

Gal' Warnings

COMMODORE'S QUARTERS



By Laura Guggenheimer

It's hard to believe that it is already October and we will be selecting the 2008 board and chair positions. At the October meeting please be ready to review the slate that has been created. In addition please think about who you would like to nominate for the Marilyn Butefish Award. For those of you who are not familiar with this award, it is awarded annually at the Installation Dinner held during our normal general meeting in December. This award is nominated by you, the general membership of WSA to the WSA member who has shown exceptional support of WSA throughout the year. Last year the award was given to Karyn Jones. We will be passing out nomination forms at the October meeting for voting in November so think of who is deserving of this special recognition.

Now for the 2008 slate. If you are interested in donating some of your time to WSA and want to hold a board position, or a chair position please let me, Laura Guggenheimer know. Send me an email at: laura.guggenheimer@gmail.com The slate will be prepared for the October meeting but elections will



The view from the top – WSA cruise to Cat Harbor

Oct 9: Cruising the Cook Islands, Samoa and Tonga with Jean Adam

6:30pm social hour, 7:30 business meeting, 8pm speaker

be held in November. The following positions are still vacant as of September 30.

- Communications Director
- Membership Chair
- Secretary
- Publicity
- Cruise Chair

Other positions have been filled but if you are interested in running against the current

nominee that is also encouraged.

Giving back to WSA is a fulfilling experience and it is also vital that we all pitch in and make WSA work. We are only as strong as our members so I encourage you to think about volunteering your time to help out our great organization.

UCLA offers

Adaptive Recreation Program at the Marina Aquatic Center

The UCLA Marina Aquatic Center, in Marina del Rey, will be offering adaptive kayaking and sailing programs. The kayaking program has been in place for a while, but the sailing program is brand-new. The success of these programs depends strongly on volunteers – if you are interested please contact Jaime Hoffman (jhoffman@recreation.ucla.edu)

ASMBYC Awards

Annually ASMBYC presents three awards to outstanding adult members of the local sailing community. The **Sportsman of the Year** award is for “exceptional and consistent fairness, courtesy, gracefulness and/or heroism in yachting activities”. The **David Poe Service Award** is “presented for outstanding contributions of time and/or talent to yachting beyond the recipient’s normal obligation”. The **Yachtsman of the Year** is “presented for creative contributions and exemplary accomplishments to the sport of yachting in Santa Monica Bay”. WSA will nominate persons for each of these awards. If you have suggestions for nominees, please contact Laura Guggenheimer at commodore@wsasmb.org

Magic Holiday – Marina del Rey Boat Parade December 7/8

By Sue Service, Vice-Commodore

As Vice-Commodore, one of my primary responsibilities is to organize WSA’s entry into the annual Marina del Rey Holiday Boat Parade. If you’ve ever participated in or watched the boat parade, you know this takes a lot of work.

Janet Davis, Chris Tarantola and Laura Guggenheimer have already done a lot of working helping to design our entry for this year. **We still need a boat!** Please consider volunteering your boat to be entered in this year’s parade and let us work some WSA Magic!

Race Report

By Joan Chandler, Co-Race Chair

October is here and it’s time to start preparing ourselves for the harsh Southern California winter oh, hmmm Wrong latitude ☺

The wrap of up of the CYC Sunset Series – the King of the Hill Race – signals the end of summer evening racing. But wait! There are some exciting new developments in the making that will help with our withdrawal symptoms. DRYC is kicking off a Saturday Night Racing series to be held on three Saturday afternoons in October. The races will be short in the mode of the Sunset Series and will be followed by a party at DRYC. Should be fun!

And CYC is also planning to continue the “beer can” type competition. I don’t know the dates off hand, but CYC will be hosting some Sunday afternoon racing in the fall months. Again the format will be similar to the Wednesday evening racing and followed by a barbeque. Stay tuned for details.

Aside from just continuing the fun – which is a worthy thing in itself – one of the goals of these two series is to continue to promote racing sailing and to interest more people in the sport. So be sure to be alert to opportunities to crew for yourself and your friends who are interested in racing. Get out there!

Local regattas in September included the Harris Series hosted by CYC. New WSA member Monica Antola made a grand entrance with her new Mumm 30 with a 2nd place in the A fleet. At the end of the month SBYRC hosted the ASMBYC Champion of Championship Regatta - I have yet to see the results posted.

October fun will include two more days in the Man/Woman Series – I am sure WSA is well represented in those races! And later in the month are the Oktoberfest and Heather Perkoff Series hosted by SMWYC and PMYC.

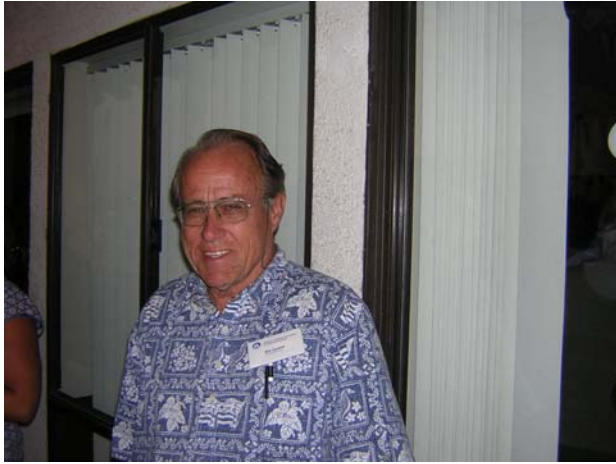
I personally am most looking forward to the Linda Elias Women’s One Design Regatta scheduled for October 20 and 21st. Wish us luck!



WSA’s LEMWOD team includes Cheryl Brazier, Sue Service, Joan Chandler, Gwen Able, Mary Stuyvesent, Julie Donovan, Laura Guggenheimer, and (not pictured) Stine Cacavas, Tina Claps, Margaret Pommert, Monica Antola

Member Spotlight: Bill Gaskill

By Sue Service



Bill Gaskill has been a member since the days of Fran Weber Melville being commodore – quite a few years then. He has been sailing since 1965, he learned locally at the Cal State Long Beach facility! He owns a Catalina 38 called “The Captain and the Kid”, which is kept at a marina in Wilmington, CA. When asked about one of his most memorable sailing adventures to date he mentioned sailing across the Atlantic Ocean from the Canary Islands to Barbados in a 28’ Pearson. As small as that boat was, he had aboard with him his disassembled bicycle! The adventure took 20 days, and he remembers heading towards squalls in order to restock their fresh water supply with rainwater. His sailing goals for 2008 are somewhat more modest, in that he hopes to complete some maintenance on his boat and get her out on the water again soon.

Cruising the Cook Islands, Samoa and Tonga with Jean Adam

By: Karyn Jones

October 9 speaker Jean Adam welcomes WSA aboard the sailing vessel *Quest*, a Davidson 53 pilot house sloop. (Virtually speaking-you won't actually get to go on the boat—sorry). A little background on Jean...she along with her husband, Scott began their "Quest" by circumnavigating New Zealand in 2002. From there, they went on to Alaska via Tahiti and Hawaii. In 2005, they started a cruise in Mexico which took them south to El Salvador and Costa Rica to Panama, the Galapagos to the Gambier Islands. Their 2007 plans took them to Fiji this year. Needless to say, Jean and Scott have

spent a lot of time on the water. Jean has given several presentations (including a couple to WSA) on "Emergencies at Sea." Come join us as we return to relive their 2006 cruise to the Cook Islands, Samoa and Tonga. Don't forget to stop by for the social hour at 1830. Hope to see you there!

The WSA Cruise Program has been busy with trips to the Channel Islands and Cat Harbor.

WSA cruise chair goes wacko with the surprise cruise November 3rd and 4th

(the small font is like I am whispering to help keep it a secret....) I promise this to be the most fun cruise of the year...yeah we had fun in Cat Harbor, Channel Islands and Buccaneer days, yeah, yeah, yeah...but now if you miss this last cruise of 2007..

you have got to be nuts!!

all you have to do is be ready to leave on a boat around 10 or 11am on Saturday November 3rd, stay overnight on the boat, come home about 4-6 pm on Sunday...provision for Saturday lunch and dinner, maybe Sunday breakfast, Sunday lunch. I promise...easy local destination, easy food provisioning, great weather, calm anchorage, some really fun surprises...a generally a fabulous time! If you have never been on a WSA cruise and this would be your first...this is a great first cruise! Skippers, if you want to play with us on this cruise...and you have to be crazy not to want to play...please either call me 310 738-3205 or email me at cptfran@aol.com. The destination will be revealed in a puzzle format so not until Saturday under sail will you know where you are going!

Enjoy these photos from recent WSA cruises:



Diane Larson in Cat Harbor



George Maronich and wife Ada in Cat Harbor



Susana Hernández-Araico at the helm



John Melville addressing the finer points of using a winch



The annual fender tossing competition



Dining ashore



Lightning at anchor in the Channel Islands

Local Knowledge is Good (A Lesson in Safety and Seamanship)

by Kim Stuart, Co-Race Chair

As some of you know, WSA member Michaela Draper, Carey Meredith and myself traveled to St. Maarten to attend a WIMRA clinic being taught by US Womens Champion Liz Baylis, and the author of the North U book series, Bill Gladstone. The clinic was held at the St. Maarten Yacht Club, located on Simpsons Bay Lagoon on the island of St. Maarten.

St. Maarten is an island in the Caribbean, and it's the smallest land mass (37 square miles) to have two separate countries inhabit it. The French control the north side of the island – think long lunches, clothing optional beaches; the Dutch control the south side – quicker waitstaff and casinos. Once you are on the island, you don't need your passport to cross from one side to the other.

Before we arrived on the island, we had been in contact with the clinic organizers about a practice day in the boats before the clinic. The boats were new to us, and seemed almost overly simple. Main and tiny jib, centerboard, beaching rudder, ballast built into the hull, no keel.

When we got to the yacht club, the bartender made a phone call and came back to us. "Take any boat to practice, your choice." Perhaps the nagging voice in my head saying that we'd never been on these boats, had no idea how they handled (thus the reason for the practice) and didn't know the local knowledge on the lagoon should have been a klaxon-style, full tilt alarm, in hindsight.

We went down to the dock, had a look over the boats, checked the rigging, etc., then had a few issues trying to get the boat off the dock – the breeze was blowing, but without any instruments or other indicators (like a small craft advisory), we underestimated just how much breeze was blowing. We also had no local knowledge of currents or weather, which was to become a problem for us.

We decided to get lunch at the club, and gave it another try. This was partly sailing trip, partly vacation trip, so of course an afternoon of barefoot sailing around the lagoon to sort out the handling seemed to be a great idea. We got the boat off the dock and off we went, like a rocket, headed into the lagoon.

Normally, in a centerboard boat, you raise the board to sail downwind, and that is exactly what we did before leaving the dock. While this was probably not our first mistake, it turned out to be a huge one. The yacht club is located next to the Simpson Bay Bridge, a very low drawbridge with perhaps 10 feet of clearance when it's lowered. The little boats don't go out into the ocean to race, the lagoon is the largest on any island in the Caribbean, and there is plenty of breeze inside.

Suddenly, we found ourselves swept into the ebb current running to the bridge and on a collision course with a rather large coast guard cutter. We attempted to tack the boat, but with the centerboard down, we then were slipping sideways into the rocks, located along the sides of the bridge channel. We let the main off and while the boats momentum slowed, the current had us firmly in its grasp. Michaela hopped into the water to hold the boat off the rocks, lost her footing and then I hopped onto the rocks to help hold the boat. Did I mention the rocks are incredibly sharp and love to shred human flesh any time they get the chance? So much for barefoot sailing in the Caribbean.



We dropped the main and tried to sort out how to keep the boat from being swept against the bridge (possibly losing the rig), while trying to get some sail up to make it out of the channel and into the lagoon. All the while, the less than helpful Coast Guard fellows stood on their dock above us and watched. They were more concerned that our little fiberglass boat was going to drift into their giant metal cutter than they were in offering assistance. Of course the yacht club is about 100 yards away, so everyone that was having lunch (and

it's a very popular spot for lunch) had a ringside seat to the unfolding disaster.

Fortunately, a local power boat heading under the bridge reversed and tossed us a tow line, got us out of the current and into a safe spot. At this point, the alarms should have been loud enough to tell us to get back to the dock and give it a rest for the day. But alas, the desire to not be beaten by a little boat (so thinks the mid-size keel boat racer in me) was growing by the moment. We'd already embarrassed ourselves in front of the club (and the Coast Guard), and the thought of giving up was beaten by the competitive drive that makes us racers.

We got the main up and took off downwind (this time with the centerboard lowered) through the lagoon. The lagoon is made up of many mooring fields, and there are several islands in it as well. It's quite large and we were staying in a house on the island in another part of the lagoon. That morning we had watched a squall come down to our house (south end) from the yacht club (north end) and it was quite impressive. We could actually see the storm, and the clearing sunshine behind it. It wasn't terribly windy but there was a good bit of rain in it.

We took a turn around a little island and were about to start doing some boat handling drills to get a better sense of how the boat handled (as we were quite perplexed with the mess we'd gotten ourselves into straight away), when we noticed the biggest, blackest thunderhead coming over the mountain at a very quick clip. Without wind instruments or the usual whitecaps and waves that we have in California to estimate the wind speed, we had not realized just how much wind was blowing. Looking back, it was probably blowing close to 20 kts when we left the dock, and the wind was coming up fast.

The breeze in the bay is deceptive, it's very puffy and the driver and trimmers must react quickly on these boats, the lack of a keel makes them very tippy and they have an unstable feeling to the unaccustomed. In less than 5 minutes, the breeze had started to howl and the mast was shaking and rattling like crazy; no matter how much backstay we added, the rig wouldn't settle.

By now, we've realized we might be a bit overwhelmed, and we decided to sail back to the club and call it a day. As the breeze continued to

build, the boat refused to sail upwind. We were reaching from side to side across the bay, but making no headway to the north. The breeze continued to build and even as we were reaching we began to be pushed backwards with each tack. At this point we decided that dropping the sails and getting a tow was going to be our choice.

Those little boats go quickly when you are running off DDW before a squall, and the two nice fellows with inflatables that were attempting to come to our aid had to work hard to catch up with us. We were nearly a mile away from where we hailed them until they got to us and hooked us on the tow. It took both of them to tow the boat back, into a crazy breeze that wasn't letting up. There were breaking waves inside the lagoon and lots of chop.

Finally we arrived at the dock about 20 minutes later. The marina manager was waiting there for us, since someone had called her after the incident with the bridge. She was very happy to see that we were in one piece, shredded feet and bruises notwithstanding, and that the boat was in one piece also.

Of course by now, the sun was out, there was maybe 8-10 kts of steady breeze and when the clinic instructors arrived from the airport, they found it very hard to believe that the conditions had been what we described less than an hour prior. The bridge operator confirmed that they'd recorded 42 kts of wind during the squall, which is more than we see around Marina del Rey, and we wouldn't be sailing at home in an oversized dinghy in more than half that amount.

Over the course of the clinic, we heard plenty of stories from the locals about having sunk this boat or that one, having been swept by the current into the coast guard cutter and even experienced enough breeze on Sunday that the boats were unable to make headway upwind again. Everyone had a good laugh about our situation, and were glad that we'd not fared any worse for it. Apparently the salvage company is on call during regattas, and if it's very windy, occasionally has to re-float one of the boats overnight so it can be ready for racing the next day.

In next month's *Gal Warnings*, we'll have a recap of the clinic and what we learned from Liz and Bill.

Upcoming Calendar of Events

October 2007

6 th -7 th Sat/Sun	Buccaneer Days at Catalina!
6 th Sat	Saturday night races - DRYC
7 th Sun	Man/Woman Series #3 "Guys and Dolls"
9 th Tues	WSA General Meeting
13 th Sat	Saturday night races - DRYC
20 th -21 st Sat/Sun	Linda Elias Memorial Women's One Design Regatta – LBYC
20 th Sat	Man/Woman Series #4 "Two 4 One"
21 st Sun	Heather Perkoff Series PMYC
23 rd Tues	WSA Board Meeting
27 th Sat	Saturday night races - DRYC

November 2007

2 nd -4 th Fri-Sun	WSA Surprise Cruise (destination TBD!)
3 rd -4 th Sat/Sun	Matchless Match Racing
10 th Sat	Homeport Regatta
13 th Tues	WSA General Meeting
27 th Tues	WSA Board Meeting

Racers – be sure to review a copy of the 2007 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 Dianne Christman (wsadaysails@gmail.com) for up to date information!



barefoot sailing at its best, right?

2007 WSA BOARD and COMMITTEE CHAIRS

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**WOMEN'S SAILING ASSOCIATION
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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