



SPLINTERS

WOODEN HULL YACHT CLUB NEWSLETTER

May / June 2004

A VIEW FROM THE HELM



Our membership renewal efforts have successfully attracted 49 members. If you haven't received your new membership roster yet, you will shortly, so keep checking your mailbox.

Of course, our search for additional wooden hull boat enthusiasts is ongoing and we expect to welcome additional WHYC members in the months ahead. Do you have friends or associates who own or enjoy classic wooden hull yachts and might enjoy the events, benefits and camaraderie offered by our club? If so, invite them to join! Membership information is available on-line at www.whyc.org.

DUNLAP JOINS BOARD OF DIRECTORS

Bill Dunlap, owner of *Rejoice*, has generously volunteered to join our Board of Directors. On behalf of the entire WHYC, I welcome Bill to the Board and – on a personal note – I look forward to working closely with him to make our club more fun and successful than ever.

For more information about Bill and his boat *Rejoice*, see our "Skipper of the Month" article in this issue.

NEWPORT TO ENSENADA RACE PARTICIPATION

It was my distinct pleasure to take part in this year's Newport to Ensenada Race, which was held last April 23-24. The WHYC was well-represented at this event, the largest such race held on the West Coast. For a complete rundown on the race and how our WHYC participants did, see the feature story inside this newsletter.

BOAT BUILDERS NEEDED

As part of the Newport Harbor Nautical Museum's upcoming Boat Building Weekend (July 24-25), we're looking for volunteers to help shape

the patterns the participants will use to make their vessels. Specifically, we need people to assist in routing out shapes from pre-made patterns for sides, bottoms, transoms and gussets.

The work will be done at both the Museum's workshop and at Will Durant's PAC 21 shop. The Museum will supply all the tools and materials.

We need at least six people working a couple of Saturdays to get all the pieces ready. If you love working with your hands, this is just the thing!

To volunteer, please call Will Durant at 562-438-4398

NEWPORT HERITAGE REGATTA JUNE 26

Finally, a reminder that the Newport Heritage Regatta, co-sponsored by the Newport Harbor Nautical Museum and the WHYC, is scheduled for Saturday, June 26. This event gets bigger and more exciting every year, and I encourage all WHYC members to bring their boats to the festival and share them with the public. There's more information on the Newport Heritage Regatta and Seaport Festival in this newsletter, or go to the Newport Harbor Nautical Museum's website at www.nhnm.org.

Alan M. Peterson, Jr., Commodore



Commodore Alan Peterson with past commodores Tom Cooper and John Duff. (Ariel Durant and Jan Cooper in rear.)

Alan M. Peterson, Jr.
Commodore
949-721-8686

Will Durant
Vice Commodore
and Secretary

Denton Porter
Treasurer

Bill Dunlap
Member
Board of Directors



Lynx and Spirit of Dana Point were also present during our Opening Day!



(Fr) *Rejoice*, *Dirigo II* and *Heron* at the Museum's Guest Dock!

Comments or Suggestions? Please email us at whyc@go4tpg.com.



WOODEN HULL YACHT CLUB OPENING DAY – BEST EVER!

The WHYC's 2004 Opening Day ceremonies were held on Saturday, May 8th, at the Newport Harbor Nautical Museum in Newport Beach. Long-time WHYC member and former Commodore Tom Cooper described the festivities as, "The best Opening Day ever!" To which member John Duff noted, "It's also the Club's first Opening Day ever!"

Approximately 50 people, including members, family, friends and members of the Southern California Yachting Association (SCYA) and other yacht clubs attended some portion of the event. Food included sandwiches, sushi, shrimp cocktails and more, while beverages included beer, wine, soft and mixed drinks. Boats on hand included:

- Dirigo II** – owned by Ron Braymer
- Heron** – owned by Julia Gombert and Michael Stocks
- Olinka** – owned by Bob and Beth Millett
- Patience** – owned by Denton Porter
- Rejoice** – owned by Bill Dunlap
- Zephyrus III** – owned by Alan Peterson

The WHYC would like to thank the Newport Harbor Nautical Museum, its management and its staff for hosting this event. Their unflagging support helped us exceed everyone's expectations.



The crew of *Zephyrus* in Ensenada.

JOINING THE FLEET

A Hearty "Ahoy!" to Our Newest Members

The WHYC would like to acknowledge and welcome our club's newest member:

Richard Steward

Boat: *Games*
Type: CatKetch
Length: 31 Ft.
Berth: Alamitos Bay

May the wind always be at your back!

Do you have news? If so, please let us know by emailing us at whyc@go4tpg.com.

LOG ENTRIES

News of the WHYC and Its Members

There was plenty of activity in the WHYC and amongst its members in the last month:

- The WHYC Membership Renewal Drive counts 49 members now officially "on board" – and still going strong!
- The WHYC's "Opening Day" event was held Saturday, May 8th, at the Newport Harbor Nautical Museum (NHNM) with some 50 people in attendance
- The WHYC will sponsor a boat in the upcoming Santa Catalina Island Conservancy Race, scheduled for June 6. During this annual event, the Long Beach Yacht Club makes available its fleet of 37-foot Catalina One-design sailboats for use by race participants. The WHYC is contributing \$500 to the Conservancy for one of these fine vessels, and we will have 10 crew spots available on a first-come, first-served basis for \$50 a spot. In the unlikely event that we don't sell all 10 crew positions, members who have paid may be able to bring a friend (depending on space available). Let's have our wooden boat experts win against those "plastic-not-so-fantastic folks"! RESERVE YOUR SPOT TODAY by calling Will Durant at 562-438-4398, then mail your \$50 check payable to the WHYC to our address, Post Office Box 773, Seal Beach, CA 90740.

CHARTING THE COURSE

A Preview of Upcoming WHYC Events:

- Santa Catalina Island Conservancy Race – Sunday, June 6
- Eric Erickson Oil Island Race – Saturday, July 17
- Heritage Regatta and Seaport Festival – Saturday, June 26 - Newport Harbor Nautical Museum
- Family Boat Building Weekend – Saturday/Sunday, July 24-25 – Newport Harbor Nautical Museum
- Clark Sweet Cruise, Catalina Harbor – August 21-22
- Christopher Columbus Regatta – October (Date TBD)
- Iron Man Race – Saturday, November 6
- WHYC Annual Awards Dinner – November 20 – Newport Harbor Nautical Museum



A LETTER TO THE EDITOR

Your Board has discussed the current rating system(s) used in our racing events. Most boats have the PHRF rating, and those that don't rely on a "number" resulting from specifications listed on our traditional entry form.

I, for one, do not have a PHRF rating and have sought the formula, which is apparently proprietary (\$100 to do the math and \$100 for a sail number). I began to apply, but on learning that an eight-digit number would have to be velcro'd to the mainsail of my boat, I said the hell with it! The \$100 from my initial application was refunded and I noted on the return application form that the ingredients requested for PHRF do not agree with the entry-form specifications (for which there is no known formula either). If I continue to enter races and fill in the specifications as I did last year, who gives me a number and on what basis?

I suspect that the PHRF rating is not "exact." Some have observed that individual boats with the same or near-same rating finish far apart – farther than can be attributed to superior seamanship alone. Perhaps in our small fleet none of this makes much difference – winning or losing. But in the spirit of the Enron scandal, transparency could go a long way.

If any of you have any idea – including a handicap formula more attune to our simpler needs – please let us know with a phone call or a Letter to the Editor.

- Denton Porter

Commodore's Note

It is every intention of this current board of directors to find a fair rating system. Let's be clear: 1) Current rating system does not work and is not fair; 2) Not everyone will like the system that will be devised; 3) BUT, it will be fair and increase competitiveness in our racing. It just doesn't seem right that two boats with similar ratings can have corrected times differing thirty minutes or more! Stay tuned!



CORRECTIONS AND CLARIFICATIONS

We wish to correct the errors that appeared in our last newsletter:

- Our last "Skipper of the Month's" first name is, of course, Denny, not "Danny." (Sorry, Mr. Pietso!)
- In the One More Time Regatta, *Richmond II*, owned by Ron and Ariane Compagnone, finished 1st, not 2nd, among Sloops & Cutters, Class B.
- Heron Bronze, owned by members Julia Gombert and Michael Stocks, makes custom-made boat fittings exclusively from bronze, not brass.

We sincerely apologize for these errors and promise they are not the last! Our paid editor will be flogged at the next event. (That's right... we don't have a paid editor...)



SKIPPER OF THE MONTH

Bill Dunlap of *Rejoice*



The history of Western Civilization is very much the history of seamanship (at least as told by a sailor). From ancient Egypt, Greece and Rome to Spain, England and the United States, all great empires have projected their power through the mastery of the waves.

It was a love of this history that first drew Bill Dunlap to the sea and then, more specifically, to wooden hull boats.

"I'm a history nut – I majored in history in college – and wooden boats are major players throughout all human events," Dunlap said. "As for wooden boats, they have two distinct qualities that set them apart from modern fiberglass vessels. First, they just smell different. They smell natural. Second, they slice their way through the water. Fiberglass just slaps its way through it."

A native of Pasadena, Dunlap moved to Newport Beach after graduating from the University of Southern California (USC) in 1972. His first boat was a 20-foot Swedish day-sailer that was painted yellow and bore the unfortunate name of *Quack-Quack*.



Aboard Rejoice with (l-r) Bob King, Jeff Carlie, John Sturgess and Dave Cattle

"The original owner was a duck nut," Dunlap explained. "Then, one evening, I was in a bar talking to a crew member from *Newsboy*, a famous America's Cup contender that was anchored in the harbor at the time, and I volunteered to offer my little boat as *Newsboy's* girlfriend. Naturally, I would rename her *Newsgirl*. Which was, in fact, exactly what I did."

In 1997, Bill traded up, parting with *Newsgirl* in favor of *Rejoice*, a 40-foot sloop built in Dover, NH in 1962 by famed boat-builder Bud McIntosh.

"Bud, who worked for *WoodenBoat Magazine*, wrote a book titled, *How to Build a Wooden Boat*. And *Rejoice* was the model," Dunlap explained proudly. "In a way, it's the quintessential wooden hull sailboat."

Although some sailors prefer lengthy voyages, Dunlap prefers to sail close to home. "I usually just sail to Catalina or down to Ensenada," he explained. "We're going to Santa Barbara this year to compete for the McNish Cup in August and will probably spend some time in the Channel Islands. But with kids in college and another in high school, I have no plans for taking *Rejoice* on any long-term trips."

But that doesn't preclude Dunlap from sailing other boats when he's visiting distant locations.

"My wife and I are going to the Caribbean this summer and we plan to charter a boat, but *Rejoice*, she's just for me."



SPLINTERS



YACHT BROKERAGE

28' Kings Cruiser Sloop – 1956

Built: Gothenburg, Sweden by AB Telfa. Beam: 7'2". Draft: approx. 4'6". Tight seam: African mahogany planking over bent oak frames, copper riveted. Deck: fiberglass over plywood, non-skid paint. Cabin: trunk and interior African mahogany. Mast: painted fir (31'4") with tabernacle. Boom: varnished spruce with bronze fittings. New s/s standing rigging in 1997. New bronze keel bolts in 1997. Sails: main, jib, genoa, and trys'l in good to fair condition. Two anchors with rode. Engine: removed and gone. Fifteen gallon copper fresh water tank. Two s/s ten gallon fuel tanks. Two bilge pumps. One 12 volt deep cycle battery with charger. Tiller steering. Icebox s/s. W.C. marine head. Full canvas boat cover and canvas boom tent with curtains. Approximately 12 cracked or broken frames (could be sistered). Sound hull. Needs paint, varnish, and 12-volt rewiring.

Asking: \$2,500 obo.

Local contact: Denton Porter, (562) 594-0730, after 1 p.m.

Coast Rhodes 33, 33' Sloop, #41 *Madness*, is still available! Includes sails, full cover, miscellaneous rigging and gear. Boat is in Shoreline Marina, Long Beach. Needs some work, but could be sailing soon! FREE to a good home. Call Alan Peterson for details at 949-721-8686.



Madness FREE to good home!

1946 Kettenberg Type 82, 46' PCC Sloop, *Eulalie*. Three-quarter-inch mahogany on steam-bent oak frame. Bronze fastened. Engine: Beta Marine 3 cylinder FWC diesel. In storage in Salt Lake City, Utah. Contact Max Manlove at 310-201-9618. Will accept best offer.



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