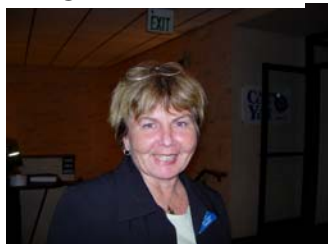


# Gal' Warnings

## COMMODORE'S QUARTERS



By Patti Eagan

Racing season is in full swing now, and I'm in Puerto Vallarta this Memorial Day weekend racing aboard a set of matched Capri 37's. The

race format involves both buoy races and distance races, and the group in PV really know how to host a great regatta – not to mention the after-race hospitality! If you'd be interested in racing in Mexico next year, be sure to let me know!

On a more local level, don't forget that WOW/WAH is

coming up July 8/9. This is such a great time to get out racing and try and try a new position. I hope everyone interested in participating is talking it up amongst WSA members and skippers so they can find a spot.

"Introduction to WSA Day", organized by Vice Commadore and Daysail Chair Laura



Ari Steinberg crewed aboard *Flyer*, pictured here, in the 1977-78 Whitbread Round-the-World Race – and won!

Guggenheimer and held at SCCYC on May 20, was a great success. I think we signed up 8 or 10 new members! We were blessed with a perfect day for sailing, bright sunny skies and great winds. Look for our new members at the next meeting and welcome them into our group! And *thanks* to skippers **Wayne Brandow, Karyn Jones, Dave Angers and Roger Merriam** for bringing their beautiful boats out and taking the newbies for a spin!

## Environmental News

Fran Weber-Melville  
ASMBYC Environmental Chair

Joel Hanson, Santa Monica Restoration Foundation, has revised the "Southern California Boater's Guide"!!!! This is a great guide that shares information regarding fuel docks, pump out stations, slips, eating places, repair sites, etc in the harbors in

California! To get one of the booklets, contact [jhanson@waterboards.ca.gov](mailto:jhanson@waterboards.ca.gov) or download from the website [www.santamonibay.org](http://www.santamonibay.org). Going to a new harbor...you should not go without this information or sailor beware!

**June 13 Summer Party!**  
**Social Hour 6:30, Business Mtg 7:30, Speaker 8pm**

**July 11: Ari Steinberg "Crewing in the Whitbread Round the World Race"**

## Cruise News

By Fran Weber-Melville

(contact [cptfran@aol.com](mailto:cptfran@aol.com))

### Need to Cancel the Two Harbors at Catalina Trip...Sooooooooooooooooo Sorry!

Gang, it appears that our WSA cruising skippers are having to much fun in other parts of their lives to hang in Catalina for the weekend of June 9-10th. Sorry but have to cancel the cruise for this month...I am pretty sure that the cruise to Long Beach area the end of July will be the cruise that will happen...I will keep you posted as best as I can for that extravaganza! Keep your eyes open for emails regarding this cruise and will have some info at the June meeting as well!

- End of July – Shoreline Marina in Long Beach
- Sept 1-4 Channel Islands
- Oct 6-9 Catalina Harbor for Buccaneer Days!

### **Member spotlight: Marianne Liggett**

By Sue Service



Marianne Liggett (member #456) has been a WSA since 2000. She started sailing in July 2000. Her goal for the summer was to sail to Catalina and it turned out to be her first sail! It was a WSA cruise to Catalina on *Lightning* with Fran Weber Melville,

John Melville and Kelly Weiss. According the Marianne, she didn't know a jib from a hank, but was willing to learn! She then crewed on the Committee boat for the WOW that year, and then in 2003 she skippered Roger Merriam's 37' Jeanneau *Merry M* in the

WOW, and with the help of a very talented crew, managed to have a lot of fun, and learned a lot in the process (*and* brought the boat back in one piece both days! ha!). Marianne enjoys racing, cruising and daysailing, and did some sailing in the Greek isles two summers ago. When asked what she thinks WSA does best she replied "WSA makes sailing, and learning how to sail, so accessible. For me, it's the other members that make it so great - their generosity, willingness to teach, share, and the encouragement to be a part of this wonderful organization!" Marianne gives back to WSA – she has been the Skipper's Liaison since 2003!

### **WSA Skipper of the Month**

Because our skippers are very special WSA members and just great people in general...It was thought that the members of WSA would like to know a bit about our skippers besides them being great sailors!!! So, since I, Fran Weber-Melville, was given the opportunity to write these articles..one might wonder who gets the first slot of fame in print...



**John Melville!!!!**  
John has been a skipper for WSA for about 10-12 years which makes him a very seasoned WSA skipper. He skippered a 35 ft

Erickson, vintage 1970, and is probably one of the few skippers left with a hank on foresail!!!! So when you sail on *Lightning*, you get the old school sailing skills thrown in with a great day of sailing!!! John's claim to fame in terms of sea stories is his trip from Long Beach to

Hawaii with a 65 year old woman who had built the trimaran herself along with her husband...John is more than willing to share this sea story with you but just be forewarned...you may go thru a couple of ice blended chi teas before the story is done!!!!

John is ASA certified in basic keel boat instructor, has his 50 ton captains license along with about 30 years of sailing experience...need we say more!!

Along with his sailing talents, John was a professional drummer played all over the country in many rock and roll bands, enjoys teaching downhill skiing to physically handicapped adults in Mammoth and Big Bear. One of the big events of his year is going to Colorado to participate in the winter ski camp for the disabled vets...please beware...these ski stories will also cost you a ice blended chi tea or two!!!

## Wanna Race?

*By Kim Stuart*

### ¿Por Que Non?

Another Memorial Day weekend in the states, another Las Marietas Regatta in Puerto Vallarta, and as many of you know, WSA members form a team to make the trip each year.

This year's race was the third annual, and the biggest surprise for the returning racers was the brand new building the yacht club had erected as a club house. Air conditioning, a full kitchen, and a beautiful patio replaced the old facility (from what I heard, calling it a facility was a bit of a stretch).

Five teams were entered in the race, sailed on Capri 37s, chartered from local owners in PV. *Dread Nought*, the hands on favorite to win (again) was Laura Legorreta's boat, driven by Karla Moreno, and crewed by 13 of the most svelte sailing women I've ever seen.

The other entries were from Long Beach (driven by our own Alice Leahey, with Kelly Cantley and Diane Hubner also on the team),

Dana Point (Sue Senecki), and Santa Barbara (Jane Watkins).

After most of us spent a leisurely day on Thursday enjoying the local activities, Friday morning started with a skippers meeting to sort out the race instructions, prior to a planned 1 pm start time. Race management in Mexico is somewhat laissez-faire in attitude I'd been warned, so all the American teams thought we'd supply one of our "token males" for the race committee, to keep us informed of changes and alterations to the printed instructions, and Alex Perez found himself "volunteered" for the job.

Our team consisted of Kathy St Amant on the helm, Monica Chaban on main, Tina Clapps and myself on trim, Patti Eagan as pit, Barbara Marbach on mast, and Michaela Draper as bow. Liz Hjorth finished up the team as tactician. We were lucky enough to snag an additional member for Saturday and Sunday from the Long Beach crew (weight issues), and Ro made a wonderful ninth person on the boat, handling the runners and freeing up Liz to help out around the boat as needed.

Friday's races started around 2 pm (only an hour or so late, lol) and as the breeze built, the chop began to factor into things. With 16-18 kts sustained, and gusts a bit higher, getting around the course was not easy for the MdR team with only 8 people on the boat. We managed to pull off three solid third places (not bad for a team that had never sailed together and was sailing short-handed) and felt pretty good about the day. We kept reminding each other that we were "on vacation", and that helped to keep our thirds from becoming a drag.

Two long races were in the cards for Saturday, both of them with upwind finishes. For those of you that race, you know what a pain upwind finishes can be when you're having trouble with the leeward mark roundings... ;)

The first Saturday race had an exciting start, boats in close quarters and nearly in contact with each other, and then the drag race was on. Each team worked hard to win, and we had to constantly tweak and tune to keep our position near the front. The leeward mark almost got us on one of the roundings, but thanks to quick work by the team we stayed clear of it (agonizingly and painstakingly we held our breath while backing away from the mark) and managed to maintain our first to get to the finish line. Long Beach wasn't quite as lucky, since they caught the mark on their rounding and both their jib sheets came off during their penalty turn. Santa Barbara squeaked ahead of them into second on the race, but the day was only half over.

Downwind was the key to Saturday's racing, since the boats were very close on the upwind legs. The wind was blowing 12-15 or so, and the chop wasn't an issue like Friday. The second race started with two OCS boats, Mexico and Dana Point.



*The WSA team getting ready to tack*

Saturday ended with a complete turnaround in overall results – we were now in first by one point, followed by the Mexican girls, and then Long Beach one point behind them, with Santa Barbara trailing LB by one point. Dana Point had some boat issues they could not overcome on Friday, and unfortunately were pretty well out of the hunt for hardware by then. It doesn't get much more exciting for overall results when you think about it. Everything was going to come down to the distance race on Sunday!

Sunday morning was sunny and hot again (hot, yes, there's a pattern here), with a race up to Las Marietas Island and back to the breakwater at the marina. Our plan was to tack immediately after the start and head toward the beach, so that we could use the building breeze and its momentum to push us up to a nice layline for the mark. Alas, it was not to be. With the overall standings so tight, every boat was working their hardest to win that day, and we ended up pushed out to the left side of the course early. As we tried to make our way over to the beach, Long Beach and Mexico stayed with us and forced us into a tacking duel with the two of them early in the racing. Santa Barbara took the opportunity to slide into first and started making great time on the entire fleet, since they had the beach to themselves.

Our crew was exhausted – five previous races in a brisk breeze with the fewest number of crew aboard – in the heat – had worn us down, and we were hard put to keep on tacking it out. We decided to duck the Mexicans when they came back across, knowing that there was a chance they'd hang us out to dry and make us go much closer to the beach than we wanted, and sure enough, they took the opportunity to give us an up close view of what we thought was a sandbar. Luckily they weren't too sure it wasn't a sandbar, so when we called for room at the obstruction, they tacked over to starboard and we ended up with a clear path to the mark.

After rounding the windward mark, the downwind strategy became a critical point in the race. Did we cover Mexico and head into the bay, or did we go with our decision to stay close to the beach? Long Beach made the same decision as we, and they came back to the beach with us, while Dana Point followed from behind as well. Mexico and Santa Barbara headed into the bay, and for the next two hours we watched and hoped (and sweated profusely) as the wind favored our decision and we were pulling away from everyone but Long Beach.

Getting to the finish became a drag race with Alice's team, and they refused to give up. Each time it seemed we were clear ahead, they came back strong and we were neck and neck again. Kudos to those ladies for their concentration and effort in what essentially became a battle of endurance.

We did some quick math on the boat and realized that second in Sunday's race would give us a first overall in the regatta. What we didn't realize was that first in Sunday's race for Long Beach would move the Mexican team into third place. Our choice – protect our first overall, don't get crazy and make a mistake that would cost us the regatta – opened the door for Long Beach, and once they got a foot in, they weren't pulling it out!



*Sunday's start in Puerto Vallarta*

The finish line was not set up yet, and speculation was rampant on the boat about where the other end of the line was going to be. One mark in the water, no idea whether we were to leave it to port or starboard. The committee boat disappeared (dropping the Mexican coach off for a trip to the airport in haste, since we were finishing an hour before they expected us to) and finally we decided to follow Long Beach into the line. Little did we realize that Long Beach was having the same issues and had no idea where the line would be.

The boat emerged from the harbor in the nick of time, hung the other mark off the side and Long Beach slid into the finish first, getting the gun. We followed them across a few

minutes later and everyone on the boat was excited, hot, sweaty and happy! Amazingly enough, we looked back to see Dana Point coming in for a certain third place – once again, kudos to a team that could not place well overall in the regatta, but still sailed hard on Sunday and finished with a solid third!

Awards were given out on Sunday night at a nice restaurant downtown, after a lovely dinner. We took first overall, followed by Long Beach, Mexico, Santa Barbara and Dana Point. Monday was spent getting massages, lounging by the pool, shopping, relaxing and comparing bruises! Tuesday morning everyone was up and out of the hotel for the long trip back home, first place trophy safely packed away!

### **The Pacific Cup Race to Hawai'i**

The "Pac Cup" race goes from San Francisco to Kaneohe Hawaii, a distance of 1070 nm. This 20<sup>th</sup> biennial race has been hosted by the Pacific Cup Yacht Club, and is sponsored by West Marine. The start is off the St. Francis YC in San Francisco, between July 3 and 7 (slower boats first). The time to beat was set by Roger Miller in 2004 aboard *Mari-Cha IV*: 5 days 5 hours 38 min and 10 sec.

This year WSA's own **Avghi Constantinides** will be crewing in this race. She has agreed keep us posted on her preparation and the race itself. Here is her first submission:

My adventure began when my husband, Lee, received phone call. The call was from Sam, a recent graduate of the high school where Lee is principal. Nothing strange in that, not until he handed me the phone and said "It's for you." Sam, a 21 year old college student and occasional sailor, who had met me only a few times, says, "Hey, you know I'm doing the Pac Cup on my uncle's boat this summer. . . So, you wanna come?" Before I could think of anything else, "Yes" escaped my lips. A week or so later, I got a call from Uncle Dan, the owner and captain of a 52 foot Sparkman and

Stephens Yawl. We spoke about schedules, the race, the boat, and my experience, then agreed on a date to meet. I sensed he was most interested in finding out if he and the crew could put up with me for 12 or 13 days at sea.

Several weeks later, I find myself on a dock in Sausalito. I get directions to the slip, but at first I walk right past right past the S & S until I look back and see a very pretty wooden boat. Soon there is tall man walking toward me, “Dan?” “Avghi?” followed by a strong handshake and a gesture toward the deck. As we climb aboard, my excitement rises, “Boy, this is a pretty boat” I am thinking to myself. We take off the hatch covers and go below.



Avghi's home for the Pac Cup race: the *Bounty* under sail

Once in the cabin, Dan pulls out a yellow note pad, I gulp. Dan is a tall, soft-spoken man in his fifties, a navy veteran who owned sailboats when I was still in nappies. He has a very long checklist. What types of sailing have I done, in what positions have I served, and on what kinds of boats, how are my medical skills, and how much do I know about engines? This,

I'm afraid, is where I started to laugh. “I don't know anything about engines.” The space on his yellow notepad next to “engine skills” was left blank, and I gulped again. There were four more pages of questions. Dan asked me life questions—likes and dislikes, favorites and such. When I told him about my recent wedding he asked me how my husband felt about my making the trip. “Envious.” We spoke about family, then he questioned me about my cooking skills. I am pretty good around a stove, but I was hesitant to say. I did not want to sign on as galley slave. When he explained that all crewmembers would share in the cooking, I breathed a sigh of relief.

Four hours had past when we made our way around the teak deck, through the cockpit, and past its beautiful brass compass that stands before the wooden wheel. Soon it was time for Dan to pick up his daughter and for me to catch a plane home. I left Sausalito not knowing if I had won a spot on the crew of the *Bounty*. Running the day over in my mind, I thought about Dan's engine maintenance queries and how little knowledge of navigation and meteorology I had displayed at his chart table. I laughed nervously to myself. Dan was looking for more than a deckhand, he needed a watch captain.

The following week passed uneasily for me. I wanted very much to go, but I did not want the responsibility of being a watch captain. My dreams were filled with heavy seas, broken masts, many a man overboard, and sinking sailboats—you know the ones. Then one morning I get the call. Its Dan, “Well, I've found a watch captain, a retired nuclear submarine skipper, and a good friend of mine.” I may have been expecting it, but I felt my heart sink. “Mastering navigation in a couple of months is a tall order . . .” that was something of an understatement, “. . . but you could learn a lot on the way to Hawaii. We would love to have you on as crew, would you still like to come?”

## Upcoming Calendar of Events

### ...June 2006

3-4 Sat/Sun	Cal Race Week – CYC
10 <sup>th</sup> Sat	Berger Series #4: MdR to Cat Harbor – DRYC
11 <sup>th</sup> Sun	Berger Series #5: Eagle Rock to MdR – DRYC
13 <sup>th</sup> Tues	WSA General Meeting – SUMMER PARTY - SMWYC
16 <sup>th</sup> Fri	Sundown Series – DRYC
17 <sup>th</sup> Sat	Start Clinic – SBYRC
23-25 Fri-Sun	Long Beach Race Week – LBYC/ABYC
24-26 Sat-Mon	Cruise to Two Harbors, Catalina, with Fairwinds YC

### ...July 2006

1-2 Sat/Sun	MdR to San Diego – SMWYC
8-9 Sat/Sun	WOW/WAH – ASMBYC/WSA/MVYC/PMYC
11 <sup>th</sup> Tues	WSA General Meeting
25 <sup>th</sup> Tues	WSA Board Meeting

**Racers – be sure to review a copy of the 2006 ASMBYC calendar – you can get a copy at <http://www.asmbyc.org>**

**Daysails: Daysails take place on Saturdays and Sundays, and are not listed on this calendar – contact Laura Guggenheimer ([wsadaysails@gmail.com](mailto:wsadaysails@gmail.com)) for up to date information!**

## 2006 WSA BOARD and COMMITTEE CHAIRS

### *Commodore*

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### *Vice Commodore*

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### *Secretary*

Barbara Marbach

### *Treasurer*

Karen Kuchel

### *J/S Commodore*

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**WOMEN'S SAILING ASSOCIATION  
Of SANTA MONICA BAY, INC.  
P.O. Box 10034  
Marina del Rey, CA 90295**

#### **MISSION STATEMENT:**

- To promote and support women's Sailing based on the following principles:
- To provide education 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; and
- To enhance networking opportunities.

**<http://www.wsasmb.org>.....Women's Sailing Assoc of Santa Monica Bay**