

GAL' WARNINGS

MONTHLY NEWSLETTER OF THE WOMEN'S SAILING ASSOCIATION OF SANTA MONICA BAY

July 2014

Volume XXIX, Issue 7

What's in the wind...

Commodore's Corner

July Speaker Deputy Bryan White

Isthmus Cruise Report

Racing Report — WSA Downwind Clinic & WOW-WAH

2014 Cruising Schedule



Sam and Ruthie Wagner enjoying the WSA cruise to the Isthmus aboard their Catalina 320, *Ruthsm*.

Read more about this WSA cruising event starting on page 3.

Photo by Maria Langford



Meeting Agenda for July 8, 2014

6:30 pm—Social Hour

7:30 pm—Light supper and business meeting

8:00 pm—Speaker: Deputy Bryan White, L.A. County Sheriff's Dept.

Location: Santa Monica Windjammers YC, 13589 Mindanao Way, Marina del Rey

Commodore's Corner

by Mary Ho



A Short History of the Optimist Dinghy (or What Is An Optimist Dinghy, and Why Should I Know About This?)

By Mary Ho

I hope everyone is having a great summer and that you are getting some good sailing in. One of the big events happening in Marina del Rey in July is the Optimist Nationals regatta. Many of us don't know a whole lot about this boat, so I decided to do a little research to see what I could learn about the class.

The Optimist was originally designed as a low-cost boat that anyone could build from a few sheets of plywood. Clark Mills, a boatbuilder, designed and built the first Optimist Pram in 1946 in Florida for the Clearwater Optimist Club, which was interested in developing programs to benefit the children of the community. The design quickly grew in popularity due to the fact the boat could be built at home and at low cost.

The Optimist remained mostly a Florida phenomenon until a Danish tall ship captain named Axel Damsgaard saw it and asked Mills for permission to take one back home with him to Europe. It was modified with a battened sail and simplified running rigging and

(Continued on page 4)

July Meeting

By Sharlyn Harley, Education Director



Our speaker will be Deputy Bryan White of the Los Angeles County Sheriff's Department. Deputy White has been with the department for 27 years, and has been a Rescue Boat Operator for 17 years. He works for the Marina del Rey Harbor Operations and is also an instructor at the Maritime Law Enforcement Training Center. Deputy White's topic will be Marine Operations.

August Summer Bash!

Our Summer Party is right around the corner – August 12th. We need volunteers to help make the party a success. Jump in and join the fun! Love to decorate? We need someone to head up the Decorations Committee and people to be on the committee. Want to help with the raffle? We need people to donate prizes and someone to be in charge.

Also needed are volunteers to help with setting up the food and drinks and a few volunteers to help clean up at the end of the night. Help make this the best summer party ever! Contact our Social Director, Mary Jo O'Neill, at social@wsasmb.org.



Contrary to appearances, no phone calls were made to coordinate outfits.



Barbara, Kiela, Kathy, Karen, Marsha, and Karen Kuchel enjoy a day-sail aboard Marsha's 50' Beneteau, *Mistral*.

"Gal Warnings" is always looking for photos and articles about WSA activities and our members!

— Contact Newsletter@WSASMB.org —

Click below to join **WSASMB on Facebook!**



WSA RACING

By Jana Davis, Race Chair



Sailing downwind is often more of a challenge than sailing upwind. Downwind performance requires more input from the entire crew and the spinnaker trimmer is the primary source of this input. A boat with a trimmer and skipper communicating effectively can help put distance between them and their competitors.

Such an important part of the race deserves a race clinic that focuses on this skill. So that's what we'll do! The next WSA race clinic will be held on Sunday, July 13 from 11am – 2pm.

The clinic will be led by Karyn Jones who has graciously offered to share her extensive racing knowledge and teach aboard her boat, *Outrageous*.

The day will start with chalk talk at South Coast Corinthian Yacht Club <http://sccyc.org/> and then we'll head out onto the water.

All levels of racer are welcome and Karyn will try to accommodate all who wish to come out on the water. Of course, there is a limit, so boat space will be given in order of those who sign up.

So whether you want to hone your trimming skills for the WOW (hint, hint), looking to learn a new position, or just want to see what this racing is all about, come join us.

If you'd like to attend this clinic you can sign up by emailing me at wsaracing@gmail.com

And a reminder...the perfect opportunity to then put your advanced spin trim knowledge to good use is getting closer and closer.

August 23 and 24 will be here before you know it, hope you are all getting ready for the WOW.

Sail Fast!

June 12th Isthmus Trip

by Sam Wagner—Photos by Maria Langford



WSA scheduled an Isthmus trip and my wife, Ruthie, and I were anxious to go. Four boats participated: *Chekkerrs* (a Catalina 30) crewed by Jeannea Jordan (Captain and cruise organizer extraordinaire), Donna Haro, Karen Kuchel, and Libby Gill; *Mad Madeline II* (a Catalina 310) with skipper Cloyd Milton, ably assisted by Maria Langford and Diane Hubner; *Osprey* (a Catalina 320) with Sue Bonner and Brad Benam; and, lastly, with Ruthie and me aboard, our *Ruthsm* (another Catalina 320).

As we left MdR in 12 knots of wind, I was on the bow

trying to wind the furler drum by hand, while the jib was flogging — a short tale in itself. The wind was WNW and we were able to sail all the way at good speed. The wind continued to increase to 20 knots as we approached the Isthmus. Most unusual was that we were able to sail all the way.

Our small flotilla all moored safely in the "B" row. After putting our boats away (sail covers on, dinghies inflated and launched, and outboard motors mounted) we all rendezvoused on *Mad Madeline* for happy hour—Ruthie and I traveled about 20 feet to get there, as *Mad Madeline* was moored right next to us. A restful night followed.



Next morning (all had breakfast aboard), the group launched three inflatable kayaks and one larger rigid kayak. Brad, Diane, Maria and Cloyd paddled out beyond the Wrigley Institute to check out a sea cavern that Brad knew of, while the rest of us either read, played Scrabble, or went ashore.

That evening we gathered on shore for happy hour and a barbecue — each boat bringing something to share, including the wine. Lots of good food! Thanks to Jeannea for bringing the charcoal and organizing the merry mayhem. Nights cool rapidly, and we donned our jackets for the dinghy ride back to our boats. The Harbor Patrol has added additional dinghy dock space — kind of a figure "F" with a handicapped ladder at the end.

Another dull day dawns in paradise. Saturday 8:00 a.m. and Brad is leading a group to check out the sea cave before the wind picks up and while the tide is low. Karen is an excellent swimmer and some of us were privileged to see her in action, as she daintily stepped into her kayak, and capsized. A few choice words were heard, then Karen managed to demonstrate a second time how not to step into a kayak. Soaking wet, she managed to finally get into the tipsy craft and joined our flotilla of five kayakers — three inflatables, and two rigid ones; mine has foot pedals as well as the standard double-ended paddle.

Our guide Brad took the lead, and we were soon tailed by Cloyd, Maria and Ruthie in Cloyd's dinghy. We made it to the cavern under ideal conditions. The water depth can get very low and there is some turbulence, so the dinghy did not join the kayakers as we entered the cave.

The entrance was about 4 feet above our heads, and six feet wide. The interior opened up a bit with an 8 foot ceiling and we had light from the entrance and from the

(Continued on page 5)

(Commodore's Corner – Continued from page 2)

renamed the International Optimist Dinghy. From there, the design spread throughout Europe before eventually returning to the States. Suddenly, there were two types of Optimists — the IOD from Europe and the original Optimist Pram. The classes co-existed throughout the 70's and 80's, with many sailors owning one boat of each so they could race in both types of regattas. By the early 80's, the IOD design became so popular that, eventually, the Pram design was phased out.

Today all Optimists are one-designed to the specifications of the International Optimist Dinghy Association (IODA). The United States Optimist Dinghy Association (USODA), operating under the IODA, is the U.S. national class association for Optimists. The USODA Optimist Nationals in July will have kids from all over the country coming to California Yacht Club to compete.

It's been quite a journey from the Opti's humble beginnings in Florida to its status today as an internationally recognized one-design. I encourage everyone to do a little reading and try to learn the stories behind some of our popular one-design classes. I guarantee you will find some pretty neat stories of how these boats came to be where they are today.



**Have you got your WSA gear yet?
Don't delay!**

Go to <http://wsasmb.org/wsa-gear/> today and place your order.



WSA is Recruiting Skippers for the Women's One Design Linda Elias Memorial Regatta

The Women's One Design Regatta is sponsored by the Long Beach Yacht Club and the Long Beach WSA and will be held October 18-19, 2014. WSA of Santa Monica Bay has annually sponsored one or two entries to promote women's sailing and create opportunities for both existing members and potential members.

WSA of SMB plans to budget funding for up to 50% of the cost for up to two entries, including boat charter and entry fee. The skipper and/or crew will need to fund the remaining balance of the boat charter and entry fees, the damage deposit and any incidentals. Final decision on funding will be at the sole discretion of the board.

Interested skippers must submit a written request, including the skipper's racing resume, to the WSA board. No requests will be considered after 15 August. Only applications from current WSA members will be considered. More information about the WSA, including a membership application, can be found at www.wsasmb.org. Requests for funding can be mailed to The Women's Sailing Association of Santa Monica Bay, PO Box 10034, Marina del Rey CA, 90295.

The WSA board will evaluate requests based on the

following factors:

- ◆ The skipper's overall sailing experience.
- ◆ The skipper's racing history in terms of number of races entered and overall record.
- ◆ The skipper's ability to recruit and train crew.

Requests for funding will be reviewed at each month's board meeting, beginning with the April meeting. Skippers accepted for funding will be notified on the 30th of that month. Requests that are not accepted at a board meeting are held over to be reviewed in upcoming board meetings, along with any newly received requests.

Final authorization for funding from the WSA is contingent upon approval of the skipper(s) by the Long Beach Yacht Club Sailing Foundation, the organization administering control of the boats used in this regatta.

The skipper is entirely in charge of who will be on her crew, with the sole proviso that all crew members be members of the WSA at the time of the regatta. Skippers who have been accepted for funding will be announced to the general membership by email and in the following month's newsletter, and at the following month's general meeting. WSA members are encouraged to contact skippers in order to possibly obtain a crew position.

Further information about the regatta, visit www.lbyc.org. and <http://wsasmb.org/racing/>

(Isthmus Cruise—Continued from page 3)

exit which curved around to the left—perhaps 70 feet in all. Exciting!! We emerged into very shallow water and lots of kelp. Jeannea, Karen, Diane and Brad ran through it a second time, while I waited just clear of the exit, in kelp and some turbulence, along with Maria, Cloyd and Ruthie in the dinghy.



Some of us had traveled past the cavern many times and had never noticed it other than the sea splashing against the rocks (probably because it would have been at a later hour with a higher tide obscuring the entrance).

Brad and Sue came aboard *Ruthsm* to compare the two Catalina 320's—ours being a 1994 and *Osprey* a 1999 model. Came time for happy hour at 5 o'clock and we boarded *Osprey*, who was moored near the dinghy dock. We had dinner reservations at Harbor Reef at 6:00 p.m. They didn't have what I had hoped for — scallops. Oh well! After a nice dinner we headed back to our boats for our last night at the Isthmus.



Sunday morning we prepared for our departure — stowing kayaks, dinghies, etc. We departed about 10:00

a.m. and put up our mainsails (minimal wind). About two hours out, Karen (on board *Chekkerrs*) noticed steam coming out of their exhaust. Jeannea called on channel 71 to say they were slowing down to try to determine the cause of their overheating. I suggested she immediately kill her engine.

All three boats stood by them and *Ruthsm* was prepared to tow them if necessary. Brad volunteered to dive under *Chekkerrs* for a look. We vetoed that because it could be dangerous.



While Jeannea was trouble shooting the problem, the wind picked up. Jeannea decided to continue for the marina under sail. She unfurled her jib, and away they went. *Chekkerrs* is fast. No doubt about that. We all made it safely to MDR, winds increasing to 15 and gusting to 20. *Chekkerrs*, having a leeward slip, sailed into it with a partial jib, having doused her mainsail, and suffered only a ding on her bow.

Other than *Chekkerrs* overheating and *Ruthsm's* outboard problems — it would not idle and only ran with choke on at high RPM (the make of said outboard not to be stated for fear of lawyers in the club) — it really was a nice trip. Sea life and wildlife spotted were several schools of dolphins, sea lions, one shark, lots of pelicans, minimal seagulls (yeah, don't look up) and several ocean sunfish.





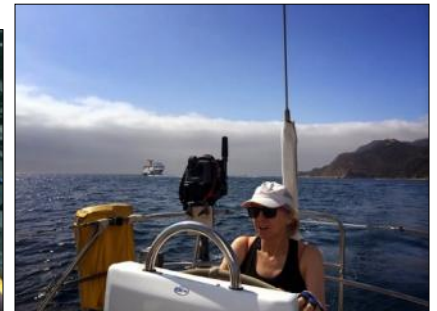
WSA 2014 Cruise Schedule

By Melody Kanschat and Jeannea Jordan

Date	Destination	Highlight/Activity
Jul 2	MDR to Dana Point	Fireworks on SD Bay, sight see Sight see/wine tour/eat Anchor out under the Mexican stars
Jul 3	Dana Point to San Diego	
Jul 4-6	San Diego Harbor	
Jul 7	San Diego to Ensenada	
Jul 8-10	Ensenada	
Jul 11	Ense. to Santo Todos Santo	
Jul 12	Todas to San Diego	
Jul 13	San Diego to Dana Point	
Jul 14	Dana Point to MDR	
Aug 13-17	Isthmus, Catalina Island	Swim, swim, swim and dinghy too
Sep 9	MDR To CI Harbor	Shop, walk, visit Visit Willows and Prisoners Shop, eat, visit
Sep 10	Channel Islands Harbor	
Sep 11	CI Harbor to S. Cruz Island	
Sep 12-14	Santa Cruz Island	
Sep 15	S.C. Island to Ventura	
Sep 16	Ventura Harbor	
Sep 17	Ventura to MDR	
Oct 16-19	Isthmus, Catalina Island	Kayak, Hike, Dinghy, Bar-b-que
Nov 7-9*	San Pedro Harbor	Sight see, Trolley ride, eat

* indicates a cruise particularly suitable for new sailors

Come Cruising with WSA!





FREE

Workshops For Marinas & Yacht Club Operators

SAN DIEGO | **LOS ANGELES**

Friday, June 6th 9:30am to 12:30pm | **Thursday, July 17th 9:30am to 12:30pm**

San Diego Yacht Club
(Jessop Classroom)
1011 Anchorage Ln
San Diego, CA 92106

Port Royal Yacht Club
555 Harbor Drive
Redondo Beach, CA 90278

Registration Deadlines:
June 2nd | July 14th

LEARN ABOUT

- California's oil spill response structure
- Office of Spill Prevention and Response Equipment Grants
- Third party claim process
- General information on oil spill kits for boating facilities
- California's new Marinas and Yacht Clubs Spill Response Communication Packet
- Tools and resources available to increase communication capabilities between boating facilities and the Office of Emergency Services during an oil spill.

SPEAKERS:

- Bob Butchart** (Governor's Office of Emergency Services (Cal OES) Emergency Services Coordinator)
- Vivian Matuk** (California State Parks Division of Boating and Waterways and California Coastal Commission, Environmental Boating Program Coordinator)
- Cindy Murphy** (California Department of Fish and Wildlife, Office of Spill Prevention and Response Grants Contract Manager)

In order to reduce waste, please bring your own reusable cup and water bottle.

Free Parking at the Yacht Clubs

You Must Register To Attend

To register contact Vivian Matuk at (415) 904-6905 or via email: vmatuk@coastal.ca.gov



Partnering Organizations

Calendar of Upcoming Events

<i>July 2014</i>	
1 Tues	June Cup ends
8th Tues	WSA General Meeting
2-14th	WSA Cruise to Ensenada and back (see page 9)
11th Fri	Sundown Series DRYC
12th Sat	Tom Collier Regatta for Hope KHYC
13th Sun	WSA Race Clinic
19-20 Sat/Sun	One Design Regatta SCCYC
22nd Tues	WSA Board Meeting
25th	Santa Barbara to King Harbor (SBYC-KHYC)

<i>August 2014</i>	
10th Sun	Pacific Cup Deepwater Series #1—CYC
12th Tues	WSA SUMMER PARTY
13-17	WSA Cruise to the Isthmus, Catalina Island
15th-17th	Martin 242 North Americans—CYC
23-24 Sat/Sun	WOW/WAH—WSA/SBYRC/MVYC/PMYC
26th Tues	WSA Board Meeting

Racers: Be sure to review the 2014 ASMBYC Calendar at www.asmbyc.org
Day Sails: Day sails are usually on Saturdays and Sundays, but they are NOT listed on this calendar.

WSA Website: www.wsasmb.org



Photo by Maria Langford

2014 WSA Board and Committee Chairs

Commodore: Mary Ho
commodore@wsasmb.org

Education Director: Sharlyn Harley
education@wsasmb.org

Treasurer: Fred Rossmeissl
treasurer@wsasmb.org

Fleet Captain: Melody Kanschat
fleetcaptain@wsasmb.org

Cruise Co-Chairs: Melody Kanschat/Jeannea Jordan
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Social Co-Chairs: Fritze Rodic
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Historian: Mike Gitchell

Vice Commodore: Debbie Feinerman
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Jr Staff Commodore: Jennifer Zannelli
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Race Chair: - Jana Davis
racing@wsasmb.org

Day Sail Chair: open
daysails@wsasmb.org

Social Director: Mary Jo O'Neill
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Membership Chair: Monica Morrell
membership@wsasmb.org

Publicity Chair: Katherine Wu
pr@wsasmb.org

Webmaster: John Nelson
webmaster@wsasmb.org



**WOMEN'S SAILING ASSOCIATION
 OF SANTA MONICA BAY, INC.
 PO Box 10034
 Marina del Rey, CA 90295**

WSA—on the water since 1985!

MISSION STATEMENT

To promote and support women's sailing based on the following principles:

- To provide educational opportunities;
- To provide information on gaining access to races, cruises and other Santa Monica Bay activities;
- To support "Youth in Sailing" community service programs;
- To support established sailing programs for women;
- To enhance networking opportunities