



# Hollywood Yacht Club Porthole

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Vice Commodore Marla Brown 310.372.5918  
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*The newsletter of the Hollywood Yacht Club. Edited by Craig Ryan*

## May / June 2008

### FROM YOUR COMMODORE, KEN GRIFFING



Well, if the weather would make up its mind what season it wants to be we might already be in the heart of the boating season (not that we are really ever in any other!). We have already had a number of delightful weekends with warm sunny days and all one could wish for enjoyable boating conditions.

The USCG reports that we recently had an incident in one of the local channels that could have easily resulted in loss of both vessels and lives. Fortunately all turned out favorably but not because of proper actions by those involved. Be careful whenever you are underway because unthinking or unintended actions by others can spoil your good intentions and otherwise correct actions, especially if everyone is not knowledgeable of the rules or choose not to follow them! Don't get caught with your guard down. Also, have you checked that all of your safety equipment is serviceable and current? If you would like to have a Vessel Safety Check that could be arranged too!

With the summer upon us we are into the time of year when HYC does not have regular membership meetings but that does not mean we forget about one another. It just means that we hopefully are spending more time on and near the water and less indoors. Enjoy your summertime and have a happy and safe boating season. Hopefully we will see one another on the water and at our occasional events.

This past weekend HYC had an excellent representation at the BCYC Invitational (predicted log contest). Our very own Vice Commodore, Marla Brown carried away awards for both the Friday and Saturday events as did Craig Ryan. However, it is the Saturday award that he would prefer to remember as he scored an overall 0.74% to take first place. Congratulations Craig! Many other HYC members and nearly the entire Bridge were present and participating in the festivities.

Save July 26 for the Summer BBQ and also December 13 for our Christmas Party. The Christmas date is different from what is shown in the Roster so please mark it down now so as not to miss this always enjoyable event. We hope to see you on both occasions. Enjoy the summer and stay safe!

Ken

## FROM YOUR VICE COMMODORE, MARLA BROWN



The Summer BBQ is just around the corner on July 26<sup>th</sup>. I hope everyone can be there. The theme for the BBQ is “Hollywood Nights”. The menu is my secret family recipe for chicken, John Walker’s beans, salads and the HYC Bar tenders will be ready to serve you. There will be dancing under the stars after dinner and of course – dessert. Information about the event is on the web site and in the newsletter.

Our weekend of racing, the Sharkie and Bahia Corinthian Invitational, was so much fun. Everyone had a great time and HYC took home some trophies. Commodore Ken won the Commodore’s challenge and our Craig Ryan on *Black Jack* took first place in the BCYC Invitational getting two Happy Faces (zero error legs)! *Slip Aweigh* and *Prime Time* (John Walker) also won trophies.

J D and Vicky Smith did a fantastic job putting the BCYC race together. J D worked hard from planning the event to the dinner and trophy presentation Saturday night. There was room for all of the boats, lots of wine and champagne and Vicky donated wine bags and T shirts from Wine Styles. Thank you both so much. Let’s not forget the huge party on *Black Jack* Saturday night, it was standing room only. I don’t know how Jan outdoes herself every time but she does with the wonderful food she prepares. We hardly see her and occasionally she pops her smiling face up to see how things are going. A big thank you to Jan, Craig and Peggy for the hospitality on their boat. Another thank you goes to our MC, Tom Collins. His talent for making the peel off interesting, entertaining and suspenseful, is a great way to end the day of racing.

New members – you should get involved in the racing and I suggest you talk to us about participating. You will be glad you did.

See you soon.

Marla

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## FROM YOUR REAR COMMODORE, ANNE-MARIE BOSCHÉ



Happy Summer All

Many are off to a great start participating in various races. Bruce & I participated in the “Rear Commodore” along with several clubs. The day was sponsored by SCYA, YRU, and Del Rey. We took a nice boat ride through the marina.

SCCA held their June meeting, and we had a great group from HYC.

We are looking forward to the Summer BBQ and are sure that it will be just lovely. V/C Marla Brown is putting it together, and I’m sure she may want help. You can contact her to volunteer.

Our Pirate party will be on September 27. I’ll be heading it up, and am looking for help with game ideas. See the flyer later in this issue.

Finally, soon we’ll be driving to Baja. See you when we get back!

Anne-Marie

**FROM YOUR SECRETARY, CRAIG RYAN**



I had the pleasure of representing HYC at last weekend's Southern California Cruiser Association contests as you have read about above. I also had the pleasure of representing the SCCA and HYC at the 2008 Barusch/Castagna west coast championship contest in San Diego the week before. Jan, Peggy, and I had a wonderful time but my results were not exactly as I had hoped. I placed 13<sup>th</sup> out of 15 vessels. On the other hand, HYC Treasurer JD Smith and member John Willister were part of SYC member Tom Scott's team. They placed a very close second and only missed the win by about a tenth of a percent. Hooray for Hollywood. John penned an article about his impressions on the contest and it is included later in this issue.

Craig

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**HOLLYWOOD YACHT CLUB**  
Minutes of General Membership Meeting  
Naples Rib Co., Long Beach  
May 6, 2008

Officers present:

**Commodore Ken Griffing**  
**Vice Commodore Marla Brown**  
**Rear Commodore Anne-Marie Bosché**  
**Treasurer JD Smith**

Officers absent:

**Secretary Craig Ryan**

Staff Commodores present:

**Ken Henry**  
**Jarel Ervin**  
**Bruce Clinkenbeard**  
**Larry Saumur**

Meeting was called to order at 1930 by Commodore Ken Griffing.

Invocation was given by Anne-Marie Bosché  
Pledge of Allegiance was led by Bruce Clinkenbeard

Commodore Griffing introduced our guest from RBOC, Mark Silvey and his wife, Bobbi. Mr. Silvey was presented with a check from HYC reflecting voluntary contributions by membership. Mr. Silvey spoke on the various legislative issues currently being addressed in Sacramento, and answered questions. Some topics were new EPA standards regarding copper in bottom paints; EPA fines for dumping; establishment of a boater's lifetime certificate for new boat owners as well as experienced boaters. The test would be available online and cost would be \$25. *Editor's Note: More on these items later in this issue*

BREAK FOR DINNER

Meeting resumed at 1815

### **Officers Reports**

#### **Vice Commodore**

Marla reported on attendance at Opening Days. She mentioned discussion at ASPBYC meeting on coordination with other clubs for next year's Opening Days.

The SCCA "Sharkie" race and BCYC Invitational will be June 6<sup>th</sup> and 7<sup>th</sup>. Good luck to our Commodore in this traditional face-off between our 2 great clubs!

The summer bbq will be held on July 26th and will be a lovely *evening affair* at Holiday Harbor. The theme is "Hollywood Nights". Please mark your calendars! More details to come.

#### **Rear Commodore**

Anne-Marie announced illness of 3 members: Jim Sullivan's wife, Anne, had eye surgery recently and recovering well; Walt Plegel's wife, Maureen, is suffering from unspecified gastrointestinal distress, and is home, but in a great deal of discomfort; Bill & J Wilde's daughter Tera, recently went through cancer surgery and is showing strides in recovery. Please put thoughts and prayers for the recovery and health of all. The Pirates' Party will be held on Sept. 27th at Alamitos Bay. HYC is co-sponsoring this even with Little Ships Fleet YC and Navy YC Long Beach. Refer to the flyer for more details.

#### **Treasurer**

JD reported that HYC is in good financial shape: \$2,000 in checking, \$2500 in savings and \$5193 in CD. We took in \$700 at OD. New items are on order for ship stores. Please contact Smiths with any requests for items.

#### **Commodore**

Ken reminded about the Christmas Party at the Reef Restaurant in Long Beach. PLEASE MARK CHANGE IN DATE OF EVENT: NOW DECEMBER 13th, instead of the 6th

#### **Other Business**

Ken Henry reported on his and Reyna's 31-day trip. They did a burgee exchange with a YC in Italy!

Raffle items were handed out.

As there was no other business, meeting adjourned at 2130.

*Submitted by Anne-Marie Bosche, for Craig Ryan*

## **R/C Marla Brown Wins 3 Trophies in Two Races HYC Wins the Grand Marnier Cup The Last Shall Be First**

It was a wild weekend for Predicted Log Contests that brought perfect scores and horrendously bad scores – from the same racer – and some real success for Hollywood Yacht Club.

On Friday, June 6<sup>th</sup>, the Sharkie, hosted by Shoreline Yacht Club left Long Beach and headed south to Bahia Corinthian Yacht Club. **Marla Brown** on **Slip Aweigh** ably assisted by “**Lucky Bob**” and his lovely wife **Debbie**, not only earned the first year racer trophy, she placed “in the money” with a fifth place trophy. Two trophies in one race? Very piggy, **Marla**. At the other end of the spectrum, **Craig Ryan** on **Black Jack**, came in dead last thanks to a leg where he had a 32% error??? How is that possible, **Craig**? He put a bag over his head for that one. **John Walker** on **Prime Time** came in with a third place finish. **Pete Healy** on **Jinkies** assisted by brother in law and HYC member **John Willister** and **Tom Chandler** on **Rm II Hyde** also contributed team points.

On Saturday, June 7<sup>th</sup>, the BCYC Invitational provided another opportunity to prove ourselves. The BCYC Commodore was out of the country so Vice Commodore, **Mike Dwight** on **Enchanted** challenged Hollywood Commodore **Ken Griffing** for the Grand Marnier Cup where the best Commodore wins! Once again, HYC took home the gold (colored liquor that is). But wait a minute, **Ken** acted as advisor on **Black Jack** while **Mike Dwight** had the double handicap of assistance from HYC Staff Commodore **Dwayne Hampton** and **Jan Ryan**. **Mike** was a great sport and had several good legs. He is an accomplished sailor and actually won TWO trophies at this year’s Newport to Ensenada Race. He definitely gets it. With a good speed curve and a few hints, he could be one to watch. Thanks for playing, **Mike**. Congratulations, **Ken**! And how did we do? Once again, **Marla Brown** beat CBYC **Daryl Creighton** for the first year racer honors. Yep, three trophies in two days. In a turnaround, **Craig Ryan** won the day with a phenomenal score of .743 with 2 perfect legs and one near perfect leg. No bag needed that day (but maybe a little humility!). **Pete Healy** placed fifth and **Tom Chandler**, **John Walker** and **Bill Findley** on **Another Promise** added points for the **Thol Simonson** team trophy.

With all those racers representing Hollywood, we are once again nipping at the heels of Shoreline for the **Thol Simonson Team Trophy**. We had been leading the standings through the Easter Catalina contest, but as **Craig Ryan** was the only HYC racer in the Marina Del Rey races in late April, we lost a lot of ground. So GET OUT THERE! The next contests take us south of the border to Ensenada. We will see you there.



**Commodore Ken Griffing receives the Grand Mariner award from BCYC V/C Mike Dwight**



**V/C Marla Brown receives her First Year Racer Award from Mike Dwight and JD Smith**

# RECREATIONAL BOATERS OF CALIFORNIA

## KEY ISSUE OVERVIEW

**January 18, 2008**

### **FEDERAL BOATER PERMIT**

RBOC is advocating, in concert with national boater advocates BoatU.S., enactment of legislation to revise federal law so that the EPA will not be required to adopt regulations requiring all recreational boaters to obtain a permit to operate their boats.

The unprecedented scope of this new permitting program would impose severe practical and financial hardships on millions of recreational boaters. A federal court decision which is being appealed currently mandates an EPA program by September 2008.

### **BOATER FEES AND TAXES**

RBOC will be busy working to protect boater fees and taxes as the state struggles with an anticipated \$14 billion budget deficit. Boater-generated revenues should support programs and services that benefit the boating community.

The Governor has proposed an \$84 million budget for the Department of Boating and Waterways [DBW] for the upcoming 2007-08 fiscal year. This includes:

- \$31 million for boating facility construction loans and grants
- \$22 million for loans to public agencies to develop, construct and renovate recreational marinas.
- \$3.7 million for grants to local agencies for public launching facilities.
- \$5 million for loans to private marinas for construction.
- \$10.6 million for boating safety and education, financial assistance and training to local boating law enforcement, and licensing for-hire boat operators, yacht and ship brokers.
- \$5.4 million for the development and improvement of boating facilities on state-owned and statemanaged properties.

### **VESSEL OPERATOR CERTIFICATION**

RBOC will be sponsoring legislation to phase-in a requirement that each operator of a motorized recreational vessel pass a state-approved test, obtain a lifetime certificate issued by DBW, and have that certificate upon them while operating.

RBOC will continue working together with Assembly Member Mike Duvall, the Governor's administration, the State Legislature and boater stakeholder groups in order to move the important issue of vessel operator certification forward towards enactment.

### **COPPER-BASED ANTI-FOULING PAINTS**

RBOC will be working with the Department of Pesticide Regulation [DPR] as it develops best management practices for the use of anti-fouling paints and reviews copper-based anti-fouling paints.

RBOC supports efforts to preserve and enhance water quality with the application of unbiased, sound scientific studies. It is critical that governmental actions reducing or phasing-out the use of copper-based anti-fouling paints be predicated upon objective scientific studies regarding the sources of copper in specific affected water bodies, as well as the impact of that copper on native species of wildlife. It is also essential that alternatives to copper-based anti-fouling paints are available, affordable, and effective.

### **ABANDONED VESSELS**

RBOC is engaged in the stakeholder process that has developed new legislation to authorize boaters to voluntarily turn in vessels to local governments as an alternative to possibly abandoning them on the waterways. This new boat turn-in legislation may also revise the current laws to facilitate funds to local governments to remove abandoned vessels from the waterways.

### **SACRAMENTO-SAN JOAQUIN DELTA**

RBOC is participating in the Delta Vision process to ensure that efforts to enhance water transport and storage, and to improve levees, acknowledge boater rights. RBOC is urging that, as progressive and long-term solutions are developed, any gates on navigable waterways be constructed with moveable, operable and manned locks that allow boat passage. If gates are absolutely necessary, then boaters require some forms of mitigation to lessen the adverse impact.

The boating public also recognizes our entitlement to navigate the waterways of the Delta as set forth in the Public Trust Doctrines of this state and the Delta Protection Act of 1992 that contains

the State's policies to preserve and protect the use and enjoyment of the Delta for current and future generations. The Act further states the goals to protect and where possible enhance recreational activities.

## **LAKE TAHOE**

RBOC is supporting the efforts of local boaters and clubs who are concerned with a proposed "Blue Boater Program" that would require boaters using the lake to purchase a decal and support alternative mitigations. This proposal could become re-activated at the Tahoe Regional Planning Agency [TRPA]. The program as currently proposed does not balance the important goals of environmental protection with boater impacts, and goes further than the mitigations connected with the proposed shorezone ordinance.

**Visit RBOC on-line:** at [www.rbo.org](http://www.rbo.org) for the latest updates, press releases, calls-to-arms, and reports on government relations issues impacting the recreational boating community.

Recreational Boaters of California [RBOC] is the nonprofit governmental advocacy organization that works to protect and enhance the interests of the state's recreational boaters before the legislative and executive branches of state and local government.

RBOC was formed as a statewide organization in 1968 and from that date forward has continued its commitment to promoting the enjoyment, protection, and responsible use of our waterways.

Rboc/2008/Key Issue Overviews/Draft 1-18-08

## **Hollywood Yacht Club**

Presents

*Hollywood Nights*

*Our Summer BBQ*

**July 26, 2008**

**Holiday Harbor Marina, Berth 201, Wilmington**

**Drinks & Appetizers at 5:30 pm**

**Dinner at 6:30 pm**

**Dessert and Dancing under the Stars**

**\$20 per person**

**Please make your reservations to Rear Commodore Marla Brown**

**(310) 372-5918 or (310) 529-3245**

**Please bring an appetizer to share**

## BARUSCH/CASTAGNA 2008

From the perspective of John Willister, navigator for Tom Scott who was one of the two SCCA contestants in the 2008 Barusch/Castagna contest.

The crew for SCCA contestant Tom Scott was to be myself as navigator and J. D. Smith (PCYA Staff Commodore and HYC Treasurer) as helmsman. We had all crewed together on several other races including three on San Diego Bay and the *infamous* (to non-locals) offshore waters outside Ballast Point. From previous attempts to figure out how to deal with the so-called "Tidal Current Predictions," we knew that some advance reconnoitering would be necessary to "adjust" the current predictions to real-time speeds and times.

We guessed that our approximate finish time at Ballast Point would be somewhat close to the predicted slack ebb to flood but an error here could compound itself up to one knot of current, which is tough to correct for on the fly at the last moment.

So... my initial job would be to time the slack ebb to flood at different spots around the bay and as close as I could get to Ballast Point. I had done this a few years ago when I was the navigator for Pete Healy of the SCCA and Peggy Bent was the other SCCA contestant. We shared information then in hopes of winning the "Castagna Team Trophy" and did actually win it. I had parked myself on one of the benches at Harbor Island and waited for the current to change and then compared it to the closest printed Tidal Current station prediction. I had found the change to be forty-five minutes early which equated to a difference of about four-tenths of a knot. That would prove critical in our predictions and in fact did help Peggy Bent win First Place and Pete Healy win Third Place. Their combined scores secured the Castagna Team Trophy for the SCCA.

This year I did the same at Harbor Island and found the current change from slack ebb to flood approximately the same forty-five minutes early. I also spent some time on the fishing pier on Shelter Island comparing the predicted time of change for the current station near G "15" and came up with about one-hour early.

As luck would have it, a few months earlier, my good friend Garry Adalian of the San Diego Cruiser Association and I had been talking about several different subjects and he happened to mention he thought the currents in the South Bay were about thirty-minutes early compared to predictions. Thank you, Garry! Without this information, I'm sure we would not have done as well as we did. As it turned out, by applying Garry's "thirty-minute early" information, we ended up with only a 12-second error on the entire second leg and then the same on the third leg which helped our overall score tremendously.

We had then extrapolated 30-minutes early, 45-minutes early, 1-hour early, to include about 1:15 early near G "7" outside Ballast Point. Then it was to the printer, and on to the boat to see if it was for real. Bob Ehlers was the boat owner's captain and off we went around the course. Our predictions based on our adjusted times proved very close until outside Ballast Point. We had changed a few predictions but in retrospect would have been better off on most to have left well enough alone. The leg from the "Array" across to "SD" has always proven to be elusive from previous experience and has always been "slow" before. This time we added one-half knot for the current against us and one-tenth for the wind and chop. Even this proved not enough and we were slow but not critically so. The last leg up the channel to the finish at Ballast Point was the killer for us as we didn't see the current we had predicted and took out part of the built-in correction but not enough so we ended up very slow on that leg.

Our helmsman, J. D. Smith got a real workout for the time outside of Ballast Point constantly correcting for the quartering swell. J. D. is better than any auto-pilot that money could buy so he got us around the course with a pretty good score of 1.1149% but not quite good enough to beat Dick Timmerman from the Seattle group who ended up in First Place with the winning score of 1.0176%.

The whole event was very enjoyable for our crew from the beginning cocktail party at the boat drawing to the race itself and the very excellent dinner at San Diego Yacht Club. The "Peel-Off" was different from what we at the SCCA do and very, very interesting as it moved through each contestant's changing relative position leg by leg.



L-R, Treasurer JD Smith, SYC member Tom Scott, and HYC member John Willister at the Barusch/Castagna West Coast Championship Cruiser Navigation Contest sponsored by San Diego Yacht Club

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**As you all know, HYC has reciprocal privileges at many yacht clubs. Here is a list of the clubs that have extended reciprocal privileges to HYC so far this year.**

American Legion YC  
Bahia Corinthian YC  
Cerritos Bahia YC  
Coronado YC  
Corsair YC  
Fairwind YC  
Hurricane Gulch YC

Marina YC  
Marina Venice YC  
Pacific Corinthian YC  
Pierpont Bay YC  
Port Royal YC  
Redondo Beach YC  
San Luis YC

San Pedro YC  
Seal Beach YC  
Shoreline YC  
Silver Gate YC  
South Shore YC  
Sunset Aquatic YC  
Ventura YC

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### **NEW MEMBER**

Welcome to new member

**Sandy Blecker**  
**7040 Avenida Encinas #104**  
**Carlsbad, CA 92011-4653**  
**(760) 805-4576**



*Shiver me Timbers!*

*Hollywood Yacht Club*

*Along with*

*Little Ships Fleet YC*

*&*

*Navy Yacht Club L B*

*Invite you to join us for*

*an afternoon of pillaging and good food*

*Saturday, September 27th, 2008*

*1100 until ?*

*At the facilities of NYTC & LSFYC*

*Alamitos Bay*

*BYO bbq item*

*Costume contest, dinghy hunt, music and more!*

RSVP to:

Anne-Marie Bosché

Rear Commodore, Hollywood YC

Email: [hotelclink@aol.com](mailto:hotelclink@aol.com)

Home: 949-459-9148 Cell 949-632-1007

# HOW TO ENJOY BOATING AT \$5.00 A GALLON

By Tom Collins

With fuel prices soaring and considering the amount of fuel a boat uses, it seems it would be difficult to enjoy much boating this summer. There's not a lot to be done about the cost of the fuel but there is something you can do to ease the pain at the pump.

We learned how to save fuel out of necessity back when diesel was still less than \$1 a gallon. We wanted to travel to Mexico but according to the sales brochure on our 46' Bertram sportfisher (50,000 pounds), the range is only 366 nautical miles and the distance between fuel stops on the Baja Peninsula is 410 nm or 700 if fuel is not available at Turtle Bay. The solution was to slow down to save fuel. As a result of my studies, I learned that the potential increase in mileage, which equates to range, is remarkable.

I used various well-recognized formulas to do the predictions. Namely, Crouch for planing speeds and a standard formula for hull resistance at displacement speeds. When tested empirically, I was pleased with the accuracy of the predictions. They can be applied to most boats, planing or displacement, by using an appropriate scaling factor. Without going into all the calculations, I'll summarize my findings:

<u>Factor</u>	<u>Speed (kts)</u>	<u>H.P.</u>	<u>Gal/Hour</u>	<u>\$/Hour</u>	<u>Gal/nm</u>	<u>\$/nm</u>
3.0	20	652	36.2	\$181	1.81	\$9.05
2.5	16	417	23.2	\$116	1.45	\$7.24
1.3	8.5	128	7.1	\$36	0.84	\$4.20
1.0	6.5	72	4.0	\$20	0.62	\$3.08

As you can see, speed is expensive. If you're just out for a leisurely cruise, then the \$/hour column will be the most significant. On the other hand, if you have a destination in mind, you'll want to balance cost with the time it will take to get to your destination.

Notice that the table jumps from 8 to 16 knots. This is because that is the transition region between displacement and planing speeds. It can give less mileage than running at planing speed. These speeds can be adjusted for your boat by using the formula:  $Speed = F \times \sqrt{Lwl}$  where  $Lwl$  is the waterline length of your boat in feet and  $F$  is the factor used to determine speed relative to the boats displacement/planing characteristics. A factor of 1.0 gives the most efficient speed. A factor of 1.34 is the maximum displacement speed. Above that the boat will go into transition where it will begin to climb onto plane. The typical minimum planing speed is a factor of 2.5, although this value will vary among different hull shapes. Just be sure you're fully on plane by checking the trim angle or noting the laydown of the wake when at plane. At a factor of 3.0 the boat is fully on plane and the next concern is the effect of wind drag, which starts to affect performance at around 20 knots.

By plugging in the correct speeds for your waterline length you should get the same relative performance numbers. Your actual values may be more or less depending on the weight of your boat, whether gas or diesel, and the shape of the hull. And one last thing - lighten your boat. At any speed, reducing the weight by 5% will save 5% in fuel. So, unless you'll need it, don't top off the water tank. And put all that stuff you haven't used for a while in the garage. Good luck and enjoy boating!

# CALENDAR OF EVENTS

## July 2008

Mon 7/7      HYC Host ASPBYC Meeting  
Fri 7/11      SCCA C. Whitson Schaffer Cruiser Navigation Contest  
Sat 7/12      SCCA Donaldson Cruiser Navigation Contest  
Mon 7/14      SCCA Corredores de Baja Cruiser Navigation Contest

**Sat 7/26      HYC Summer BBQ**

## August 2008

Fri 8/22      SCCA Pabst Cruiser Navigation Contest  
Sat 8/23      USPS D13 Isthmus Cruise  
Tue 8/26      Bridge mtg

**The Date of the Christmas Party at the Reef Restaurant in Long Beach has been changed.  
PLEASE MARK THE CHANGE IN YOUR ROSTERS: NOW DECEMBER 13<sup>TH</sup>, not the 6<sup>th</sup>.**



### *Hollywood Yacht Club*

Craig Ryan, Secretary  
2820 Boa Vista Dr.  
Costa Mesa, CA 92626-3549