boat owners are in the business of introducing millions of Americans a year to the splendor of the open sea and its wildlife. However, before these boat owners can recover from financial losses associated with the pandemic, the California Air Resources Board (CARB) has proposed costly engine emission regulations that require technology that has not been developed or tested safe on passenger harbor crafts."

The letter continues, "Rebuilding the State's post-pandemic economy is dependent on continuing this growth and not undermining it by denying millions of Californians access to

offshore fishing and marine life by putting sportfishing companies out of business or making excursions unaffordable for disadvantaged communities and the vast majority of Californians.”

Sportfishing, whale watching, eco-tourism and dive boats can be found in nearly every harbor and marina in California. With the addition of sportfishing, boating and marina/harbor organizations, outdoor retailers and fishing tackle manufacturers the Save Our Boats coalition has grown to over 40 business and trade organizations.

During the pandemic, California lost half of its 1.2 million tourism/hospitality related jobs and Governor Gavin Newsom has made restoring these lost jobs a centerpiece of his economic plan. While members of the coalition applaud this goal, they don't believe the economic plan is achievable without protecting passenger boats that fuel coastal economies.

While commercial passenger boats represent less than 10% percent of all harbor crafts, these family operated businesses are responsible for drawing hundreds of thousands of visitors to coastal communities each year, generating billions of dollars in visitor spending. Prior to the COVID-19 pandemic, California's over 2 million anglers contributed \$5.6 billion a year in economic activity and supported nearly 40,000 jobs for our State.

## **Background**

On September 21, 2021, CARB released its Proposed Amendments to the Commercial Harbor Craft Regulation. The public comment period is September 24 – November 15th, and the CARB Board, appointed largely by Governor Gavin Newsom, is expected to rule November 19, 2021. To date, over 20,000 anglers have signed a petition and over 1,600 public comments have been submitted to CARB.

CARB has proposed regulations that require engines to be modified with technology that has not been developed yet for commercial passenger fishing vessels or confirmed safe at sea. In most cases, the modifications will be too massive to fit into existing engine rooms. This led the California State University Maritime Academy to conclude that the proposed standards for existing engines does not exist and in the alternative, "... treatment equipment (modifications) alone significantly impacts the vessel's stability."

Given that compliance will be impossible for some, if not most, passenger boats, CARB concluded that vessels constructed of wood and fiberglass will likely be removed from service. Over 80 percent of commercial passenger boats are constructed of wood and fiberglass, requiring boat owners to purchase new metal boats beginning as soon as 2023 or go out of business as extensions expire.

The Sportfishing Association of California (SAC) is a trade organization representing Southern California sportfishing and whale watching boat and landing owners. The Golden State Fishermen's Association represents commercial passenger fishing vessels and marine recreational anglers in

Northern California.

Interviews can be arranged with boat owners from most ports and marinas. To view the coalition, [www.savefishing.com/coalition](http://www.savefishing.com/coalition).

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**IT'S GIVING THANKS MONTH....**

# We've got it pretty good!



*The Mayflower at sea; hand-colored woodcut.  
Image: © North Wind Picture Archives*

## **The Pilgrims' Miserable Journey Aboard the Mayflower**

During their two-month journey to America, the Mayflower's

passengers faced cramped quarters, rough seas, limited food and numbing cold.

Excerpted: <https://www.history.com/news/mayflower-journey-pilgrims-america>

by DAVE ROOS

Sailing for more than two months across 3,000 miles of open ocean, the 102 passengers of the Mayflower—including three pregnant women and more than a dozen children—were squeezed below decks in crowded, cold and damp conditions, suffering crippling bouts of seasickness, and surviving on meager rations of hardtack biscuits, dried meat and beer.

“The boat would have been rolling like a pig,” says Conrad Humphreys, a professional sailor and skipper for a recreated sea journey of Captain William Bligh. “The smell and stench of illness and sickness down below, and the freezing cold on deck in the elements, it would have been pretty miserable.”

The Mayflower, like other 17th-century merchant ships, was a cargo vessel designed to haul lumber, fish and casks of French wine—not passengers. The 41 Pilgrims and 61 “strangers” (non-Separatists brought along as skilled craftsmen and indentured servants) who boarded the Mayflower in 1620 made for unusual cargo, and their destination was no less foreign. The ship’s square rigging and high, castle-like compartments were suited for short hops along the European coastline, but the Mayflower’s bulky design was a handicap for sailing against the strong Westerly winds of the North Atlantic.

"The journey would have been painfully slow with many days of being blown backward rather than forward," says Humphreys.

Incredibly, though, all but one of the *Mayflower's* passengers survived the grueling, 66-day ordeal, and the Pilgrims even welcomed the arrival of a newborn baby halfway through the journey, a boy aptly named Oceanus. The Pilgrims' joy and relief on catching sight of Cape Cod on the morning of November 9, 1620 was recorded by their leader William Bradford in *Of Plymouth Plantation*.

The Pilgrim's arduous journey to the New World technically began on July 22, 1620, when a large group of colonists boarded a ship called the *Speedwell* in the Dutch port city of Delfshaven. From there, they sailed to Southampton, UK, where they met the rest of the passengers as well as a second ship, the *Mayflower*. The two ships disembarked from Southampton on August 6 with hopes of speedy crossing to northern Virginia.

But just hours into the journey, the *Speedwell* began to leak badly, and the two ships were forced to pull in at Dartmouth. The *Speedwell* was finally ready to sail again on August 24, but this time only made it 300 miles before springing another leak. The frustrated and exhausted Pilgrims docked at Plymouth and made the difficult decision to ditch the *Speedwell*. Some of the Pilgrims also called it quits in Plymouth, but the rest of the passengers and cargo from the *Speedwell* were transferred to the already overcrowded

Mayflower.

The traditional account of the Mayflower journey begins on September 6, 1620, the day it sailed from Plymouth, but it's worth noting that by that point the Pilgrims had already been living aboard ships for nearly a month and a half.

The Mayflower was about 100 feet long from stem to stern and just 24 feet wide. In addition to its 102 passengers, the Mayflower carried a crew of 37 men—sailors, cooks, carpenters, surgeons and officers. The crew was housed in small cabins above the main deck, while the Pilgrims were consigned to the “gun deck” or “between decks,” a suffocating, windowless space between the main deck and the cargo hold below.

“These lower decks were very cramped, cold and wet, with low ceilings no more than five feet tall,” says Humphreys. “And all around you, people are getting seasick. It’s really not a very nice place to be.”

The passengers shared the gun deck with a 30-foot sailboat called a “shallop” that was stored below decks until their arrival in the New World. Between the masts, storage rooms and the shallop, the total available living space for 102 people measured only 58 feet by 24 feet. The passengers practically slept on top of each other, with families erecting small wooden dividers and hanging curtains for a semblance of privacy.

“The crew would occasionally let some of the passengers up

on deck to get some fresh air, but on the whole, the Pilgrims were treated like cargo," says Humphreys. "The crew were worried about people being swept overboard. The journey was difficult enough for seasoned sailors, nevermind novices like the Pilgrims."

### *Biscuits and Beer*

Mealtime on the *Mayflower* brought little to celebrate. The cooks would have run out of fresh food just days into the journey and instead relied on salted pork, dried fish and other preserved meats. Since regular bread would spoil too quickly, they servedhardtack biscuits, jaw-breaking bricks made from flour, water and salt.

"The beverage of choice for many of these old voyages was beer," says Humphreys, explaining that casks of fresh water tended to go "off" during long storage. "Even young children were given beer to drink."

Subsisting on small rations of salted meats and beer, the Pilgrims would have been malnourished, dehydrated, weak and susceptible to scurvy.

### *Stormy Weather and the 'Great Iron Screw'*

Bradford's short description in *Of Plymouth Plantation* of life aboard the *Mayflower* is the only surviving account of the crossing, but it includes enough harrowing details to understand how close the journey came to disaster.

After a month of relatively calm seas and smooth sailing, the *Mayflower* encountered the first of an unrelenting series

of North Atlantic storms that buffeted and battered the ship for weeks. The crew was forced on several occasions to lower the sails and let the *Mayflower* bob helplessly in the towering waves.

"They were encountered many times with cross winds and met with many fierce storms with which the ship was shroudly shaken, and her upper works made very leaky," wrote Bradford, "and one of the beams in the midships was bowed and cracked, which put them in some fear that the ship could not be able to perform the voyage."

"...There was a great iron screw the passengers brought out of Holland, which would raise the beam into his place," wrote Bradford, describing an object that was either the screw of a printing press or a large jack to raise the roof of a house. Either way, it worked.

Given the dangers of the journey and the rough conditions aboard the *Mayflower*, it was a miracle that only one person out of 102 perished on the 66-day voyage.

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