



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

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

**UPCOMING MEETING**

**Saturday, July 9th Board  
Only Meeting  
No August Meeting**

Board Meeting 10:30 am  
Seal Beach Yacht Club

**2022 Meeting Dates**

February 6, 2022 - Board meeting only via Zoom  
March 5, 2022 - Installation Dinner and Meeting  
(by invitation)  
April 9, 2022 - General Meeting, South Shore Yacht Club  
May, 2022 - no meeting  
June 11, 2022 - General Meeting SMWYC  
July 9, 2022 - Board meeting only SLBYC  
August 2022 - no meeting  
September 23-25, 2022 - Commodores' Cruise  
October 8, 2022 - General Meeting - Oldtimers Luncheon LBYC  
November 12, 2022 - General Meeting - Elections ALYC  
December 10, 2022 - Transitional Board meeting

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## From the Helm



**Anne Eubanks**  
Commodore  
SCYA

Now that Opening Days are behind us, I want to thank all the clubs for hosting such wonderful and memorable events. You outdid yourself this year and it felt we were finally getting back to a sense of normalcy. Thank you for your hospitality.

Our SCYA.events website has two new items posted on it which you don't want to miss. First, an article on SCYA and the 1932 Olympic Games. This is a must read and will make you proud to be a member club and a West coast sailor. The link to the article is

<https://www.scya.events/1932-olympics/>.

Secondly, on our scya.events home page there is a place for each club to download its digital history to our site. The history you download will be secure and be under a tab designated to your yacht club. I know Del Rey Yacht Club, Cal Yacht Club, Santa Barbara Yacht Club, and Balboa Yacht Club have recently digitized parts of their history. Let's get it posted to the SCYA.events website so in a 100 years future yacht club generations can see the accomplishments of their fore fathers without having to search multiple archives.

In this edition of the *Searchlight* there is a lot of great information provided by our SCYA committee chairs so make sure you review it. Of special interest to me was the new information on fire extinguishers and VHF radios. Be prepared!

I want to close by including an article from Korn Ferry with a question about a simple conundrum. As leaders, it is always an opportune time to ponder how we can lead more effectively.

From the Korn Ferry article, *It's About Time*:

"On the lighter side, let me pose a hypothetical question: We have a meeting scheduled for noon, but we need to move it

forward two hours. So, I ask you, what time is our new meeting? That's the question I brought to our team this week after I saw something similar on a TikTok video. After a dozen phone calls, the responses were evenly divided between 10 o'clock and 2 o'clock. But there were some notable exceptions. "It depends. You could interpret it both ways," Bob Rozek, our CFO and Chief Corporate Officer, told me.

An interesting give-and-take ensued when someone asked me the same question, but in different ways. To me, moving a noon meeting forward by two hours meant 2 p.m. Ironically, so did moving it back two hours. Only when another colleague asked, "So, what about moving the meeting up two hours," did I reply ... "10 o'clock."

Maybe Led Zeppelin's "Stairway to Heaven" was right all along: "... you know sometimes words have two meanings."  
" Seemingly simple, yet incredibly complex—this question reveals a deeper meaning, which everyone seems to be searching for these days.

Indeed, this basic question can lead to everything from Einstein's Theory of Relativity to the abstract nature of time. "Time is a dimension—just like space," Mark Arian, the global head of our Consulting business, quipped. "That means we can move forward in time and back in time. It's the marriage of quantum theory, neuroscience, and linguistics."

No matter how we process it—time is one of the most common words in the English language. We spend it, invest it, waste it, save it. And yet, it's so abstract we can only grasp time in

relation to something else—such as space, distance traveled, or the rising and setting of the sun. Add to that, religions and philosophies that embrace the infinite and timeless.

As Amelia Haynes in our Korn Ferry Institute, who focuses on neuroscience, discussed with me this week, we can process time in two ways.

The first is all about our psychology. People who internalize time tend to think of forward as moving toward something in their future. Those who externalize time—such as picturing the days of the week—usually interpret going forward as moving toward the present moment.

The second is steeped in sociology—cultural and linguistic contexts. There are traditions that honor ancestral history and others with social norms that are decidedly focused on tomorrow.

So, what are the leadership learnings from one simple question about rescheduling a meeting?

Provide clarity. Leaders must “paint the bright lines”—the left and right guiderails for actions of others throughout the organization. The leader sets the course and the destination, articulating the “intent”—the mission and the purpose. Then others must take it from there. Clarity is so important, in fact, our Korn Ferry Institute considers it to be one of “3 Cs of leadership” that people need to be successful—along with commitment and capability. As our firm’s analysis has found, together they exponentially improve performance.

Drop our biases. All humans have biases—conscious and unconscious, explicit and implicit. For example, when we first meet someone, it takes us about seven seconds to form an instant opinion—how likeable, competent, and trustworthy they are. It isn't fair, but it's reality—and it usually happens unconsciously.

It takes an open mind and a willingness to re-examine biases to overcome our assumptions—so we can provide clarity. We shift to a different lens—looking at things not from our own perspective, but as others see them.

Lead across the past, present, and future. Leaders need to be fluid across the entire time continuum. This brings to mind the advice of management expert Ken Blanchard who described leadership to me as being the “president of the present,” capable of clearly seeing today's reality—and also the “president of the future,” with a vision of where we are moving and why.

At the same time, leaders also need to be mindful of the past, to appreciate everything that led up to this point. But while it's natural to reminisce about history, we know we can't stay there. “Our relationship with time impacts our reality,” Margie Warrell, a PhD in human development who is part of our Consulting team, shared with me this week. Indeed, the ultimate challenge for each of us is to lead across all time dimensions—past, present, and future. I get it—it's easy to get too comfortable with what was, what is, or even what is to be. But the balance is found in all three.

It takes all of it to transport people on a journey, from one experience to another. From where they are individually ... to where we are together.

Indeed, only in time, can self-interest become shared interest."

I hope you enjoyed the perspective in this article.

Have a safe and happy July 4th weekend,

Anne Eubanks  
SCYA Commodore

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**FROM OUR HISTORY PRESERVATION CHAIR**



# New Chapter of SCYC History Now Available

## **UPDATES ON OUR WEBSITE'S HISTORY SECTION**

After a year in the making, we have been able to finally put on the SCYA history section of the website the most comprehensive piece regarding one of our founders, Owen Churchill. This work involves a collaborative effort between S/C Shawn Milligan and

military historians Eric Simmel and Phil Garn. Please check it out [HERE](#).

In other news - **Kathy St. Amant** and **Shawn Milligan** have just completed another 400 feet of 16 mm film transfer into 4K format bringing us to a total of 2000 feet of yachting film from 1931 to 1937. A YouTube account has been opened and we will now go through an editing process to start presenting our film archive our yachting world. I am also continuing my work with historians from the Avalon Tuna Club on their major project regarding the history of fishing.

*Submitted by Shawn Milligan SCYA History Preservation Chair*

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PRESS RELEASE



# LBYC Hosts Seawanhaka Cup

**Seawanhaka Corinthian Triumphs over Royal New Zealand to Bring the Seawanhaka Cup Home**

LONG BEACH, CA June 4, 2022 - After four days of racing, Seawanhaka Corinthian YC won the 2022 Seawanhaka International Challenge Cup 3-1 over Royal New Zealand YS to

bring the Cup home to Oyster Bay, NY. Weather patterns stayed consistent all week with overcast skies and light breeze to start finals day on Saturday. Four teams came to the starting line tied with one win apiece in the first-to-three semifinal round – Chicago YC, Royal Canadian YC, Royal New Zealand YS, and Seawanhaka Corinthian YC.

The Kiwis came out swinging and put up two points back-to-back, securing their spot in the finals over Peter Holz and the Chicago YC team. Team Seawanhaka did the same, winning two straight semifinal matches over Royal Canadian YC to end Stage 2 and move into the finals and petites. “The competition got stronger as the event progressed, and each team became more familiar with the boats,” said SCYC Commodore JP Blaise. “In the semis, the racing was tight and any one of the four teams could have come out on top.”

Stage 3 saw an increase in pressure with clouds breaking and white caps forming as wind speeds pushed to 10 knots from the southwest. The Royal Canadian YC swept the petite final over Chicago YC, making it onto the podium with a very respectable third place finish overall. This year marks RCYC’s fifth time competing for the Cup, and their first since 1971. They successfully challenged for the Cup in 1956 in Oyster Bay.

In the finals, Seawanhaka Corinthian YC put up a bullet in the first match, but Royal New Zealand YS answered with a win of their own in the next one. “It was satisfying to get at least one against the very well-polished Seawanhaka team,” said Harry Dodson, skipper for RNZYS. “We were happy to make it to the finals, and thanks to Long Beach YC for the great hospitality.”

SCYC went on to win the next two matches to wrap up the regatta and return the Cup to its home port after three long years. "We are thrilled to bring the Cup back to Seawanhaka YC after the loss to LBYC in 2019," said Poole. "Our Riptide crew worked well together on the Catalina 37s and constantly improved throughout each match and flight. I believe we sailed our best races in the finals."

Seawanhaka Corinthian YC Commodore JP Blaise also weighed in. "Even though we lost the cup in 2019, we were very happy that it would be defended and hosted by LBYC," said Commodore Blaise. "We consider Long Beach to be the match racing capital of the world. We are excited to be associated with the kind of match racing experience that LBYC brings." Poole also offered high praise for the host club. "PRO Wendy Corzine and the race committee did a great job setting fair courses in sometimes trying conditions," said Poole. "And of course, we always appreciate LBYC's tremendous hospitality, which is second to none!"

LBYC Commodore Jon Turigliatto shared his gratitude for the opportunity to host the regatta. "The Long Beach Yacht Club has been honored to be the stewards of the historic Seawanhaka Cup," said Commodore Turigliatto. "Many new acquaintances were forged this week, and we take great pride in the hospitality that our members provide to visiting sailors. Special recognition to regatta Chairman Cheri Busch, PRO Wendy Corzine, all of our volunteers, and our staff for a terrific event. Finally, congratulations to the Seawanhaka Corinthian YC team on a well-sailed regatta and for winning back the Cup. We look

forward to sending our team back to Oyster Bay for the next challenge.”



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**COMMITTEE REPORT - Kathy St. Amant Women's Boating Event Chair**

# 2022 Women's Boating Event

**SCYA WOMEN'S BOATING 3 DAY EVENT UPDATE  
September 16, 17 and 18, 2022**

PLEASE consider volunteering for one of the committees, email me or call me and we can figure out what interests you. I also need volunteers to help me with the logistics of event control with over 100 people.

Thank you all in advance, I hope to see you there!

Kathy St. Amant

2022 Rear Commodore, WBE Event Chair

SCYA [kathy@scya.events](mailto:kathy@scya.events)



US SAILING RACING



# Upcoming U.S. Sailing sponsored racing

## Summary of US Sailing Races 2022

### **Jun 2022 Rose Cup (Jun 15-19,**

**LBYC)** [https://www.ussailing.org/competition/awards-](https://www.ussailing.org/competition/awards-trophies/the-rose-cup/)

[trophies/the-rose-cup/](https://www.ussailing.org/competition/awards-trophies/the-rose-cup/) The Rose Cup started as an invitational youth match race event in 2010. It was founded by members of Balboa Yacht Club in Newport Beach, California and the Newport Balboa Sailing & Seamanship Association ("NBSSA"). Its mission is to assist in the promotion of youth match racing in the United States and improve the quality of US competitors in national and international competition.

### **US Youth Championships (Jun 23-26, Mission Bay Yacht**

**Club)** [https://www.ussailing.org/competition/championships/20](https://www.ussailing.org/competition/championships/2022-u-s-youth-championship/)

[22-u-s-youth-championship/](https://www.ussailing.org/competition/championships/2022-u-s-youth-championship/) Competitors must not reach their 20th birthday in the calendar year, and be eligible to compete per the Notice of Race.

### **US Multihull Championships Alter Trophy (Sail Newport, Newport RI Aug 25 -**

**28)** [https://www.ussailing.org/competition/championships/202](https://www.ussailing.org/competition/championships/2022)

[2-u-s-multihull-championship/](#) The U.S. Multihull Championship was conceived by the Multihull Council in the spring of 1985 as a service to multihull racing sailors. It is intended to determine a U.S. national multihull champion and is sailed annually in various types of multihulls. The perpetual trophy was presented and named the Alter Trophy in 1986 in honor of Hobie Alter, Sr. and his extraordinary promotion of one-design multihull sailing and racing programs. The U.S. Multihull Championship for the Hobie Alter Trophy has become one of the nation's major sailing championships, having featured world champions from numerous classes, Olympic medalists and several national champions from the multihull ranks. In 2004 the Trophy name was changed from "the Alter Cup" to "The Hobie Alter Cup". To maintain the integrity of the trophy, it will remain on display or in safe quarters at the National Governing Body of the sport – U.S. Sailing Association. The event is sailed in a different multihull class each year. 2022 Event will be sailed in F 18 Catamarans.

**Champion of Champions – Jack Brown Trophy (Oct 7-9, Shore Acres Yacht Club, Brick**

**NJ)** <https://www.ussailing.org/competition/championships/2022-championship-of-champions/>

Inaugurated in 1976, the Championship is named in honor of Jack Brown who was noted for his service as a judge, regatta organizer and member of US Sailing Committees. US Sailing selects up to nineteen competitors from nominees by their class associations who are current national or North American champions of their respective classes. Eligible are sailors who normally sail in the U.S., are members of US Sailing and are members of a club, class or association affiliated with US

Sailing. The championship is held in a different class each year, and boats are supplied, and if possible, shall be new and identical. Additionally, each year a guest helm is invited. Invited helms have included winner of the Rolex Yachtsman and Yachtswoman of the Year, Olympians, and other sailing luminaries. Classes in which the event has been held run the gamut from conventional to cutting edge and have included Y-Flyers, Snipes, Hobie Cats, J-24's, Sunfish and Etchells, to name just a few. To maintain the integrity of the trophy, it will remain on display at the National Governing Body of the sport.

**U.S. Sailing Association US Match Racing Championship  
Prince of Wales Bowl (Oct 7-9, Oakcliff Sailing Center,  
Oyster Bay,**

**NY) <https://www.ussailing.org/competition/championships/2022-u-s-match-racing-championship/>**

The Prince of Wales Bowl originated in 1931 as a gift from his Royal Highness, Prince Edward Albert, to the Royal Nova Scotia Yacht Squadron (RNSYS) for the purpose of promoting small boat sailing among junior yachtsmen. In the same year, RNSYS wrote a Deed of Gift and set regatta standards. Crew from both the United States and Canada competed annually for the Bowl from 1931 to 1937 on Lake Milo, Yarmouth, Nova Scotia under the direction of the RNSYS. During this time, the event was known as, Prince of Wales Junior International Sailing Series. In 1937 the Vineyard Haven Yacht Club (VHYC) won the regatta for the third time and, as dictated in the Deed, were permitted to retire the Bowl. In 1965, led by the efforts of Mr. Frank Jewett, Jr. and his fellow VHYC members, the POW Bowl was transferred to the Southern Massachusetts YRA with the clear intent of fostering Match Racing among the members of the SMYRA and, if

successful, on a national basis through the auspices of NAYRU. The first United States Championship was held in 1967, hosted by VHYC. It is the wish of the donor that every U.S. Sailor is given an equal opportunity to compete in this event and that US Sailing's United States Match Racing championship committee strive to innovate and improve the championship with thoughtful consideration for the traditions of the past.

**US Adult Sailing Championships – Clifford D. Mallory and SJ Peele Sportsman (RSA, Bay- Waveland YC, Bay St. Louis,**

**MS)** <https://www.ussailing.org/competition/championships/2022-u-s-adult-sailing-championship/>

Noted as US Sailings most coveted Adult Sailing Championships began as a men's event in 1952 and transitioned to an open event in 1993. The Mallory Trophy dates back to the Battle of the Nile in 1798 from the estate of Lord Nelson. Teams must be made of sailors from the representing Regional Sailing Associations. RSAs within US Sailing Association may submit their representative for selection. The 2022 event will be sailed in Viper 640.

***As a Regional Sailing Association, SCYA has designated the qualifying race for their entry selection to be the skipper of the highest placing finisher from an SCYA member club in the Viper 640 Pacific Coast Championship at Long Beach Yacht Club on June 24 - 26.***

**US Team Racing Championships – George R. Hinman Trophy (Nov 4-6, Norfolk Yacht & Country Club, Norfolk, VA)** <https://www.ussailing.org/competition/championships/2022-us-team-racing-championships/>

### 2-u-s-team-racing-championship/

The U.S. Team Racing Championship is raced in three-boat/six-person teams. US Sailing's first national team racing championship, it was held in 1981. It grew out of a regatta initiated by *Sailing World* magazine and was so successful that it was adopted by US Sailing and became known as the U.S. Team Racing Championship for the George R. Hinman Trophy. The trophy was donated in recognition of George R. Hinman's many years of service and contributions to yachting. He was a member of the crew that won the second championship for the Sears Cup, a top ranking sailor in the International One-Design Class and for many years in the forefront of Long Island Sound frostbite dinghy racing. He sailed many ocean races and took part in the America's Cup in various capacities as helmsman, syndicate manager and chairman of the America's Cup (selection) Committee. A former President of NAYRU (now US Sailing), he also was a Vice President of the International Yacht Racing Union (now ISAF). Up to 30 teams but no less than 24 will be selected by the U.S. Team Racing Championship Committee from team resumes and applications. Non-US teams may be invited to compete.

### **US Junior Women's Singlehanded Championships – Glagett Trophy (Jul 21-24,**

**CYC) <https://www.ussailing.org/competition/championships/2022-u-s-junior-womens-singlehandedchampionship/>**

In 1980, C. Thomas Clagett, Jr., donated a perpetual trophy in the memory of his wife, Nancy Leiter Clagett. Nancy was an exceptional sailor and a tough competitor who displayed her sportsmanship qualities in everything she did throughout her life. In 1995 Tom started the companion regatta to this event,

U.S. Doublehanded Championship sailed for the Ida Lewis Trophy, currently known as the U.S. Junior Women's Doublehanded Championship. The family continues Tom's dedication and commitment to Junior Women's sailing through C. Thomas Clagett Trust sponsorship of this clinic and regatta. This support is intended to encourage young American women to enhance their sailing ability, with emphasis on sportsmanship, by providing the opportunity to compete in national-level competition with guidance from high-level coaching.

**US Women's Match Racing Championships – Allegra Knapp Mertz Trophy (Aug 19-22, Seawanhaka Corinthian Yacht Club, Oyster Bay,**

**NY) <https://www.ussailing.org/competition/championships/2022-u-s-womens-match-racing-championship/>**

Founded in 1974, the U.S. Women's Open Championship served the interest of female sailors who wished to compete against other women at the national level in double and singlehanded boats. The regattas were organized along traditional one design racing lines where boat preparation is a factor, and no eliminations were required. A boardsailing championship was added in 1981. A one-day clinic typically preceded the three-day championship regatta. The Adams Memorial Trophy for doublehanded sailing was presented by Mrs. Henry (Adams) Morgan, and the Committee presented the Mertz Trophy for singlehanded sailing to honor Allegra Knapp Mertz as a four-time winner of the U.S. Women's National Championship and many years of service as Chairperson of the Women's Championship Committee. In 2000, a motion to change the event from fleet racing to match racing was passed. The first

U.S. Women's Match Racing Championship was held at Southern Yacht Club, November 11 – 14, 2002. The Mertz Trophy is awarded to the winner and the Adams Memorial to the runnerup.

### **The Chubb U.S. Junior Championship**

<https://www.ussailing.org/competition/championships/2022-chubb-u-s-junior-championships/>

The Chubb U.S. Junior Championship is U.S. Sailing's National Championship for junior sailors, aged 13-18. The Championship is comprised of three fleets: singlehanded, doublehanded 7 and triplehanded. The National Championship is typically held in early August, at a rotating venue, and Area Championship Qualifiers are held earlier in the year, typically in June and July.

Championship Facts • Type of Event: Ladder Qualification • Fleets: Singlehanded, Doublehanded, Triplehanded. Competitors must have reached their 13th birthday but not their 19th in calendar year, and be eligible to compete per the Notice of Race. The singlehanded fleet (Smythe Trophy) is typically raced in ILCA 6 and doublehanded (Bemis Trophy) in Club 420s. The type of boat the triplehanded fleet (Sears Trophy) is held in varies based on the availability of boats at the host club each year. The Sears fleet at the 2022 National Championship will be raced in the VX One. Qualification Junior sailors competing at the National Championship have qualified to represent their Area at their respective Area's Qualifier. Each of the 11 Areas recognized by US Sailing send two teams to the National Championship for the single and doublehanded fleets. One team per Area qualifies to represent their region at the National Championship in the triplehanded fleet, competing for the Sears Trophy. Area Qualifiers are great events for Junior Sailors to

compete against the best sailors in their region without having to travel too far.

*Submitted by SCYA Lee Coller*

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# U.S. Coast Guard Revisions

## **Fire Extinguisher Rules Changing**

As of April 20, the USCG enacted a regulation allowing them enforce fire extinguishers having a 12-year expiration date from the date of manufacture. Additionally, while the new regulation does not change the type, quantity, or requirement for Coast Guard-approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels — depending on the boat's model year.

Vessels on the water today that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated "B-I" or "B-II" disposable extinguishers. However, when they are no longer serviceable or have reached 12 years of age since manufacture, they must be replaced with newer class "5-B" or greater extinguishers. Boats less than 26 feet and 2018 model year or newer must carry unexpired "5-B," "10-B" or "20-B" fire extinguishers. Having older "B-I" and "B-II" types do not meet the new carriage requirements. More information can be found [HERE](#).

## Upcoming New VHF Rules

DSC Calls from VHF Radios that DO NOT have a registered MMSI Entered and DO NOT have an integral GPS or connected to a GPS locator a. USCG, because they cannot identify the location or vessel will cancel the DSC Distress Call. IF it is not cancelled, it will continue to retransmit the DSC Distress Call every 4 minutes.

There is a possibility with Rescue 21 to triangulate on the signal IF the signal has adequate power AND the radio continues to transmit long enough to acquire the location. USCG will make best efforts to locate but will cancel if location is not possible.

The percentage of radios that do not have a registered MMSI and where the DSC button is activated is equal to number of false activations by EPIRBs. This represents a significant allocation of resources of the USCG to locate a radio, but identification would be impossible due to lack of registry of the MMSI.

In the interim, VHF handhelds used in the United States should use the MMSI assigned to the ship to which the handheld is primarily associated, even if another radio on that ship uses the same MMSI. Non-commercial users of VHF handhelds not primarily associated with any single ship may use an MMSI provided by an organization such as BOAT US and U.S. Power Squadron (see above). VHF handhelds should not be used ashore absent FCC or NTIA authorization allowing such use." The reason for the review and update is related to: - The ability

(or lack thereof) to reprogram the MMSI number - Use of VHF handhelds which has substantially increased in recent years due to features including DSC, GPS, AIS integration and AIS MOB signaling. Currently, VHF Radios are like EPIRBS and are registered to a vessel . . . not an individual. That may change soon.

USCG is pushing to have ALL EPIRBS, PLB's, AIS (devices including MOB) and DSC VHF Radios to be PROPERLY Registered PRIOR to Activation and Use. Meaning, you will not be able to use the device IF it is not properly registered (Satellite 406) and/or having the MMSI issued and entered into the device (DSC or AIS). What this would mean is that the RED DSC button on the VHF, auto activation of a personal MOB/AIS device or the Activation Button on the EPIRB or PLB would NOT be functional until the registration is completed with FCC, Boat US or US Power Squadron (VHF) OR NOAA (Satellite 406).

USCG is aware of the SEND devices, but DO NOT currently have the ability to receive and accept "Text" Messages. Send Devices like AIS provide an ALERT but NOT an OFFICIAL Distress Signal. To become a Distress Signal, it must be properly called into the USCG OR Transmitted to a RCC (Rescue Command Center) with Location, who is in distress and preferably what is the distress.

Distress Signals are transmitted on VHF Channel 16, 70, on the 406 system and by air 121.5 . . . or called in by Phone AIS ONLY provides Location . . . Which is AN ALERT and NOT A Distress Signal PER USCG

Satellite phones, Satellite Hotspots (Iridium Go), and Send

Devices with “Distress Buttons” DO NOT report directly to the Rescue Command Center and is therefore NOT part of the GMDSS. There are third party companies that will receive the Alert from those devices and transmit a proper Distress Signal to the appropriate SAR. Though this is an effect means of making a distress call and may be integrated into GMDSS multifunctional systems on larger vessels . . . it does not replace but does augment the emergency communication systems required by GMDSS.

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## SCYA ADAPTIVE BOATING UPDATE



# Community Update

## **Adaptive Boating in our Communities**

Submitted by Peter Phillips, Adaptive Boating Chair

Adaptive Boating Committee Committee Description: To recommend to member clubs, existing resources and best practices to facilitate people, with reduced physical abilities, to get out on the water.

### SCYA Member Clubs Updates

- Silvergate Yacht Club – For over 60 years the SYC has

hosted over 300 disabled participants to lunch and a cruise on the bay. Over 100 Marines and over 300 yacht club members from clubs around San Diego volunteer their time and their boats to take these people, mostly wheelchair bound, for a day out on the San Diego Bay.

- Coronado Yacht Club – Kyle McArthur Memorial Regatta (KMAC) April 29 – May 1st CorYC hosted the 8th annual KMAC regatta. The regatta included three classes with seven Martin 16's in two classes, 3 Hansa 303's and 3 Harbor 20's. Practice was held Friday, 4/29 with racing all afternoon on Saturday and Sunday. A fundraiser was held Saturday night benefitting Challenged Sailors San Diego and the KMAC Foundation. Three organizations participated including Bay Area Assoc. of Disabled Sailors (from San Francisco Bay), Challenged Sailors San Diego and the KMAC Foundation. All donations and sponsorships support adaptive sailing program for kids, adults, and veterans with disabilities.
- Point Loma Yacht Club – Bob Kearns Memorial Regatta – May 14 – PLYC hosted the Bob Kearns Memorial Regatta and included sailors from Challenged Sailors San Diego and the Paralyzed Veterans of America.

What's your club up to? Or Planning for 2022? Get in touch with Peter Phillips (me) and let me know! Email: [bluepeter2020@outlook.com](mailto:bluepeter2020@outlook.com), cell 619-340-9555.

**Adaptive Boating Advocacy Issue:** Marina Park, Newport Beach, Public Dock, Handicapped access, and Boating Accessibility Human Transfer Lift

As previously reported in my monthly reports, multiple

organizations have advocated for the installation of a Human Lift for boaters in Newport Beach, especially California Inclusive Sailing, over the past two years. May 12 was a momentous day in the Newport Beach community. They celebrated the installation of a state of the art transfer lift at Marina Park, their community sail center in Newport Beach. With Mayor Kevin Muldoon attending, they cut the ribbon and applauded the effort of so many to make this amazing facility fully compliant with ADA requirements. The *OC Register*, the *Daily Pilot*, *Spectrum News*, *Stu News* and *The Log* all wrote an article about this incredible day. It just shows that dreams come true and to never stop advocating.

The city of Newport Beach is exploring the development of an adaptive boating program. Because of this new transfer lift, more people with disabilities, including veterans, can be included to the wonderful sport we love so much.

### **Adaptive Boating Organizations**

San Diego Mission Bay Boat and Ski Club <https://sdmbbbsc.org/>

- SDMBBSC holds a Blind Ski Clinic – SDMBBSC teaches sightless children and adults to water ski several times a year during the summer months at Hidden Anchorage located on Fiesta Island. The Blind Ski program gives the participants self-assurance and knowledge they can participate in other activities.
- June 25th - Blind ski clinic will be held. California Inclusive Sailing – Newport Beach (CIS-NB) <https://www.facebook.com/California-Inclusive-Sailing-Newport-Beach-2148974655393071>. Christian Buhl leads this not-for-profit with a 16' RS Venture, named 4U, that sails every

week in Newport Beach. With the goal of starting an Inclusive Sailing program at Lido YC, CIS donated a 16' RS Venture to the Junior program. With the right team, the right tools and at the right time, a small grass roots volunteer organization like CIS can collaborate with yacht clubs and help to create meaningful inclusive programs.

**U.S. Patriot Sailing (USPS)** <https://www.uspatriotsailing.org/>  
US Patriot Sailing, a national organization with a San Diego chapter, supports our Veteran community by welcoming our fellow Veterans back onto a winning TEAM - offering camaraderie, mission accomplishment, and new dynamic experiences - they foster supportive and understanding veteran communities, ready to help Teammates navigate the hardships of transition, rehabilitation after injury, and the complex life challenges associated with combat deployments.

**Team River Runner San Diego (TRRSD)** is one of about 65 chapters of TRR National that provides opportunities for Veterans and Active-Duty soldiers to find health, healing, community purpose, and new challenges through paddle sports. Some of their activities include monthly flat-water paddles on Mission Bay both for patients at Balboa Medical Center as part of their recovery program and for local Veterans dealing with any of the injuries that occurred while they were in a theater of war or afterward. They can bring family and friends, and participants seeking the therapeutic benefits of paddling do not have to be a veteran.

Getting military service members on the water can provide physical, mental, and emotional therapy for a variety of injuries

and illness. Sailing is an outlet to cope with the long-term effects of PTSD, brain injury, amputation, paralysis, and nerve damage...plus it's really fun way for our warrior sailors to express their most natural abilities: teamwork and competitive drive.

## **Adaptive Freedom Foundation**

**(AFF)** <https://www.adaptivefreedomfoundation.org/> AFF's California chapter coordinates activities out of Huntington Beach. It is dedicated to offering open water experiences for people with disabilities. Adaptive Freedom Foundation adapts oceanic activity promoting accessibility and inclusion. They float people in wheelchairs in water in their WASUP's (Wheelchair Adapted Stand Up Paddleboards), on a paddleboard, on the water. June 19th they'll hold a Father's Day paddle at Marina Park.

### **Blind Ski Clinic Program**

The Blind Ski Program provides sight impaired children and adults with the opportunity of hands-on instruction and interaction of water sports presented by Members of the SDMBB&SC and our Ski Teams.

We align the Blind Ski Program with such institutes as The Braille Institute, Blind Community Center, and the San Diego Center for the Blind.

If you'd like to learn more about volunteering with the Blind Ski Program, contact Ron George at 858-279-7384, [rgw@scsdc.org](mailto:rgw@scsdc.org).



SCYA INCLUSIVE BOATING COMMITTEE UPDATE

# Upcoming Membership Seminar



## Upcoming Seminar

Join us for a different kind of Membership Seminar  
Become the Anchor in Your Harbor

Topics include:

Advocacy

Philanthropy Outreach

Adaptive Boating (ADA)

Inclusive Boating (DEI)

\$35 a person, including lunch

10 AM to 2 PM

Saturday, July 16, 2022

211 West 22nd Street, San Pedro, CA 90731

Cabrillo Beach Yacht Club

to Register [CLICK HERE](#)

## **INCLUSIVE BOATING:**

Our overall goal is to encourage and support member yachting organizations in providing an inviting and inclusive environment where everyone feels welcome and has access to all levels of

club activities. Come and hear from sailors - and receive a hands-on guide that will be adaptable to any yacht club. By the end of the session, clubs will know how to design an outreach action plan that will produce successful results.

**ADAPTIVE BOATING:**

The charter of the SCYA Adaptive Boating Committee is to facilitate and enable people to get out on the water whether is is on a boat that sails, is motorized, or is paddled or rowed; to get as many people as possible involved in water sports that want to get out on the water and who would otherwise not have the opportunity due to their reduced physical abilities and/or the lack of accessibility.

**PHILANTHROPY OUTREACH:**

The SCYA Philanthropy Outreach program chair will show two short videos depicting one yacht club's successful community outreach program which began over 20 years ago. The participants at the meeting will also be given an explanation of how to establish a non-profit community outreach entity with IRS 501c3 status.

**ADVOCACY:**

How well do you know your local public servants? Would you know who to call to discuss advocacy issues? We'll provide you with a template to set up your own game plan.

Submitted by Marie Rogers

**100**  
A CENTURY OF SERVICE  
1921-2021

# Community Outreach & Advocacy

**Become the Anchor in Your Harbor**

Join us for a different kind of Membership Seminar at Cabrillo Beach Yacht Club!

**\$35**  
/Person including lunch

**Topics Include**

- ✓ Inclusive Boating (DEI)
- ✓ Adaptive Boating (ADA)
- ✓ Philanthropy Outreach
- ✓ Advocacy

**Date/Time**  
Saturday  
July 16th, 2022  
10am-2pm

**Where**  
Cabrillo Beach Yacht Club  
211 West 22nd Street  
San Pedro, CA 90731

**Contact Us** Sylvia Wheeler service@scya.org www.scya.org

FROM CALIFORNIA COASTAL COMMISSION



# New Podcast Launched

## **Introducing "DOCKSIDE"**

DOCKSIDE is a new education and outreach project the CCC is developing with the San Francisco Estuary Partnership and the Boating Safety Unit. It is partially funded by the Division of Boating and Waterways Clean Vessel Act Education Program and the Federal Clean Vessel Grant Act Program.

The Podcast goal will be to showcase several topics to promote clean and safe boating practices. The first episode "Meet your Local Harbor Master", interviews three harbormasters (from Marina del Rey, Bay Area and Delta) and talks about what it takes to manage a successful marina in California. Click [HERE](#) to listen to Episode 1.

The second episode "Caring About Oil Spills: What You Need to Know" launched on April 27th and is available [HERE](#). This episode interviews Bob Chedsey, Oil Spill Prevention Specialist at the CA Dept. of Fish and Wildlife Office of Spill Prevention and Response. Discussions include the recent Orange County spill in Huntington Beach, and some important information about oil spills in our state plus tips on what to do if people witness an oil spill.

The latest installment "Rescue Stories from Lifeguards" is now available [HERE](#). During this episode, Mike Martino, Retired CA

State Parks Aquatic Safety Chief and Mike Brouard, Retired CA State Parks Lifeguard Chief, will recount their most memorable and dangerous boat rescues, the impacts the accidents had on the environment and what boat operators can do to help prevent future accidents.

Please take some time to listen to these and future episodes and share it with other Yacht Club members.

*This podcast is also available in all the following streaming platforms Spotify, Apple podcast, iHeartRadio, Amazon music, and Pandora.*



**Mike Brusard**  
Retired Lifeguard Chief

**Mike Martino**  
Retired Lifeguard Chief

### *Episode 3: Rescue Stories from Lifeguard Heroes*



San Francisco  
ESTUARY  
PARTNERSHIP



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FROM CA DEPT OF FISH AND WILDLIFE



# New Recreational Grunion Regs Starting June 1

The California Department of Fish and Wildlife would like to inform all who fish for or collect California grunion (*Leuresthes tenuis*) that the California Fish and Game Commission has recently adopted new grunion sport fishing regulations.

Starting June 1, 2022 the seasonal no-take closure for grunion will run from April 1 through June 30. Previously, the closure was in effect from April 1 through May 31. Grunion hunters may now collect grunion from July 1 through March 31 only.

Additionally, a new daily bag and possession limit of 30 grunion per person during the open season will be in effect when the season reopens on July 1.

Grunion are a unique California icon. Generations of Californians have watched spawning grunion beach

themselves after the nighttime high tide following a new or full moon. Grunion “surf” the waves onto the beach where females dig over half their body length into the sand and release eggs, and males curl around them to fertilize the eggs. Grunion may be out of water for 30 seconds or longer – sometimes for up to 2 minutes – before flopping their way back into the ocean. Grunion will spawn multiple times during the season and these new regulations are aimed at giving them more uninterrupted opportunities to spawn.

Grunion are not just important for fishing; they play a key role in the marine ecosystem as food for countless other marine species. Unfortunately, the past decade has seen a decline in the grunion population. There is no sole cause for this decline, but some of the reasons may include: pollution, habitat loss, beach grooming, harvesting, global warming, and sea level rise.

The California Department of Fish and Wildlife is counting on grunion hunters to follow the new regulations to reduce the amount of grunion they take, which will help sustain the population and ensure that this unique species thrives. If you see anyone who is not following the new regulations, please report them to CalTIP (Californians Turn in Poachers and Polluters) at 1-888-334-2258.

California grunion facts, a schedule of expected runs, and current regulations can be found on the California Department of Fish and Wildlife’s grunion [web page](#). During the open season, a California fishing license is required for persons 16 years and older, and grunion may be taken by

hand only. No appliances of any kind may be used to take grunion, and no holes may be dug in the beach to entrap them.

post on [\*Marine Management News\*](#) by Armand Barilotti, CDFW Environmental Scientist

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SCYA RADIO COMMUNICATIONS REPORT



# Boaters Net

**The "Boaters Net,"  
a new resource for SCYA Ham Radio Operators:**

The purpose of the Boaters Net is to provide information to mariners who are ham radio operators and to facilitate communication between boaters, friends, and family.

All amateur radio operators are welcome to check in. Priority will be given to those underway, making way, at anchor, or tied up at the marina. Those ashore can be of great assistance. Wind, cloud types, visibility, sea surface, and other reports from shore side locations are a great example. We encourage all to report critter sightings on the water, in

the air, and on shore.

The net takes place each Saturday at 8:00 am Access to this net is through the Papa System without cost and UHF repeaters can be found at <https://papasys.com/papa-repeaters/>

Members of SCYA member clubs are encouraged to check in and contribute thoughts or information to the participants of the net.

Questions can be directed to S/C Paul Artof – WB6JSG 818-802-9776

Additional Boaters Net information will be presented in a future edition of *Searchlight*.

Submitted by Richard Townsend, Chair SCYA Radio Communications Committee

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#### **SCYA Contact Information**

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Visit us on SCYA Website - <https://SCYA.org/>

Follow SCYA on [FACEBOOK](#)

Learn about our 100 year heritage at [SCYA.events.org](https://SCYA.events.org)

Updates on SCYA's Midwinter Regatta [SCYAmidwinterregatta.org](https://SCYAmidwinterregatta.org)

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