The Crews News

Oceanside Harbor

Volume 11
Issue 10

Written For Boaters By Boaters
THECREWSNEWS@AOL.COM

October, 2009
Free!

Lido 14 Fleet's New Season!

By Hugh Mast

Clairvoyance was not required to know that Oceanside Yacht Club's dynamic junior team would have a powerful impact on the outcome of the harbor's Lido 14 Fleet. Slater McCardle and James Conner placed their new Lido 14 in front of the Fleet and only relinquished the position after the finishing horn. With several contests left, the fleet concentrated on these new upstarts. *Don't Mess With Kitty* navigated by Lido Fleet Captain, Stevy Mast with pirate slave Hugh Mast at the helm, took the gun in the next racing contest.

The season opener was the first of the monthly Lido 14 race days of the new 2009-2010 season with the six races seeing 4 different winners who were always pushed hard to the finish line. Very stable winds and a "Hot Dog" shaped course, with a leeward gate, kept the boats in close contact. There were NO "parade legs." Cobwebs were brushed from the boats, often by a competitor, and right-of-way rules were revisited.

Jack and Margie Buckeno in *A Little Quickie* battled throughout the six race series with Jeff Satterwhite and Christina Hendricks in *Hot Damn*, offering close crossing, rule testing action for the onlookers.

The fifth race of the contest was a trip around the Moaner, Oceanside's signature course. Jack and Margie paid an intimate visit to the basking seals before heading in to the finish. Given Harrison with Clay crewing led the way only to fall prey to the devious ways of small-boat tactical guru Larry Rowe in the final meters of the course. PC VanSlyke, also a Lido skipper, volunteered to fill the vacancy left in Larry's "Swift River" when Larry's former crewman, James Conner, moved into his own new ride.

After the spray settled, all craft returned safely to the end of G-dock for a re-cap and spirited fleet discussion, illustrated with "little pushy boats." The day of competition and racing fun was rounded out with refreshments, occasional bragging, and promises of great action in the coming season.

The November Lido fleet event will begin the 20 race, season-long quest for the coveted VanSlyke Trophy. Clairvoyance is not required to see that the Trophy will grace the mantle of a new winner in this coming Fleet 21 Championship Series! If you are a Lido 14 owner and interested in joining the fun, e-mail us at hueyandstevy@yahoo.com for more information.

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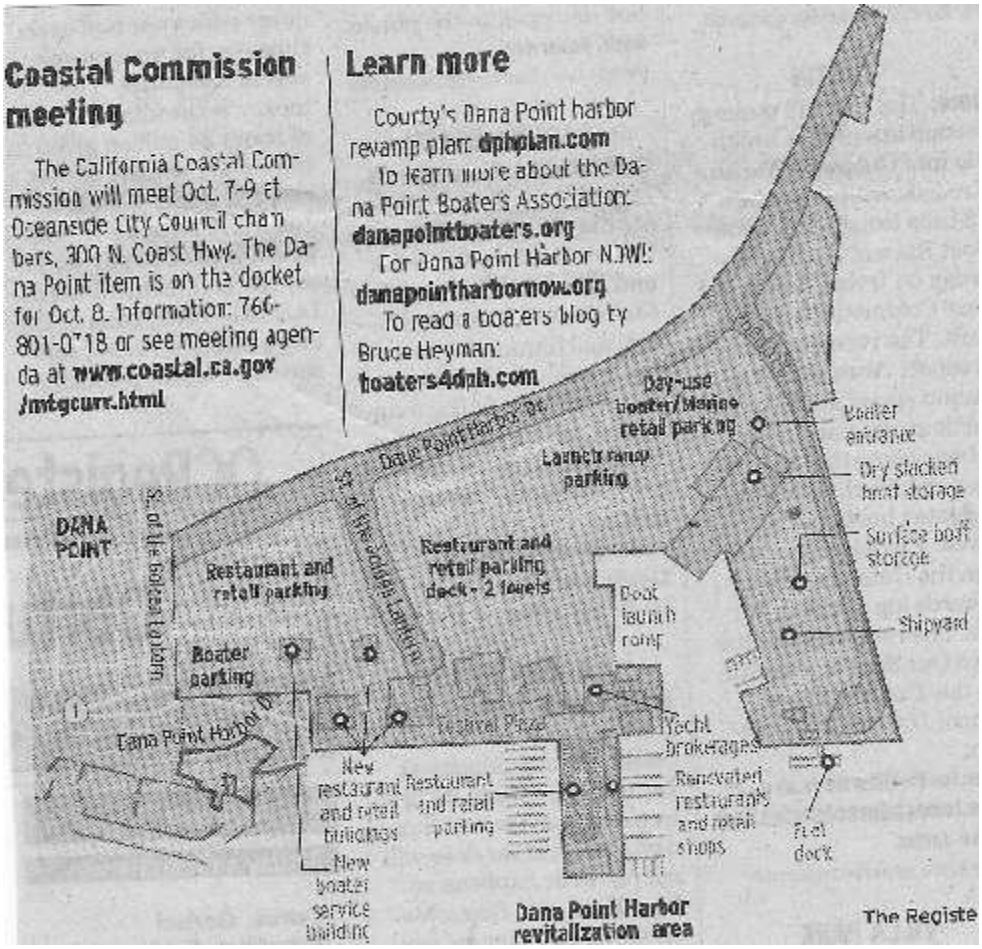

Courtesy of the Orange County Register

Panel to Vote on Dana Harbor Project Soon

The California Coastal Commission will consider the plan to revitalize Dana Harbor at it's October 7-9 meeting, which will be held in Oceanside in the Council Chambers. The decision of the commission will be the capstone of a ten year process to renovate the 276 acre, man-made harbor owned by the County of Orange. The project is expected to cost in excess of $140 million and take between 5 to 20 years to complete. One of the biggest issues in the projected plans has been the loss of slips. It is now believe that, because of the commission staff's report, the losses may be held to a maximum of 155 slips. The original plans called for a loss of 477 boat slips. For boaters throughout the Southern California Coastal area, the availability of slips is a major stumbling block in buying a vessel. It also affects the health of the entire boating industry which has suffered in the mired economy.

Boaters were also concerned about the projected loss of shipyard space and a serious reduction of dedicated boater parking to 0.6 spaces per slip. In some instances, the remaining dedicated boater parking could be up to 600 feet from the docks that they serve. The plan includes a proposed facility that would house 400 boats in dry storage. The redevelopment would include 153,000 square feet of commercial space.

When Oceanside Harbor boaters were very concerned about proposed slip fee increases last spring, Bruce Heyman of the Dana Point Boaters Association spoke eloquently in support of the unfairness of the proposed rate hikes. Now, Dana boaters are looking for our support as they seek understanding from the commission in regard to the inadequate number of slips currently available along the coast and the problems confronting boaters who are just trying to enjoy their vessels without having to park blocks away and lug everything a long distance. More information can be found at boaters4dph.com.

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Glorious Sunsets are common for the O'Dark-30 Series. Racers move past the start boat in the photo by racer Monte Yearley.

O'Dark-30 Series

By Paul Gadbois

Since other commitments have precluded racing, the O-Dark-30 Series was my chance to join in the fun. I was jazzed when Joe Braun asked me to crew aboard his Shock 35, *Shaman.* The truth is that I had forgotten how much fun it is to be on the water, part of the competition. I'd also forgotten that old hands talked back for several days when they were asked to grind and trim! Use it or loose it applies to sailing and racing too, guess that's why they call it a sport! Aches, pains and skinned knees aside, I had a great time!

Your perspective of the race is just different when you are part of it, being on the Race Committee boat is challenging, but it doesn't compare to actually racing. I mention this because there are two terrific racing opportunities coming up during October, and I hope that a huge fleet of racers turns out for both events; The *Race Your Home* and the *Johnson Regatta* (more about these later).

Sponsored by the Oceanside Yacht Club, but open to any interested skipper, the O-Dark-30 Series had a field of fourteen vessels competing in the six races sailed on Friday afternoons. Race Manager Lee Pryor has shared that the smallest craft in the fleet was new-comer Barry Van Ness's Santana 20, *Sea Puppy.* We had a lady skipper in the race when Patti Mangles came out with her Catalina 26, *Lori Anne,* and the youngest skipper was 16 year old James Conner aboard the family's Excaliber 29, *Sunburst. Serenity*, a Catalina 42 owned by David and Kari Albert was the largest of the fleet.

Besides the "rush" of competition, the reward for racing was watching incredible sunsets on the horizon. During the last race, we even had several gorgeous rainbows over the hills in the distance. Skippers, crew, family and friends crowded the OYC clubhouse for all the after-race fun as the Over-all Winners were toasted.

1st Place- *Toxic Haste* / Hugh Mast
2nd Place - *Shaman/* Joe Braun
3rd Place - *Gringo* / Monte Yearley
Cruising Class - *Serenity* / David Albert
Perseverance Award - *Lori Anne* / Patti Mangles

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The OYC Race Committee aboard Manfred Kleeme's Nordic Tug gets ready for a race start.

A Big Finish for the Harbor's Racing Season!

By Pat Gadbois

On **October 10th**, after the start of the final Coastal Series Race, big boats, heavy cruising vessels, and live-aboard aqua-condos, really anything that sails, will take to the waves to compete in the inaugural edition of the ***Race Your Home*** battle. The course will take the fleet toward the Encino Power Plant in a stately procession of dowagers; how far will depend on the co-operation of the gods of wind. A highly modified handicap system dreamed up by veteran racers Lee Pryor and Bill Roush will be used to score the results. The fleet's competitors will get points for BBQ's on the rail, dinghies lashed down on the deck, scads of anchor chain and lots of anchors, as well as dodgers, microwaves, freezers and other assorted comfort items found on cruising vessels. The whole idea is to get the cruising class vessels out of their slips and out on the race course having fun! For more information, check the OYC website for the NOR's.

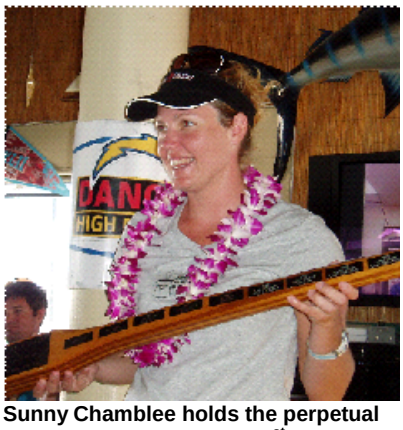
Oceanside Harbor's last major two-day racing event of the year will take place on **October 24-25th.** The **Rick Johnson Memorial Regatta** celebrates the contributions that the owner of *Muddy Waters* made to racing within our harbor. Rick also campaigned his Melges 30 up and down the coast, helping to put our harbor on the racing map. He was generous with his knowledge and experience, mentoring and coaching many of our harbor's most distinguished racers.

Participating in the "Ricker" is not only a way to honor the memory of a gallant competitor, but also to celebrate the Corinthian Spirit that reflects in the best that the sport of ocean racing engenders. Besides, October offers some of the best racing winds of the year, and it's a terrific reason to be out on the water. If you are a novice racer, invite a racing veteran to crew and be your coach. Most racing skippers are happy to share their knowledge because they know that more competitors equates to more fun! If you want to race your boat and are new the sport and need a mentor, call the Oceanside Yacht Club at 760-722-5751 and ask or contact the Fleet Captain, Paul Gadbois, at 760-721-1516 and let him know that you need help.

Lady Skippers Race Has Wind!

The Lady Skippers Race was not for the faint of heart! The red triangle was flying from the Harbor Department's pole and there were white caps on the horizon when a fleet of six vessels with ladies at the helm took to the race course for the best of three races series. From the deck of Tim Gallagher's trimaran *Tess,* which served as the Race Committee boat, it kind of resembled a clip from *Victory at Sea* because there were big swells running and lots of wind! Race Manager/PRO Tom Manok sent the ladies on several challenging courses. There were times when the racers lost sight of the "marks boat" manned by Les George and Jim Murray because they had disappeared into the valley of a big trough!

1st Place **-***Ohana/* Sunny Chamblee
2nd Place **-***Predator/* Terri Manok
3rd Place **-***Toxic Haste/* Stevie Mast



Sunny Chamblee holds the perpetual trophy for Lady Skippers 1st Place.

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On the Horizon…

October 3, Saturday
19th Annual Buccaneer Days, Two Harbors
www.visittwoharbors.com

San Diego to Ensenada Race

OYC Raft-up at Del Mar Boat Basin; limited to OYC members and their guests only.

October 4th, Sunday
Lady Skippers Race. See OYC web-site for NOR's
www.oceansideyc.com

October 5th - Monday and all consecutive Mondays - OYC Monday Night Football Pot Luck!

October 6th - Tuesday
Fleet Meeting at 7:00 in the OYC Clubhouse.

Angler's Club Meeting, 7:00
In OYC clubhouse.

October 8th and every Thursday…
Oceanside's Sunset Market
5:00pm in downtown Oceanside.

California Coastal Commission Meets in Council Chambers

Power Squadron Basic Boating Course begins at OYC, 7:00

October 10th - Saturday
Coastal Series Race - Carlsbad & Race Your Home**!** See OYC web-site for information.

Jim Beam Surftag -7AM-6PM North Harbor Jetty; 8-16 surf teams will compete in a tag team tournament format to determine which club has the best team of surfers. Public Information Number, (424) 653-1900

October 16 - 17
Cruiser's Weekend, Two Harbors
www.visittwoharbors.com

October 24-5
Rick Johnson Memorial Regatta
Check www.oceansideyc.com for the NOR's or call OYC.

October 31 - Halloween!
Trick or Treat!

Want to learn safe boating?

Be the first to know how to save yourself and others on the water! Treat yourself to an education with the San Luis Rey Sail And Power Squadron's "*Boating Course*". Nine sessions starting Thursday, October 8, 2009, 7pm - 9pm at the Oceanside Yacht Club, 1950 Harbor Drive North Oceanside, CA 92054. Limited to the first 15 applicants, so hurry to come aboard. A nominal fee to cover books and materials. Call 760-729-6034 or 760-754-8670, SLRSPS2009@gmail.com, www.usps.org/localusps/slr for more information.

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Paul Gadbois publishes *The Crews News* as a community service. While every attempt is made to be accurate, no liability is assumed for errors. You can reach *The Crews News* by phone at 760-721-1516. Mail and complements may be addressed to : Paul Gadbois, 603 Seagaze, # 792, Oceanside, CA 92054.

***The Crews News* invites letters to the editor. We'll print just about any thing, but reserve the right to refuse slanderous or libelous stuff.**

Characters described in *The Crews News* are purely fictional. Any similarity to anyone living or dead is purely coincidental.

The deadline for advertising is the 26th of the month. Liability for errors in advertising is limited to the value of the ad.

Rates for business card sized ads are as follows:
1 issue - $20.00
6 issues - $100.00
12 issues - $150.00

Larger ads are negotiable!

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Obsession **returns to her slip in Oceanside Harbor.**

Adventures in Paradise…

By Paul Gadbois

" If you have ever driven from California to the East Coast, you know that 3,000 miles is a very long stretch, even at 75 mph. But imagine covering that distance at less than 10 mph - in a convertible with the top down, even on rainy days. Now imagine that some days your vehicle would only advance a few miles and on bad days, it would actually slide backwards…" From Latitude 38 Magazine, April 2009.

Two intrepid Oceanside sailors, Les George and John Erhardt, recently returned from cruising in the South Pacific. They were part of what has come to be known as the "Pacific Puddle Jump Rally" which attracts dozens of cruising boats each year. Participating boats come from a wide venue of harbors, and more than a few are cruisers from other countries. Sponsored by the Tahiti Department of Tourism, and Latitude 38 Magazine, the cruisers head out from ports in Mexico, Central and South America in March through April and eventually meet for a Tahiti rendezvous in mid June. There is a huge chunk of ocean to cross before making landfall in the dramatically beautiful Marquesas Islands.

By the time Les and John returned to Oceanside, they had logged 12,442 miles at sea on board *Obsession,* the George's Cal 39. The pair are both veteran skippers with years of experience at sea, and both have made trans-Pacific crossings before. Les, a licensed skipper, is a retired fireman, and John is a retired engineer which probably explains why they had least two back-up spares of just about everything on the boat! No detail was left to chance!

As Les pointed out, "When something breaks, you've got'ta be prepared, and even then you may need to be a McGuyver to get it fixed! There are no pit-stops. You are out there alone, with only yourselves and your boat to depend upon."

John (L) and Les double-handed all the way across the Pacific.

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The longest passage was 18 days. *Obsession* moves along under sail at 6 to 7 knots. The pair took turns standing watch, usually three hours on and 3 hours off. In retrospect, if there was one single thing that they might have done differently, it would have been to add extra crew for the long passages. It would simply have made the passage more laid-back and enjoyable, but that was the only thing Les might re-think for a future voyage.

When the pair arrived in French Polynesia, their ladies, Connie George and Patti Mangles, flew over to join the sailors. With the help of Michel Alcon, Director of theTahiti Yacht Club, Latitude 38 was able to arrange for the "Pacific Puddle Jumpers" to be granted special bond exemptions for the first time from the Tahitian government which saved the cruisers both money and time clearing port. The crew of *Obsession* met cruisers from the entire Western Seaboard including Canada, many from the East Coast, and several from European ports, Australia, and even South Africa. The "Puddle Jumpers" were a moving United Nations flotilla.

Without exception, everyone with whom our Oceanside sailors spoke, found the people of French Polynesia and Tahiti warm, friendly and charming. Les felt that the beauty of the islands was second only to the graciousness of the people who live there. They fell in love with the small volcanic islands known as Tuamotus that just poke their tops above the water and offer an incredible diversity of sea-life perfect for diving and snorkeling. Among the keep-sakes which they brought home are gorgeous shells and pieces of colorful coral gathered from beaches around the Tuamotus.

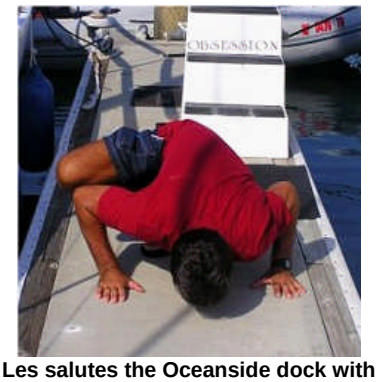
Photos by Judy Brammer

Many of these mini-volcanic islands are surrounded by circular coral reefs with small openings which required some careful navigation to enter. Frequently, they made use of the Pactor modem to communicate with other cruisers via e-mail or ham radio to share local knowledge. Anchoring in these waters also requires a new curve of skills and tips were appreciated. They carried all chain aboard *Obsession,* and it proved to be a wise decision.

They wandered through the Society Chain, Moorea, Bora, Bora and on to Tahiti for the "Pacific Puddle Jumpers" get-together. Connie and Patti agreed that Paradise was the only word which really described the beauty that surrounded them on a daily basis!

On the return voyage to Hawaii, Les and John skirted a hurricane. Fortunately, a sailing buddy in Hawaii alerted them to the possible danger and they were able to check up-dated weather faxes and "hang-out" around 9°N long enough to avoid all but the large swells. Most of the time they sailed with a reefed main and about a 60% head sail. Les had extra-heavy reef points put on the sail and they proved to be a good investment. The worst seas that they encountered were on a beam reach off the big island as they got close to the Hawaiian chain. Even though they had some small hiccups, the biggest issues that they encountered sailing were the constant bright sun and chafe on the sails and sheets, which speaks volumes about the condition of the boat and their careful preparation.

Arriving in Oceanside, they were greeted by welcome signs strung on booms, horn blasts and a large group of family and boating buddies. While they had a wonderful trip and a great adventure, coming home has it's own special kind of magic too!



Les salutes the Oceanside dock with a big pucker, grateful for a good trip and a safe return!

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