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*November 2025*

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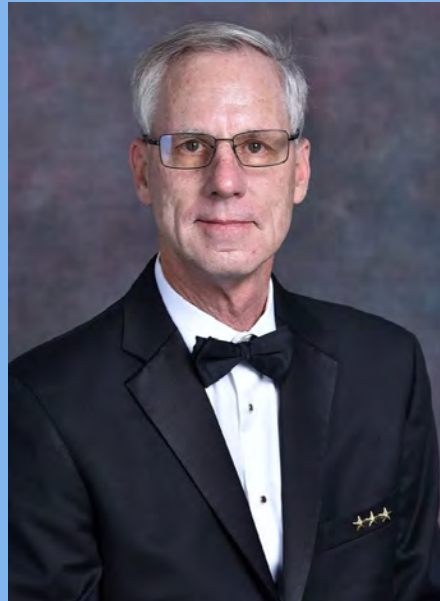
# From the Helm

## Commodore's Report

**Lee Coller**

2025 SCYA Commodore

[commodore@scya.org](mailto:commodore@scya.org)



This is my last article in the Searchlight as Commodore. It's been a great year, looking at the past events, the 2025 Midwinters, the Rear Commodore's Seminar, the Medical Emergencies Afloat seminar, the Safety at Sea Seminar, the Commodores' Cruise were all a success. It's been fun and it has been a lot of work.

As has been mentioned previously, our current Service Administrator, Kim Bergeron is leaving us. The last couple of weeks we've been working on training a new Administrator, Mary Crandall Plasencia. Mary lives aboard her boat with her husband, Pablo on a mooring in Catalina Harbor, but spends a lot of time in Long Beach. Please welcome her.

On November 22nd we said goodbye to Staff Commodore Jerry Martin (2003). Jerry was a good friend of mine, having first met him shortly after I joined King Harbor Yacht Club in

2005. His commitment to yacht clubs (he was a member of several) as well as his love of racing was immediately apparent. I was especially impressed with his knowledge of sailing rules. At his celebration of life, we had many current and past SCYA officers present in addition to representatives from many yacht clubs throughout Southern California. Jerry will be sorely missed.



(L-R - Back Row: Past Service Administrator Sylvia Wheeler, Tommy Wheeler, Past Director Mikell Becker, Secretary Lorraine Coller, Commodore Lee Coller, Mike Tatich, S/C Tom Kennedy, S/C Mark Hansen. Middle Row: S/C Gary Green, V/C Jodi Masters-Gonzales, S/C Jon Reynolds, S/C Shawn Milligan. Front Row: Director Marie Rogers, R/C Elena Yuasa, Director Rosalie Davis-Green, S/C Rick Dinon, H/C Marlyn Dinon, Deborah Hansen, Judge Advocate Kimberley Milligan, H/C Tamara Tatich, Sydne Kennedy, Karen Reynolds, H/C Norie Martin, Past Secretary Kathy Smith.)

I'd like to thank my fellow bridge officers, board, and committee chairs for their work throughout the year.

Thank you for the opportunity to serve you as Commodore. I look forward to what our incoming Commodore Jodi Masters-

Gonzales is going to accomplish next year.

**Lee Coller**

2025 SCYA Commodore

[commodore@scya.org](mailto:commodore@scya.org)



# From the Bridge

## V/C Report

### **Jodi Masters-Gonzales**

2025 SCYA Vice Commodore

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In this busy time of wrapping-up 2025 and gearing-up for 2026, I want to take a moment to acknowledge the hard work and dedication of hundreds of volunteers within our member organizations throughout our region. While a few have high visibility in more formal leadership roles, most spend hours behind the scenes making sure events and projects go off without a hitch. You ensure we all have a

great time, while receiving value for the investment of money we spend in the community. You are the special sauce and none of what we collectively accomplish each year would be possible without you! **THANK YOU!**

At SCYA, 2025 was a year in keeping with our traditional events and providing support, resources to our member clubs, while planning for the year ahead. With the help of our Service Administrator, we sent out dozens of Spotlights to support local clubs, regional non-profit organizations, and events of all kinds. We created a new Corinthian Leadership Seminar on request of one of our clubs that was open to all and well attended. We held several Commodore Roundtables on topics of interest, including those related to attracting, growing and retaining membership.

A commitment I made when joining the SCYA Board of Directors was to ensure we take in feedback from you whenever possible and incorporate that feedback into what comes next.

In 2026 we are bringing back the beloved **Women's Conference**, which Gail Hine created and led for more than three decades. A survey went out to align the conference sessions with current preferences of the community. We received 110 responses, which has steered topics, including two new tracks: Race Committee, instructed by Wendy Corzine (certified regional PRO and incoming R/C at LBYC) and Advanced Sailing Leadership, instructed by Alli Bell (incoming Commodore at SDYC and TPYC). We are grateful to our co-hosts, National Women's Sailing Association

(NWSA) and Long Beach Women's Sailing Association (LBWSA), along with leadership from LBYC, other local WSAs and last but not least, Gail Hine, who have joined forces with SCYA to ensure the 2026 conference is a success for years to come. **SAVE THE DATE! March 20-22, 2026 (registration will open mid-December.)**



Our **96th Annual Midwinter Regatta** (MWR) event calendar is emerging. If your club is planning on hosting a MWR event and you have not sent me your dates, please do so ASAP. We need to get your event into the system and race-related documents sent to you. If you have a flyer for your event, please also send it in! We will help promote your event to the broader community and include it in the 2026 SCYA Yearbook for posterity!

In 2026, we will have updated **Club of the Year** (COY) criteria. The committee is meeting next week, so if you have suggestions please send them to me in the next few days.

The new criteria will be disseminated mid-December. We encourage all clubs to consider working toward COY—it's a wonderful way to celebrate and memorialize the hard work of your club's volunteers and leadership.

Each year SCYA collects the information of each club's key leadership and appointed positions. We anticipate this electronic data collection form to go out by December 15th and it will be due by December 31st. I ask that you please complete this form when you receive it in a timely manner—we will need to send out invitations for the **2026 R/C Seminar which is scheduled for Saturday, February 7th (please have your incoming R/Cs save the date)**, as well as to compile the 2026 SCYA Yearbook. Getting your form in by the due date also ensures your club receives COY points!

At the February 2026 SCYA meeting I will be giving an orientation to SCYA, our strategic plans for 2026 and going over how member organizations can leverage SCYA to support the club's goals for the year. This meeting will be open to all club members interested in learning more about SCYA and key leadership are encouraged to attend—especially Bridge and Delegates. If there is one general meeting you won't want to miss, it will be this one!

Also happening February, is the **SCYA Rear Commodore Seminar**. Please encourage your incoming 2026 R/Cs to attend! If your club does not have a R/C, equivalent roles are also welcome to attend. It will be at Seal Beach Yacht Club on the 7th from 9am to 3pm. Incoming SCYA R/C Herbert Brown will be leading the seminar—it is shaping up to be fun and

informative!

Finally, I am honored to have been elected SCYA Commodore for 2026. Thank you for your vote of confidence. I am committed to do my best at the helm and my door is always open for questions and suggestions—just reach out. To all of the Staff Commodores, volunteers, community and our 2025 Bridge and Board of Directors who have been amazing team members and mentors—THANK YOU. **Please join us at the SCYA Installation and Awards Dinner on Sunday, January 18th at Los Angeles Yacht Club** for an evening of celebration and camaraderie! It takes a village and the invitation is open to all SCYA club members and affiliated organizations and their guests.

Much aloha and mahalo 🌺

**Jodi Masters-Gonzales**

2025 SCYA Vice Commodore

[vicecommodore@scya.org](mailto:vicecommodore@scya.org)





# From the Bridge

## **R/C Report**

### **Elena Yuasa**

2025 SCYA Rear Commodore

[rearcommodore@scya.org](mailto:rearcommodore@scya.org)

### **A Year of Growth, Gratitude, and Great Sailing: A Celebration from Your SCYA Rear Commodore**

As your SCYA Rear Commodore, 2025 has been an extraordinary year. Looking back, I am filled with gratitude, pride, and excitement for all we accomplished together. What made this year unforgettable wasn't just the work it was the spirit of collaboration, camaraderie, and joy that infused every event, every meeting, and every shared moment across our member clubs.

### **A Powerful Start: Club of the Year & Leadership Seminars**

We launched 2025 with incredible energy. Our Club of the Year Seminar, led by **Sylvia and Tommy Wheeler**, set the tone for collaboration and success. One week later, Seal Beach Yacht Club hosted 47 enthusiastic leaders for the Rear Commodore Seminar, **“Rear Commodore Compass: Setting Sail for Success.”** The room buzzed with ideas, connections, and excitement, and sharing that stage with our leadership team was a moment I will always cherish.



### **Charting New Waters: Race Management Progress**

Under Chair **Judi Glover**, the Race Management Committee achieved milestones that will benefit SCYA for years. From early meetings at the Navy Yacht Club to cross-association coordination, teamwork was inspiring. Collaborating with Harbor Associations Chair **Rosalie David-Green** and Vice Commodore **Jodi Masters-Gonzales** during our October 20th Zoom session highlighted the power of partnership. Together, we prepared a clear, accessible 2026 race calendar—an achievement worth celebrating.

### **Growing Skills & Confidence: Radio Communications Excellence**

Charles Pascal, our Radio Communications Chair, enriched members with essential tools and training. His guide, **“Unlock the World of Amateur Radio,”** and the

upcoming March 1 licensing course sparked curiosity, confidence, and excitement, demonstrating SCYA's commitment to learning, safety, and member growth.

### **Honoring Our Traditions: Opening Days & Old Timers**

Representing SCYA at Opening Days was a joy, reminding us of the depth and pride of our traditions. The Old Timers Luncheon at King Harbor Yacht Club, led by **Sally Cohen**, was filled with laughter, creative stories, and heartfelt awards honoring members who shaped SCYA. KHYC's hospitality and the spirit in that room created memories we'll all treasure.



### **Building Strength from Within: Committees & History**

This year, SCYA improved its internal structure. Under Policy and Procedure Chair, **H/C Lorraine Coller**, our committee charters became clearer and fostered teamwork: biweekly leadership meetings gained momentum and promoted unity across initiatives.

My archival research, including discoveries at the UCI Library,

preserved long-lost pieces of SCYA history. Special recognition goes to Historian **Shawn Milligan**, whose article on SCYA's role in the 1932 Los Angeles Olympic Games added remarkable depth to our shared story.

### **Membership: A Celebration of People**

Membership is the heart of SCYA. Collecting inspirational stories from clubs on leadership, philanthropy, recruitment, and community was a highlight of my year. These stories will guide new membership seminars in 2026 and strengthen connections across our organization.



### **Moments of Pure Joy: Community & Camaraderie**

From the Harbor Associations Awards to the Commodores' Cruise, complete with costumes, mini golf, and laughter, this year reminded us that SCYA thrives when we come together. We celebrate, support, and learn as a true Corinthian family.



## Thank You!

To every member, volunteer, committee chair, and club leader: thank you. Your passion, teamwork, and dedication shaped every milestone and memory this year.

I look forward to continuing this journey with you, honoring our traditions, uplifting our clubs, and embracing a bright and promising 2026. Together, we will continue building SCYA's future.

## Elena Yuasa

2025 SCYA Rear Commodore  
[rearcommodore@scya.org](mailto:rearcommodore@scya.org)

PORT CAPTAIN

# Upcoming Events



**December 13, 2025**

SCYA Board Only-Transition Meeting  
Oceanside Yacht Club

**January 18, 2026**

SCYA Installation and Awards Ceremony  
Los Angeles Yacht Club

**[REGISTER HERE](#)**



*Southern California Yachting Association*

cordially invites you and a guest to attend the

*2026 Installation and Awards Ceremony*

**Sunday, January 18, 2026**

**No Host Cocktails at 5:00 pm**

**Dinner/Awards/Dancing at 6:00 pm**

**Entertainment: Brent George Live**

**Los Angeles Yacht Club**

245 Whalers Walk

San Pedro, CA 90731

\$125.00 Per Person

Cocktail Attire/Black Tie Optional

Limited Seating

Invitation Non-Transferable

No Walk-ins

Please RSVP at <https://scya.org/event/2026-scya-awards-dinner-installation/>

For more information, please contact SCYA Service Center

phone: 562-433-7426 or email: [service@scya.org](mailto:service@scya.org)

**SCYA**

*Rear Commodore Seminar*

Saturday, February 7, 2026

**Seal Beach Yacht Club**

255 N. Marina Drive, Long Beach, CA 90277

**\$45.00 per person**

**9:00AM - 3PM**

9:00 Social – Coffee and pastries

9:30AM – 3:00P Seminar

**Light Pastries and Lunch Included**

Water, Coffee & Tea included

No Host Bar

**Register no later than February 2, 2026 by 4 PM!**

**SAVE THE DATES!**

**February 21-22, February 28-March 1, 2026**

96th Annual SCYA Midwinter Regatta

Submit your race events to [vicecommodore@scya.org](mailto:vicecommodore@scya.org)

<https://www.scyamidwinterregatta.org>

**March 20-22, 2026**

2026 NWSA/SCYA Women's Conference

Co-Hosted with National Women's Sailing Association (NWSA)

Hosted at Long Beach Yacht Club

Questions? Reach out to [vicecommodore@scya.org](mailto:vicecommodore@scya.org)

**Registration opening mid-December**

SCYA RECRUITMENT NOTICE

# Welcome Our New Service Administrator



As has been announced, our current Service Administrator, Kim Bergeron is leaving us at the end of this month. Mary Crandall Plasencia is now filling this position. We are excited as to what she can bring to SCYA.

Since her youth, Mary has been part of the boating community in Southern California. Her father taught her to sail their Cal-25 out of Alamos Bay. She always looked forward to her family sailing to Fourth of July Yacht Club on Catalina Island. For the past seven years, she has lived aboard a sailboat with her husband Pablo; first in a slip in Channel Islands Harbor, and since April of this year on a mooring ball in Cat Harbor on Catalina Island. Both Mary and Pablo have been active members at Anacapa Yacht Club for several years, and have recently joined Shoreline Yacht Club. They sail from their home on Catalina Island into Long Beach a couple times each month to visit Shoreline Yacht Club, as well as to provision and to visit family in the area.

She retired from a long career as a public school

administrator in April 2023. Her husband Pablo is a Staff Commodore of Anacapa Yacht Club and member of the International Order of the Blue Gavel.

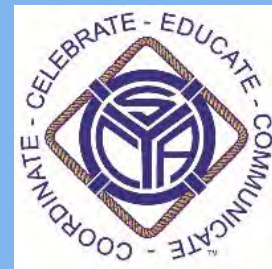
Please welcome Mary.

Lee Coller  
Commodore, SCYA

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## SCYA LIAISON REPORT

# Southern California's Harbor Associations



There are 5 harbor associations in Southern California. They are: (1) Association of Santa Barbara Channel Yacht Clubs, (2) Association of Santa Monica Bay Yacht Clubs, (3) Association of San Pedro Bay Yacht Clubs, (4) Association of Orange Coast Yacht Clubs and (5) San Diego Association of Yacht Clubs. They provide a valuable service to their member clubs. The two primary functions of the harbor associations are to coordinate the annual race calendar and to ensure the race buoys are in place. The clubs pay dues to support these

activities. The clubs appoint representatives to serve on the harbor association boards. The associations also have awards for outstanding sailing, seamanship and service to the harbor community. These awards are generally presented annually.

There is often dynamic tension between the clubs and the harbor associations particularly in regard to the race calendar. Keep in mind there is a shortage of volunteers for all activities clubs want to accomplish. Every club has a reason to have all their races where they want them on the calendar. Yet there are not enough participants in the races to effectively support all the races the clubs want. It is in no one's interest to have races that are not well supported. Club race management committees work hard to conduct excellent regattas. They do almost as much work for 5 entries as they do for 25 entries. The harbor association committee members are expected to work collaboratively to combine or eliminate races in order to have a reasonable number of races that can be well supported by the racing sailors in their harbor area. At the same time the club that appointed them to serve expects the club's interest be protected.

Clubs flag officers are encouraged to support their harbor associations work by fulfilling their obligation to provide person power to the harbor association as well has strong support so volunteers will want to participate in the work of the harbor associations.

Submitted by  
Rosalie Davis-Green

SCYA LIAISON REPORT

# RBOC 2025 In Review



RBOC has been advocating throughout 2025 on a number of important policy issues impacting all aspects of recreational boating in California: boat registration fees, golden mussel infestations, marine flares, E15 fuel, copper-based anti-fouling paints, water conveyance, unreasonable increases in boat slip rates, and abandoned vessels:

## Registration Fees

RBOC is advocating for updates and efficiencies to state programs financed by boat registration fees to ensure they provide positive benefits to boaters and share costs with other stakeholders where appropriate – prior to an increase in boat registration fees.

The Legislature did not increase boat registration fees this year. The efforts will continue, as there is a \$20 million annual deficit in the Harbors and Watercraft Revolving Fund.

This fund provides essential boating programs and services including aquatic center grants, boater education certification, boating safety and enforcement aid to counties abandoned vessel program, invasive species prevention and eradication, vessel pumpout facilities, yacht and ship broker licensure, and more.

### **Golden Mussels**

RBOC is engaged with the state legislature, state and regional agencies and boating industry groups as they take action to prevent the further infestation of water bodies by the golden mussel, often imposing restrictions and prohibitions on all on-the-water activities.

Governor Newsom signed into law the golden mussel budget trailer bill AB 149 increasing the cost of the DMV-issued quagga \ zebra sticker from \$20 to at least \$30 to help fund the golden mussel efforts.

We share the objectives of AB 149 to enhance the current efforts to prevent the infestation and spread of nonnative,

invasive golden mussels into additional waterways and water delivery infrastructure.

Our advocacy efforts continue on the issues we have identified with this legislation as enacted:

- **Piecemeal** - The legislation is a piecemeal approach on an important issue that deserves a comprehensive, multi-disciplinary dedication of resources.
- **Boater Fee Focus** - While the measures identify and dedicate tens of millions of additional state funds for these efforts, they impose additional fees on only one stakeholder: the owners of recreational vessels. New fees place yet another obstacle in front of boaters who are already deterred by constantly-changing prohibitions and restrictions being imposed on a case-by-case basis for individual bodies of water. There are locations where boaters are paying \$120 or more to decontaminate their boats, avoid 30-day quarantines, and launch them at a lake.
- **Decontamination** - Attention must be given to approaches to minimize the disruptions to on-the-water recreation without compromising the prevention and eradication efforts. These should include enhanced decontamination facilities, as well as an extension of inspections to the variety of non-motorized craft that are placed into the water at locations other than launch ramps and present a risk of spreading infestation, such as kayaks, canoes, rafts and other vessels.
- **Commercial Ships** - The measure fails to identify and address the most prevalent source of the introduction of

invasive species in our waterways, which is commercial ship ballast water. A high priority must be placed on new measures to effectively prevent future occurrences and place responsibility and accountability on these sources of infestation.

These issues are essential to an effective, balanced effort to prevent, control and eradicate golden mussels, and we will continue to be engaged to accomplish this shared objective.

### **Marine Flares**

RBOC is advocating for significant revisions to SB 561 [Blakespear] that proposes a comprehensive extended producer responsibility program [EPR] program for pyrotechnic marine flares.

It is essential that the structure and requirements of the legislation acknowledge that there is only one manufacturer and so that the take-back requirements are tailored to ensure that the costs of implementation do not place an unreasonable burden on boaters.

The author has temporarily halted the advancement of the measure until 2026 to enable the proponents, state regulators and RBOC to develop provisions that would address this concern.

### **E15 Fuel**

RBOC opposed AB 30 [Alvarez] that authorizes the offering of E15 fuel in California. The concerns are that the state's authorization of E15 fuel will raise prices on E10 gasoline,

restrict the availability of that fuel, and inevitably ruin many boat engines.

As AB 30 progressed through the Legislature it was significantly amended to condition this authorization on completion of the multimedia evaluation and the state air board adoption of a regulation for E15 or finds that it is not possible to use E15 in California without an adverse impact.

With the Governor's signature of AB 30 into law, California has become the 32nd state to authorize E15. RBOC will continue to push for the availability of affordable E10 for the boating community.

### **Copper-based Antifouling Paints**

RBOC advocated in support of AB 773 [Dixon] to review the effectiveness of low-leach-rate paint and elevated copper concentrations in saltwater harbors, bays, and marinas that are primarily a result of the use of copper-based antifouling paint, and to determine the best methods to address elevated copper concentrations in saltwater harbors, bays, and marinas that are primarily a result of the use of this paint in the state.

RBOC has also supported local boaters and the City of Newport Beach in the State Water Resources Control Board hearing with testimony re-emphasizing several key concerns with the Santa Ana Water Board amendment to the Water Quality Control Plan for the Santa Ana River Basin to incorporate Total Maximum Daily Loads for Copper in Newport Bay.

This bill was held in committee this year and the author is considering introduction of a new measure in 2026.

### **Water Conveyance**

RBOC continues to advocate in opposition to the Delta Conveyance Project that, as revised to one tunnel, would still significantly impede navigation and harm Delta recreation.

RBOC joined Delta legislators and lobbied in opposition to draft budget trailer legislation that would have streamlined permitting, limited legal challenges and revised water rights processes.

Fortunately, the draft was not introduced prior to the end of session on September 12.

Efforts will continue – the Governor remains committed to this project.

### **Boat Slip Rates**

RBOC and our parent organizations, the Southern California Yachting Association [SCYA] and the Pacific Inter-Club Yacht Association [PICYA], are requesting that the State Lands Commission take the appropriate and necessary actions to ensure that the recreational boating public is not subjected to unreasonable slip rates.

Recreational boaters, especially those located throughout Southern California, are concerned that slip rates are being very significantly increased at marina facilities on granted

tidelands with oversight by the Commission.

The Commission secures and safeguards the public's access rights to navigable waterways and the coastline and protects the public's right to these valuable lands and resources.

Boaters impacted by the rate increases are of the opinion that the Commission should protect and promote affordable boating when it is challenged by unreasonable slip rates that are contrary to these objectives.

RBOC shares the interest of local boaters in specifically impacted communities and throughout the state that fair pricing of recreational boating services by operators and lessees of marinas and recreational harbors on tidelands properties, particularly those owned by the State of California and ceded to local government authorities for the purpose of construction and operation of small boat marinas, is important to ensure the availability of recreational boating opportunities to the widest possible cross-section of the public.

There are tens of thousands of recreational boaters, most of moderate income, who depend on publicly owned harbors and marinas to provide facilities for their activities, and, for professional fisherman, for their livelihood. As per the Tidelands doctrine, under which most marinas operate, these facilities should be provided at a fair and reasonable price so all segments of the public can enjoy these publicly owned assets. In most cases, the marinas appear to have a local monopoly over slip space.

RBOC joins local boaters and requests that the State Lands Commission investigate these slip rate increases and take the appropriate actions to protect boaters who feel they are being treated in a manner inconsistent with the applicable laws that protect their rights to use public facilities on our coast and waterways.

### **Abandoned Vessels - AB 274 [Ransom]**

Proposed a requirement that the State Lands Commission inventory all abandoned and derelict commercial and recreational vessels on or in waters within the Sacramento-San Joaquin Delta.

RBOC advocated for the continued separation of efforts to address abandoned commercial vessels by the State Lands Commission and addressing abandoned recreational vessels by the Division of Boating and Waterways.

One abandoned commercial vessel could cost \$3 million or more and wipe out the recreational vessel fund.

The bill was held on suspense in the Assembly Appropriations Committee and will not move forward.

A recent update: the BoatUS Foundation has launched the first national database to track abandoned boats and derelict vessels across the US. This have been created in partnership with the National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program.

This national database will allow visitors to report abandoned

and derelict vessels on their coastlines, allowing the issue to be better understood on a national scale with the support of the public.

Eventually, this database will be able to track the impacts of removal and prevention efforts by showing how the number of ADVs across the country may one day decrease.

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## COMMUNITY NEWS & EVENTS

# On Course to 80 Years of Racing | Rumo a 80 Años de Regata



**N2E "Returns to Its Roots" To Downtown Ensenada in '26**

Veteran racers will be treated to “something old and something new” after crossing the finish line for the 78th annual Newport to Ensenada International Yacht Race (N2E), as they enjoy post-regatta festivities in downtown Ensenada for the first time in 15 years. And newer competitors will get a taste of the traditions and excitement associated with the city during the April 24-26 regatta.

Through renewed relationships with and commitments from the local government, chamber of commerce and tourism offices, including the Mayor of Ensenada, the Hon. Claudia Agatón Muñiz, racers will see improved entry and customs processing, increased docking at the CruisePort Marina in addition to the Coral, and multiple hotel options in downtown Ensenada that cover all price points.

The historic Riviera Civic and Cultural Center will host the race’s trophy and celebratory events, including entertainment and food. Built almost 100 years ago as a hotel and casino, the then-Playa Ensenada Hotel and Casino welcomed many of Hollywood’s elite — Bing Crosby and Rita Hayworth, among them — during prohibition. Bar Andaluz, at the Riviera, claims to be the original home of the margarita.

“Returning to downtown Ensenada feels like coming home,” said Joe Negron, Commodore for the Newport Ocean Sailing Association. “This race was built on friendship, hospitality and a shared love of the sea. NOSA is grateful to the city and to Coral Marina for helping us honor that legacy. As we move toward our 80th year, we couldn’t be more excited to

celebrate this next chapter with our racers and our friends in Ensenada.”

Registration is currently open for the 2026 Newport to Ensenada International Yacht Race through the [NOSA website](#). In addition to the traditional N2E competition, NOSA also presents the shorter Newport to San Diego race, now in its eighth year. Both races will start April 24, 2026 from the Balboa Pier.

### **About the Newport to Ensenada International Yacht Race**

The Newport Ocean Sailing Association, organizers of the historic Newport to Ensenada International Yacht Race launched its first 125-nautical mile race April 23, 1948, into the small fishing village of Ensenada, Mexico. Denny Barr claimed the top prize for skippering Mickey, a 46-foot sloop, to best overall corrected time. With an emphasis on camaraderie and competition, N2E quickly attracted thousands of racers, becoming an event where fun-seeking novices could race alongside celebrities and world-class sailors. A record 675 boats entered in 1983, earning N2E the title of World’s Largest International Yacht Race. A new elapsed time record for a monohull was shattered in 2022 when Manouch Moshayedi’s custom RIO 100 crossed the finish line before sunset with a time of 7:02:17. Five other boats also broke the previous record of 9:35:34 that year. Tom Siebela’s Orion, a MOD70 has held the elapsed-time record for a multihull since 2016 when it broke an 18-year-old record with a time of 5:17:26.

Trophies are awarded in more than 40 classes for the best in ultra-light, maxi-yachts, spinnaker and cruising classes, so the race remains inclusive, fun and competitive for anyone who wants to race.

John Berry

Chief Marketing Officer, NOSA

949-220-446

[media@nosa.org](mailto:media@nosa.org)



78<sup>th</sup> - April 24, 2026

## EARLY BIRD REGISTRATION

# WIN THESE!



# B&G

INSTRUMENTS

**EARLY BIRD - JANUARY 1**  
**ONE GRAND PRIZE WINNER**  
B&G ZEUS S 9 Chartplotter

**TWO EARLY BIRD DRAWINGS**  
ENTRIES RECEIVED BY  
**JANUARY 1, 2026 & FIRST 78 ENTRIES**

- EARLY BIRD - FIRST 78 ENTRIES**
- GRAND PRIZE\*** - B&G ZEUS S 9 Chartplotter
- 1<sup>ST</sup> PLACE\*** - B&G VULCAN 9 Chartplotter
- 2<sup>ND</sup> PLACE\*** - B&G VULCAN 7 Chartplotter
- 3<sup>RD</sup> PLACE\*** - B&G Triton<sup>2</sup> Digital Display

\* One winner for each prize.



**ENTER NOW!**

*Pool entries received by Jan 1, 2026 and the first 78 entries received will be entered into the two early bird drawings. Entry date is the time stamp on the online registration.*

COMMUNITY NEWS & EVENTS



# SoCal Yachting Invitational—from Idea to Reality



**Inspiring Clubs to Build Friendships, Memories, and  
New Traditions**

Submitted by Brian Randall, Vice Commodore – West Coast  
Yacht Club

Picture this: 56 boats. 115 yacht club members. Three clubs. One island. Many of us had never met before, yet by the end of the weekend, we were sharing laughs, swapping stories, and making plans to see each other again. That was the magic of the Inaugural Southern California Yachting Invitational, a brand-new tradition born from a simple “What if?”

## Planting the Seed

Two years ago, I started asking myself how West Coast Yacht Club, founded in 1931, with no clubhouse and no dock but a deep love for cruising, could expand its connections. Our members already enjoy a full calendar of events and do about eight official cruises a year, with four to five additional land events in between, including regattas, poker runs, community service events, and holiday dinners. But I wondered:

- What if we teamed up with another yacht club for a joint cruise?
- What if we added some friendly competition to keep things exciting?
- What if new friendships could blossom and strengthen our yachting network for years to come?

That idea took root during Cerritos Bahia Yacht Club's 2024 Opening Day when I shared it with then Vice Commodore Bryan Ingersoll. He was intrigued, but his year's schedule was already set. So, we kept the conversation alive through club visits and shared meals until the timing was right.

Then fate stepped in. Bryan Ingersoll mentioned our plan to Mary Mercer of Shoreline Yacht Club. Her immediate reaction: "Can we join you?" And with that, the "Three Amigos" were formed, setting out to launch the first Southern California Yachting Invitational.



## Making It Happen

Our vision was clear: unite yacht clubs on a typical cruise, create a welcoming environment for members to mix, and playfully crown a perpetual trophy winner to ensure the tradition continues. All the planning that occurred, meeting every three weeks for months before the event, couldn't even predict the turnout that we had.

The response was beyond our expectations. (115 attendees and 56 boats) On July 18th, we filled Two Harbors, Catalina, with a colorful fleet and an even more colorful crowd. The weekend unfolded with:

1. A Progressive Dinghy Happy Hour – Nine boats themed (three from each club) hosted cocktails and appetizers for 100 guests. Crews dressed as pirates, Gilligan's Island castaways, and Jimmy Buffett fans. (We even had a live parrot and yes, a chicken.)
2. Trophy Competitions – An Island Scavenger Hunt, giant Jenga, and cornhole tested our teamwork, creativity, and spirit.

3. A Shared BBQ in Buffalo Park – Clubs grilled Ahi, carne asada, chicken, and kebabs while members contributed side dishes. The night wrapped with awards, a 50/50 raffle benefitting the Long Beach Sea Scouts, and the presentation of the inaugural trophy.

Cerritos Bahia Yacht Club claimed the first win, holding their trophy high like champions. But in truth, every club went home richer with new friends, fresh ideas, and memories to last a lifetime.



### A Challenge to Other Clubs

This event proved something important: great things happens when yacht clubs work together. We met every three weeks for months to plan, pooled resources, shared responsibilities, and built something bigger than any one club could have done alone.

Already, more clubs have asked to join next year's invitational. We hope that this sparks a wave of similar collaborations up and down the coast. Whether it's a joint cruise, a shared regatta, or a multi-club social, the formula is the same: open the door, mix your crews, and watch the magic happen.

We set out to create a weekend of fun and competition. What we discovered was a model for friendship, unity, and the future of yachting camaraderie.

So here's our invitation to you: find your "What if," and make it happen.



Your Turn to Start Something New

It doesn't take a massive fleet, a huge budget, or years of tradition; it takes a willingness to collaborate, a few creative ideas, and the courage to try something new. Call a neighboring club. Share a meal. Toss around ideas. You might spark the next great multi-club tradition.

Friendship is the real trophy; everything else is just the icing on the cake.



COMMUNITY NEWS & EVENTS

# Interested in Hosting 2026 PHRF Championships?



*(2025 PHRF SoCal Championship Class A Winner Rock & Roll Photo by Lisa Bronitt.)*

The principal function of the Performance Handicap Racing Fleet (PHRF) of Southern California (SoCal) Regional Board is to provide relative performance ratings (“handicaps”) to its member boats for local and regional races. In 2025 I believe the Board did a commendable job in “getting the laundry out”

in a timely way, especially in the run-up to the Newport to Ensenada races.

In the last two years we restored a tradition of sponsoring a PHRF Southern California Championship by partnering with a host yacht club. This year it was held by Santa Barbara Yacht Club, and in 2024 by Bahia Corinthian Yacht Club in Newport Beach. Some of the perpetual trophies awarded go back decades and have the original PHRF name of "Pacific Handicap Racing Fleet", rather than the current one with "Performance", a change that occurred when the PHRF concept spread nationally from SoCal. Please ask your yacht club to consider submitting a bid to host this event in 2026.

Our ratings are primarily based upon observed performance in races against other rated boats, but when we are rating a new boat, consideration may be given to both PHRF ratings in other regions and computer based ratings (e.g., ORR, EZ, ORC), especially when local race results are limited. PHRF SoCal ratings are based upon observed performance in wind speeds of 10 to 12 kts, assume that a boat is properly configured to race, and cover three different mixes of points of sail. Obviously, boats may perform quite differently relative to one another at other wind speeds, so this is a compromise. And, given that human judgement is involved, it would be surprising if some skippers didn't feel that their boats aren't being rated accurately, but that feeling is often the result of not understanding the details of the rating process. A significant part of the time of the Regional Board is spent devoted to working with the skippers who feel that their ratings aren't accurate.

The sailboat racing community has been slowly shrinking nationally since the Great Recession of 2007-9. Some PHRF regional boards have disappeared or merged with other regions as a result. Some regions have switched to the computer-based ratings' systems previously mentioned, or to some kind of hybrid computer-human system. The reasons often cited for the loss of interest in racing are the cost of racing and competition from other sports for people's time. And there has been a tendency for newer sailboats to be more "cruiser" oriented, compared to the past, and less likely to be interested in racing.

PHRF SoCal has not been immune to these trends and our membership has declined by about one-half since 2007, when we had over 1000 members. Although we aren't in danger of disappearing any time soon, it would be irresponsible of us to ignore these longer-term trends, so we have to ask ourselves continually two things: "How can we serve our racing community better, and how do we bring in new boats and volunteers?". We have identified a number of potential opportunities, possibly the topic of a future column, but at this point I would like to hear from anyone who would like to share their ideas with me. My e-mail is at the end of this note.

Bob Langan

President of PHRF SoCal 2025-6

[blangan1@yahoo.com](mailto:blangan1@yahoo.com)

# 2026 PHRF SoCal Championship

Would your club like to host the PHRF SoCal Championships in 2026? This is an opportunity for your Yacht Club to structure this regatta, as you prefer.

 Contact: DanielGMurphy@yahoo.com



## Basic Framework:



### Schedule to Your Needs

You are welcome to consider a 1- or 2-day event, make it stand alone, or have it held in conjunction with another race you are planning.



### Promotion

Host Club and PHRF work together to advertise and promote the event.



### Financial Support

Entry fees go 100% to the Host Club; Fees to be agreed upon; Trophies presented by Host Club; Establish a no-host bar to help offset costs.



### Offerings for Racers

At the minimum, a bar menu should be available; Assist visiting boats to make slip arrangements during championships.

PHRFSoCal.org

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| Meet N Greet aboard the Northwind

| Cocktails sponsored by:  
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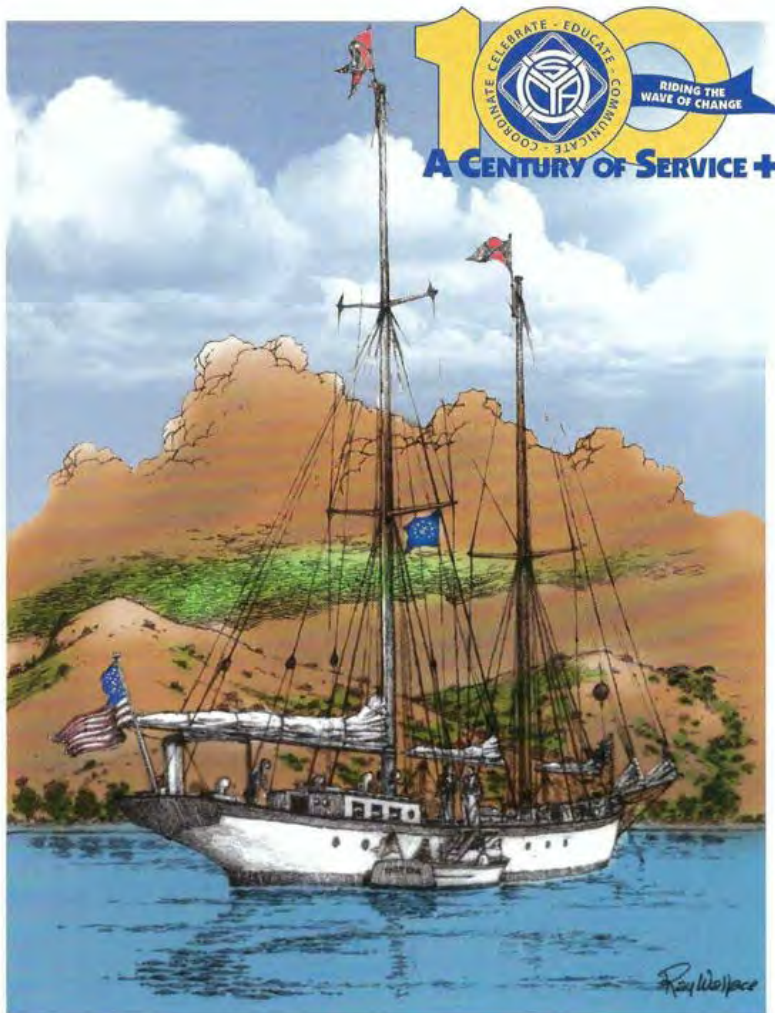
REGARD



SCYA SHIP STORE

# Yachting Protocol Guidelines Book





Southern California Yachting Association's  
**YACHTING PROTOCOL  
GUIDELINES**

# **Yachting Protocol Guidelines**

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Southern California Yachting Association's YACHTING PROTOCOL GUIDELINES, 6th edition 2024, is available for purchase online [at the SCYA Shop](#).

Free Ground shipping is available within the 48 contiguous

states. We apologize, but Hawaii, Alaska, and international destinations are excluded.

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## SCYA SEARCHLIGHT NEWSLETTER

# Submission Guidelines



SCYA sends two types of email messaging: Searchlight (monthly newsletter) and Spotlight (alerts and invitations).

### **The Searchlight is the monthly SCYA Newsletter.**

It's intended for News and Announcements. Boater and community interest stories, event details, race results, awards, and member news and save-the-date. The Searchlight is sent to all subscribers.

### **The Spotlight is intended for Alerts and Invitations.**

It is sent no more than 1x per day, Monday through Friday and can be sent to all subscribers or to member clubs by Harbor Association. Alerts are items of concern that could have an immediate impact on the boating community such as entangled whales or areas to avoid. Invitations include Opening Days, seminars and webinars, NOR, or any other item with a Who, What, When, Where, and How to register to attend.

## Submission Guidelines

To submit articles to the Searchlight, send the text of your article in a copiable format such as Word or plain text along with a single related image preferably sized 400x400 pixels in jpg, gif, or png format. Searchlight submissions should be sent to the Searchlight Editor at [scyanewsletter@scya.org](mailto:scyanewsletter@scya.org).

You can submit to the Spotlight in one of two ways. You can submit the Who What When and Where text copiable format such as Word or plain text along with a single related image preferably sized 800x800 pixels in jpg, gif, or png format. Alternatively, you can submit your fully coded HTML with image assets that follow our general format in a .zip file. Spotlight submissions should be sent to the SCYA Service Administrator at [service@scya.org](mailto:service@scya.org).

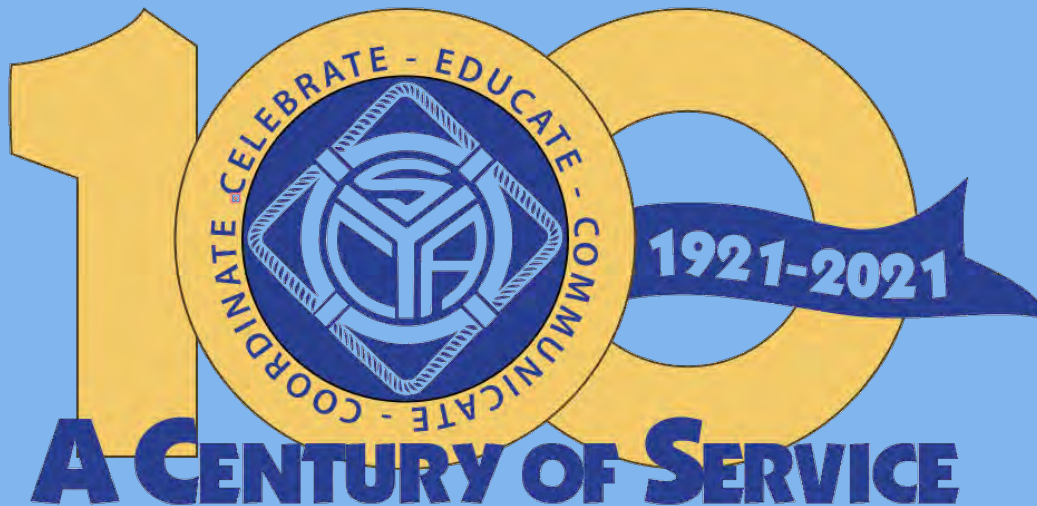
Neither the Searchlight or the Spotlight sends PDFs, Single-Image or link-only email. SCYA is not equipped to retype text from image files nor responsible for any spelling errors from duplicate efforts. All submissions are subject to editorial approval and/or editing for space or tempo.

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### SCYA Searchlight Newsletter Information

Searchlight Editor: John Gaddis, [scyanewsletter@scya.org](mailto:scyanewsletter@scya.org)

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Commodore: Lee Coller, [commodore@scya.org](mailto:commodore@scya.org)

### SCYA Customer Service

Contact Kim Bergeron, SCYA Service Administrator  
at [service@scya.org](mailto:service@scya.org) or (562) 433-7426.

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