



# SPLINTERS

## Year End Edition

WHYC Splinters, December 2009

### EDITORIAL

The best thing about wooden boats is the kind of people they attract. I don't know when that light came on for me, but I know I was late figuring it out.

Back a few decades now, when Wooden-Boat Magazine was operating out of a tree trunk, Jon Wilson somehow reasoned that wood boat people needed a voice which represented the entire scope of the community. He understood early on that those of us who are into wood boats were the most important element—and he didn't leave anyone out. That turned out to be pivotal a decision.

What I believe is this: There isn't some common thread that connects all of us, there are lots of threads. What Wooden-Boat did was take those threads and weave a blanket large enough to cover us all. If your hull is made primarily of wood, you're part of our community.

Jon also knew something else. It wasn't about him and the success of Wooden-Boat, it was about us. He still lists himself at the very bottom of his masthead.

Now it's our turn and it is about us.

In the next few weeks, the WHYC will address this issue through amendment of our bylaws. The proposed change is pretty simple—to be a member, your hull needs to

be primarily wood. This will open up the club to the same standard adopted by Wooden-Boat.

It means a larger and much more diverse group of really neat people who all love wood boats in different ways, a composite of sorts. In virtually every case, as I'm sure you know, composites are stronger than the sum of their parts—what do you think? Talk to a board member, yell at Steve or email me and let all of us know: [mkovaletz@sbcglobal.net](mailto:mkovaletz@sbcglobal.net)

Best regards, Mark Kovaletz, FNG

## FROM THE HELM



Commodore Steve Kincaid

First off I would like to thank all the club members for re-electing me to this esteemed position for another term. And the truth of the matter is the only way I get the job done is by having a really great board of directors to work with and the board that is coming in this year is one of the best assembled in many years and I see many new and exciting changes coming for the new year. It will be a great year for the club and wooden boats in general.



In Cooperation with the Newport Harbor Nautical Museum & The Wooden Hull Yacht Club  
\$5 Admission (\$2 and under free) • Festival Parking \$15  
American Legion Yacht Club • 15th Street & Balboa Blvd • Newport Beach  
Contact: American Legion Yacht Club • ALY201@gmail.com

Last year was a great year and we had many successful events and had lots of fun. The Wooden Boat Festival in Newport Beach was a wonderful addition to our calendar and a great help in promoting and showing off our old scows. And this coming year we plan on doing it again and with a much bigger and better show.

This past season we also managed to hold many of our events at larger and more prestigious yacht clubs and managed to behave ourselves well enough to be invited back again. We also managed to get our calendar of events up in time to get it published in the SCYA calendar so we will have more exposure and hopefully more participants that are not in the club that might be interested in joining the WHYC.

For the coming year we plan on getting the website up to date, maintained and current, the Splinters written and published on a regular basis, our events done on time and plenty of notice and publicity of each so we get more participation from club members and others and to get a hard copy Roster done and out to all club

members. In order to get the Roster done we will need the help of all members to get their renewals in on time so we can accomplish this goal. If you don't get your renewal in on time you will not be in the Roster as we are going to assemble and print it according to the date we say we will. Fair warning!!

Well, happy sailing to all for the Holiday Season and I will see you all at the One More Time Regatta in Marina Del Rey in February. Remember the club is only as good as we all work together to make it. So let's all make it a fun, exciting for the sake of our old wood boats that will outlive us.

Thanks again,  
Stephen Kincaid  
Commodore

## One More Time Regatta-February 28, 2009

Once again (or is it one-more-time) the Del Rey Yacht Club hosted the 35th One More Time Regatta. Our very own Andy Kopetsky, and Chris Frost were organizers and they were able to attract eleven entrants. Unfortunately in the confusion to get to the bar, we sort-of misplaced the finish line and no boat was officially finished, sank, or missed the party. We did have a good social time together and informally agreed to blame Steve Kincaid for everything. Jean sailed 'Lark' back to San Pedro, at times hitting ten knots all the while leaking—in her words, a very broad reach.

The boats entered were: 'Brownie',

Mark Milinich; 'Lanakai', Tom Zetlmaier; 'Patience', Denton Porter and Dennis Jensch.; 'Lark', Jean Alexander; 'Norseman', James Garvey; 'Blondie', Ruck Goldreyer; 'Nova', Shaw; 'Noble Wood', Jon Duff; 'Bequia, Angel' Lopez; 'Amethyst', Mack Steagall; 'Carita', Romarino Zeri.

## Newport Heritage Regatta-May 16, 2009

We had an incredible time at this event. WHYC was treated like royalty at the Bahia Corinthian Yacht Club who have invited us back for more events—once we clear our bar tab. Our race coincided with their "Casino Night" and many of their members were dressed in old 20s garb, flappers etc. We came in our foulies, which kind of worked since many of them were made back in the 20's.

The money raised went to the Leukemia and Lymphoma Society which WHYC contributed a total of \$2783 (really), less \$4265 or so at the bar--We wish to thank Steve Kincaid for having a credit card that worked for a while.

Tom Zetlmaier put together great ditty bags for each captain. The bags said "Newport Heritage Regatta" instead of what he usually says, and contained goodies including wine (we needed more booze) sailing gloves and some interesting waterproof devices. Tom did a great job finding thirteen boats for the race, but he does need to learn the difference between a wood boat and a boat that needs some wood.



'Whisper' Rhodes 29 owned by Bob Dodds wins Audry Nyes trophy

### Class A

- 1 Whisper - Bob Dodds
- 2 Impetious - Phil Glasgow
- 3 Painted Lady - Matt Foreman
- 4 Lanakai - Tom Zetlmaier
- 5 Madness - Bob King
- 6 Lark - Jean Alexander
- 7 Zephyrus - Alan Peterson
- 8 Raiatea - Jon Duff
- 9 Banshee - Rick Whearty dns

### Class B

- 1 Spitfire - Jeff Woods
- 2 Patience - Denton Porter
- 3 Fairwind - Tim Bercovitz

## Kettenburg Regatta-June 6, 2009

Jean Alexander's report:

I took 'Lark' to San Diego for the June 6 Kettenburg Regatta. My sailing partner took the slow boat ride down to San Diego. We stayed at the ever gracious Southwestern Yacht Club. We were joined by Neil Atwood and Nick Lee for crew. Neil rides herd on all the PCCs. He owns PCC #1 and flew down from Seattle. Nick hails from Marina del Rey and was very good at race rules and strategy. There was a bit more wind than two years ago and I should have flown the 120 jib not the 150. We came in second. Selene, the boat ahead of us, was dismasted. Selene is a beautiful PCC kept at the San Diego YC but its mast delaminated and broke in three places. We took a Whaler so had a great time trying

all the restaurants and clubs in the harbor. Then the very slow motor boat ride back—more leaking. Fortunately I have two bilge pumps.

### **Wooden Boat Festival, August 8, 2009**

If you attended this event you knew right now it was a happening. It started out with the American Legion YC in Newport begging/getting permission from the Legion Post gods to hold this on an experimental basis. The idea was to try and attract enough trailer boats to fill about half the parking lot and beg and plead for slip space in the water. Unlike the WHYC, getting approval from the Post Executive Board is a lot easier if you get on calendar before the second round from the bar—we were first up. Amazingly, the working team was granted the enormous sum of \$1000 seed money to cover everything. Hot damn, we're off.

We had about 30 official trailer boats in the parking lot plus of few we won't mention, and about 17 in the water. As the boats arrived, jaws dropped. Tom Z. said, "gee, these are kind of nice" (You have to know Tom.) ALYC's Commodore, Dan O'Sullivan actually smiled—no one had seen that before, including his girlfriend who added a colorful comment about Dan we can't publish smiling over—stick to looking at the boats Dan. We only had one serious planning problem, and it was all Tom Zetlmaier's fault. Steve Kincaid had put him in charge of the WHYC hospitality bar dockside. It turned out there was some booze left over at the end of the show. Steve immediately took charge and ordered Tom to form an ad-hoc committee to study this, and

sure enough, Tom, Steve and a few others stayed right there at the dock bar until it was resolved. Tom really likes ad-hoc committees.

And now the rest of the story: After finally getting a suitable date for 2010 (October 3<sup>rd</sup>) I worked up enough courage to go into the Legion Post Office and get the date "penciled in" so that we could once again beg and plead before the Executive Board. So there I am shaking at the door and the office says "the post has already granted this, it is on the calendar." They spelled my name right.

So now it is really official, the WHYC and the ALYC will host the 2<sup>nd</sup> Annual Wooden Boat Festival on October 3<sup>rd</sup>, 2010. (We have a WHYC mole on the ALYC board)

We need a lot of help. If you're willing to join in, email me please: [mkovaletz@sbcglobal.net](mailto:mkovaletz@sbcglobal.net)

### **Buccaneer Yacht Club Social Event August 22, 2009**

Reported by Jean Alexander: WHYC had our second "annual" social event at the Buccaneer Yacht Club on August 22. We had Mexican food from a local restaurant and then off to the movies. Our featured film was: "Gossip Goes to Honolulu, the 1951 Transpac", Neil Atwood loaned us the DVD with permission from Bill Kettenburg. Everyone seemed to enjoy the film, in part because we recognized many of the wood boats. Again we have to thank Richard Gladson for securing the Buccaneer Yacht Club for the event. Other area delegates are encouraged to do such events to attract members living in their area.

## **Ray Wallace Iron Man Race-November 14, 2009**

### **'LARK' TAKES LINE HONORS**



### **'BEQUIA'**



### **WINS OVERALL!**

# Report from

## ‘Lanakai’:

by Mark Kovaletz :

I don't know how many of you have sailed with Tom Zetlmaier, but he's well known as an overly direct, bulldozer, kind of tell-it-like-it-is guy. So the day began with the usual Tom: "the winch handle gets put in the starboard box only, handle up not down; never, never, ever, stand up in the boat; don't touch that; hold this, no not that. So, I was taken completely by surprise at the gracious gentleman he was at the start. We gently discussed the sailing instructions and indicated start times, when out of character, he even more graciously allowed the rest of his fleet to start before him and then moved out nicely, only briefly stopping by the committee boat to see if this was for real. We have another Thomas Lipton here.

Lanakai seemed to catch her feet and once again we were in the same hemisphere as the rest of the fleet. Tacking Lanakai is normal, provided you put the opposite sheet in "exactly" the right spot next to the winch-and-observe the floor rule, which is Tom's way of describing how you don't enter his space near the helm. Off we went upwind.

On the last (only) downwind leg before the turn to finish, Tom called for the spin—something the current crew had never done in a race. I just knew this would be fun.

Just like he said—eventually, we got the thing flying, and we got through a jibe, sort of. I could smell the bar—and then one of the jumper struts broke. This is where

the real controversy begins: There are lots of rumors about how he broke this, and none of them are true. For example, the first story has to do with his rule about not standing up in the boat. The story goes, he went forward and stood completely up and while reaching for something, grabbed the jumper strut and broke it off—he is NOT that tall, although at first I believed it. Forget the UFO story too.

It gets better.

You'll recall we almost made a DNS out of this in the beginning. Well, now he's calling it quits and wants the sails down—got to get the outboard from below—too close to the rocks. His incredibly reliable Tohatsu starts instantly—would have been nice if it was in the engine well first, but who's counting. Next, he gets this idea to try and sell the committee boat on a cruising class—they got the rest of it wrong, why not put this out for grins. I told you it would be fun.

From this point we made it back to the dock in less than 6 beers, 5 actually. It didn't really hurt that much that "our crew" had to take pictures of "Jean's crew" the winners, docked behind us.

The annual dinner at LAYC was elegant and well attended. Steve Kincaid wore a proper blazer which he obtained legally and Mrs. Ray Wallace impressed everyone. She is the kind of gracious lady that makes you realize how wonderful people can be. I hope we see her for many years to come.

# DUFF BACK ON WHYC BOARD



Hi all,

Some of you may know me from being an Area Delegate in Marina Del Rey, some of you may know me as putting on the One More Time Regatta from 1995 to 2004, some of you may know me as the 1998 WHYC Commodore and some of you may know me as the guy who walks the docks in search of wooden boats and their owners.

I am letting you know that I have volunteered as a 2010 Area Delegate for WHYC, and the area's Rick Whearty and I will cover are San Pedro, Wilmington, Downtown Long Beach Marina and Alamitos Bay. My goal is to be in touch with each of you in my area either by email, telephone, club news letter or at the events themselves. We have a great group of motivated volunteers that we can work with to get things done.

# Marina del rey

I hope you will all rejoin as members and participate with us this 2010 season starting with the "One More Time Regatta" coming up February 27th. Del Rey Yacht Club is hosting the event and will accommodate our boats and the promise of a good time. More details soon.

If you need to contact me this is how:

Jon Duff

(310) 995-4417 (310) 995-4417 cell

sailraiatea@yahoo.com

## MARK YOUR CALENDAR

Saturday February  
27 2010



35<sup>th</sup> annual WOODEN HULL ONE MORE  
TIME REGATTA

Hosted by del rey yacht club  
&  
PACIFIC MARINERS YACHT CLUB

### Details :

**Andy Kopetzky (818) 324-5872**  
andal@dslextreme.com

**Chris Frost (626) 437-5806**  
mrcfrost@yahoo.com



# DUFF SEES UPCOMING OMT AS BEST IN 15 YEARS!

The 'One More Time Regatta' is February 27, 2010 over two months away but the WHYC staff and the Del Rey Yacht Club staff along with their members are working hard to make sure its, successful and a fun event for all. Del Rey Yacht Club is talking about staging all of our boats in front of their club, like a wooden boat festival type atmosphere. I haven't seen this much enthusiasm from a hosting club in the nearly 15 years I've done it! Mark your calendars and plan on coming to this event.  
Jon Duff

San Pedro Area Delegate

## LYNX at Sea

Subject: December 1, 2009 Captain's Report

Just a reminder all of these reports are also posted on our website daily blog and you may track Lynx on the website as well: [www.privateerlynx.org](http://www.privateerlynx.org)

Almost went sailing today. Breeze filled in from the NE early this morning so we trimmed up for a port tack and turned off the motor. Over the next few hours it veered around until we were sailing (at 3-4 kts) due south. So we tacked and made a few miles due east before it started backing and as we fell off more and more to keep everything full we ended up sailing a little west of due north. The end result was by 1000 hours (1700 UTC) we had made a 10 mile loop and ended up about 2 nm from our 0700 (1400 UTC) position. Next was a squall line with showers so we bagged it and went back to motor sailing. Noon position (1900 UTC): 16d 45.1m N, 101d 07.8m W. Steering 115C, making 5 kts, wind SSW F2, seas mixed 1', 1008mb, 7/8 cloud cover, 89 degrees F, 65% relative humidity, showers, 900 rpm, fuel burn: 107 gallons since Cabo. Days run: 110.1 nm, 300 nm to Huatulco. We'll try again tomorrow. Cheers, Jake

Subject: December 1, 2009 Crew Report

Deep Thoughts with Duffy Sebella,

"Whatever is worth doing at all, is worth doing well."  
-Phillip Stanhope

Today began with a beautiful sunrise, the finishing of 'A Watches book Mr Midshipman Easy' by Myrant, in which we here of a tale of a young man joining his majesty's service to find the equality and rights of man. Along the way gets into some humorous adventures. As we finish our reading a refreshing breeze came up, in which allowed us to secure the engine and sail, which also proved to be a humorous adventure, or at least a triangle. But alas, that is just one accomplishment completed today. Also a major section of the port bullwarks were painted, signalling the half way mark of all the painting to be done of that side.

"Make your work in the keeping with your purpose"  
-Leonardo Da Vinci

Duffy Sebella

Subject: December 2, 2009 Captain's Report

Amazing sunrise this morning, indescribable purples and reds with the full moon setting in the west and a big red ball sunrise in the east on a glassy sea and a low rolling swell. And it was already hot. Noon position (1900 UTC): 15d 41.9m N, 099d 07.7m W. Steering 115C but making good 117T (?). 900 rpm making 5.8 knots. Wind SE F1. Seas mixed 2-4'. 1007 mb. 1/8 cloud cover. 89 degrees F. 62% RH. Day's run: 131.8 nm. 170 nm to Huatulco. Today's work party was sanding and painting the stbd waterway up to the forward shouls and the evening's entertainment was a round of star sights with Jupiter thrown in for good measure. A couple more days, sure could use some wind. Cheers, Jake.  
Subject: December 2, 2009 Crew Report  
Just after sunrise we were greeted by a half-dozen Pygmy Killer Whales, which also could have been Melon-headed Whales, being that the Guide to Marine Mammals of the World claim

they are indistinguishable in the wild. These flat-faced dolphins are much slower than others that have come our way, so they played in the waves coming off our port side rather than the bow wake, and kept circling around for another go at it. They must have stayed for half an hour before heading off for fish, which continue to elude our line and dinner plates. Karen

Subject: December 3, 2009 Captain's Report

Hello everyone, had the wind on the bow this morning but as the day wore on it clocked around to the south and we were able to motor sail. Flat seas, light airs, closing with coast. Noon position (1900 UTC): 15d 31.5m N, 097d 09.9m W. Steering 085C, making 5 knots. Wind SE F2, seas SE 2'. 1009mb, 0/8 cloud cover. 85 degrees F, 67% RH. Day's run: 116.9 nm, 62.2 nm to Huatulco. Around 3:00 this afternoon a couple of fishermen in a small boat came along side and asked for food. We gave them some tortillas and chicken and a couple of apples. They had some large Dorado on board and one small shark which we did not trade for. They ran back to their gear thanking us for the free lunch. Tomorrow we'll hang out off Huatulco and do some drills and a rig inspection, maybe a swim call, then head in early Saturday morning. Wendy says she's buying the first round. Cheers, Jake.

Subject: December 3, 2009 Crew Report

Howdy! Wendy here... Back close to land and seeing an almost full moon rise above the land. Just cruising by Puerto Angel. Will be nice to be on port again for a few days after being at sea for 10. Finally acclimating to the Swedish watch which works with two 6 hour watches 0600 to 1200 and the 1200 to 1800 during the day. The night has three watches: 1800 to 2200, 2200 to 0200, and 0200 to 0600. Then the people make up A, B and C teams entailing 3 individuals each. (I being B with Alex and Mark). We rotate through ie tonight I am on 1800 to 2200 then I will be back on from 0600 to 1200 then 2200 to 0200 etc. Get it? And you wonder why I am sleep deprived but I think my body may be finally adjusting. Early afternoon we spotted a small 20' dory out in the middle on no where it seemed. Lost him for a bit and then he came across our path a bit later. We watched him bait a long line. Then he waved and then came zooming

over to show us the tiburon (shark) he had caught. Karen passed over a bag of food. Pretty cool. Also sailed yesterday through two bands of brownish red water; appeared to be an algae bloom. We had already seen several dead sea turtles so one might wonder if the two are related. More to ponder upon the high seas... Love to you mom and dad; miss you and all the rest of my wonderful family. Blessings be upon all of you. wbp

L  
Y  
N  
X

Track Lynx's voyage to the east coast at  
[www.pravateerlynx.com](http://www.pravateerlynx.com)

An Article from "The Log"

# WHYC'S RICK WHEARTY SEE'S THIS AS 'SAD STATE OF AFFAIRS' NEWPORT BEACH FORGETS BOAT BUILDING HERITAGE

Popular Boat Builder Forced to Remove Vessel  
from Property

By: Ambrosia Sarabia | Tuesday, November 24, 2009  
12:00:00 AM

Last updated: Wednesday, November 25, 2009 2:00:00 PM  
NEWPORT BEACH -- This was once a city where  
building boats was the central activity. But times change.

Restoration on Hold 63-year-old Dennis Holland  
has spent the past four years restoring the historic 72-  
foot ketch Shawnee in the backyard of his Newport  
Beach home, but a new city ordinance will force  
him to move the boat in six months, finished or not.

Longtime resident and master shipwright Dennis  
Holland's dream of restoring a historic 72-foot ketch  
in his backyard has been interrupted by Newport Beach  
City Council members, who have imposed a six-month  
deadline for Holland to remove the vessel, finished or not.  
According to council members, the decision came  
after they received several complaints from Holland's  
neighbors, who reportedly contacted council members  
with concerns about his large boat restoration project.  
Holland, who is 63, believes the city council  
actually passed an ordinance to target him  
specifically and his well-known boat project --  
making what was a legal and protected pastime into  
an activity that is suddenly now against the law.  
The city changed its mind to have me removed,  
Holland said. "It's not right for them to  
do it. I am going to fight them to the end."  
On Nov. 10, the city council approved a new ordinance that  
prohibits large construction and maintenance projects in  
residential neighborhoods. Under the code amendment,  
a permit would be required for any construction or  
maintenance project that meets the following criteria:  
the project is located in a residential district and is visible  
from any public right-of-way and occupies more than  
120 square feet of area of the properties lot area or has  
a height of more than 24 feet, as stated in a staff report.  
In addition, the city classified the parking or storage

of any watercraft in excess of 34 feet on any property  
in any residential district as a public nuisance. The  
latter move will affect many more boating residents  
than the big-boat project ban/permit requirement.  
Holland said he has no plans to expedite the work on  
the ship, which he works on as much as his health  
will allow. Holland has been battling prostate cancer  
since 2006, but the boat project had remained a bright  
spot in his life: a great source of inspiration and joy.  
Holland said he has trouble understanding  
why he has been targeted by the city.  
I have been harassed to the point that I can't believe,  
Holland said. But I have received a lot of public support,  
which helps me feel better and makes me want to charge on.  
Right now, Holland said, he plans to continue working  
on the vessel until he is served with papers by the city.  
Once served, Holland said he plans to hire a team  
of attorneys that will go head-to-head with the city.  
Since the council's action, Holland said several  
of his neighbors have apologized -- but two  
remain adamantly opposed to his project  
and have been causing problems, he said.  
The Shawnee restoration is only the latest of Holland's  
boatbuilding projects. His is perhaps best known for  
building a full-size replica of a 1770 privateer that was  
sailed during the American Revolution, starting in 1970.  
For 12 years, he worked building the 118-foot  
topsail schooner in the yard next to his home, and  
then launched the vessel in 1983. The ship was  
eventually named Pilgrim and is now known as the  
Spirit of Dana Point. It has become a beloved Dana  
Point Harbor icon at the Ocean Institute docks.  
Shawnee entered Holland's life when he was 8 years  
old, visiting his grandparents in San Francisco,  
and saw the 1916 vessel on the bay. He kept track  
of the vessel over the years that followed, until  
Shawnee was brought to Orange County by its  
owner, renowned silversmith to the stars Allan Adler.  
After Adler died in 2002, Holland decided to restore the  
aging boat to its former glory. Before he pressed forward  
with the restoration, he consulted his doctor to ensure  
that he could take on the physically demanding project.  
It was then that he was diagnosed with prostate cancer.  
In 2006 he moved the vessel into his side yard, where  
Shawnee now sits between Holland's house and a  
restored barn. Since then, Holland has been working  
on Shawnee with the help of his son, Dennis Holland  
Jr.

Holland explained that if Shawnee were moved,  
the historic vessel would disintegrate, since its

structural frames are not yet finished. If you moved it, it would just be the end, Holland said. The cost to move the boat, if it somehow proved to be possible, could be as much as \$14,000, and storage would cost more than \$24,000 a year, Holland said. Newport Beach City Council member Don Webb first brought the item regulating projects of Shawnee's size to the council during a June 9 meeting, where he announced that he had received a number of complaints about a large backyard at a home in his district and asked staff members to prepare a draft amendment to the zoning code for the council's consideration. The document was designed to establish a maximum size and term for substantial residential projects where a building permit is not required, according to staff reports. This article first appeared in the November 2009 issue of The Log Newspaper. All or parts of the information contained in this article might be outdated.

## Classifieds

K-38s for sale; Hull #s 28, 27, 32: I have too many woodies to provide any one of them the care deserved. Whichever one doesn't sell I will keep. So far, the one-off Garden yawl has a new patron, the 38' Kettenburg power boat has a new patron, and Bear #8 POLA has a new patron. Two K-38s have been cut up to donate parts to these 3. Steve Barber (916)847-9064 or [steve@paradigmpilgrim.com](mailto:steve@paradigmpilgrim.com) or [www.sailk38.com](http://www.sailk38.com)

Wanted: I'm looking for a used diesel engine, 20 - 30 hp. The Volvo MD-2 in Syrena finally died and even the Volvo dealer said it wasn't worth trying to repair.

Thanks, Tom Cooper

Video Exchange: Mark Kovaletz has about 20 nautical themed DVD's, such as the 1977 America's Cup-Best defense. He can email you his list on request, [mkovaletz@sbcglobal.net](mailto:mkovaletz@sbcglobal.net) and perhaps you'd like to share some of yours.

Band-Aids Wanted: I did a 21 day haul out of Lark, made 6 new sawed oak frames, two apitong floors. Fastened the stuff, did caulking etc. We pulled the shaft, new propeller, cutlass bearing, etc. Painted the topsides, boot top and bottom... have pictures, cuts and bruises. Jean Alexander

## WHYC WELCOMES NEW MEMBERS:

Bill Humphreys  
Fred and Helen Kaz

I would like to welcome two new members to the club. Bill Humphreys has built a 72 foot schooner that he has in the water and is getting ready to put up his sticks and will be joining us on our events. Bill also works at the West Marine in San Pedro and you can't miss him as his nick name is "Tall Bill" and you will know why when you see him. The second new members are Fred and Helen Kaz and they are joining as Associate Members as they live on a 42 foot Californian in Cabrillo Marina but have a love of wood boats and have had some in the past. Fred and Helen worked the Committee Boat at the Iron Mand Race with Fred Ripply in November and attended the dinner. Helen is a Local Yacht Broker under the name Fairway Yachts and has a market for wooden boats and would like to expand that market. So if you are looking to sell one of your woodies she would be a good broker to work with. Her information is as follows:

Fairway Yachts  
P.O. Box 1924  
San Pedro, CA 90733  
310 254-4081      310 254-4081  
310 300-0275      310 300-0275  
[broker@fairwayyachts.com](mailto:broker@fairwayyachts.com)  
[www.fairwayyachts.com](http://www.fairwayyachts.com)

Welcome to the new members.

