



# *CURRENTS*

*Channel Islands Yacht Club*

Volume 47, Issue 9

47 Years of Service

September 2007



*Our Youth Sailing*

# *From the Quarterdeck*

COMMODORE



COLLEEN NIX



Here we are headed into September already. I cannot believe that the summer is almost over, and Fall is just around the corner. We have had a very successful and busy summer at CIYC with all of the Races, Cruises, Dingy Parties, Fishing Tournaments, as well as other water activities. Thanks to all that helped create a very active and enjoyable Summer Season. I am looking forward to Fall with the start of Monday Night Football, Billfish Tournament, Fall Socials, and of course—the Holiday Season. Once again, CIYC offers lots of activities, and there is always something for everyone.

Also with Fall brings the nominations and elections for our Board of Directors and Flag Officers. This is such a crucial process, and especially going into the year 2008. There will be many challenges ahead next year, and selecting our next set of leaders is going to be more important than ever. As I write this, our Nominating Committee is hard at work putting together the slate of Members that are willing to go forward and serve our Club for at least the next two years. By the time that you read this article, the nominations will have been made. For those of you that are willing to throw your hat in the ring, I applaud you. However, I feel it is my duty to you to let you know some of the demands that will be put upon you once elected. In the past, some folks were elected that had no idea the “Behind the Scenes” time it takes to serve on our Board. Each Board is different, and each Commodore

handles running the business differently. By having served on the Board now for the last five years, I can give you a rather good snapshot on what is entailed.

This year, our Board spent forty five hours of meeting time putting together a balanced budget, and created a presentation of this budget before the FIRST General Membership Meeting of 2007. We also have had 13 Board meetings thus far this year, averaging about 4 - 5 hours per meeting. From those Board meetings, most Members of the Board took on tasks that required on the average of an additional 8 hours per week. Flag officers have spent even more time handling the day-to-day issues and challenges that come up, as well as additional meetings with Vintage and the Harbor Department as required. Those of us that work full time have used vacation time, and have rearranged schedules to make sure that we have the time and ability to focus on the duties and challenges that consistently come up. I am referring to this as the “Behind the Scenes” time, for this is not taking place during a Saturday Night Dinner, or another type of Club activity. Also, when there is a volunteer void on a Holiday, regularly scheduled meal, race, social, Ship Shape or any type of planned activity, Members of the Board are called upon to step in. Many of our current Board members Chair some of our committees, and take on the

*(Continued on page 11)*



## From the Quarterdeck



★ ★  
**VICE  
COMMODORE**

**SUE JOHNSTON**

Weather is warm and winds are calm, have you been out on the water? Late summer and fall are great times for boating. This time of year is the best for island trips so check out the cruise schedule.

Sail racing is winding down with just one more race, the Richard Nix Memorial. Please contact Colleen Nix, Dan Alpern or myself, if you would like to help with this event. I promise a fun filled day. I sincerely thank all those who have helped with the racing program this year. We could not have done it without you.

Those who participated in the All Club Race had a great time. The sailors were sent on a reverse finish and all finished close to each other. The dingy/electric boat team was sent on a hunt in the harbor to find boats that started with the letters CIYC JLM (Channel Islands Yacht Club John Larson Memorial). Every one met back at the club for a BBQ. We had a great time.

Plans are underway for next year's water activities. If you missed all the fun this year be sure to volunteer next year. The racers are so appreciative and we all have fun together after the races. The true Corinthian spirit does exist, just join us after a race as sailors from different yacht clubs sit around and discuss the race and boating.

See you on the water!

**Sue Johnston**



★  
**REAR  
COMMODORE**

**FRANK SULLIVAN**

We just had the 2nd informational meeting on the Club house renovation. Thank you all for your participation. The more communication we have, the better we will be able to serve the membership. Some great suggestions and observations came out of both meetings.

The bathroom improvements on the ground floor and the repair and resurfacing of the upper deck are finally moving forward. The bathrooms, showers and laundry should be completed in September.

Last month's Ship Shape was one of the best we've had this year. We were able, in about 2 hours, to do way more than I had originally planned. Dick Olsen, Clark Owens, Bill Trammell, Tom Naylor, Don Lehman, Miles Linman, John Barr, Woody Underwood, Steve Johnston, myself and new member Tom Hall; replaced lights bulbs, cleaned the patio, decks, railings and deep fryers.

Bobbi Lehman, Joyce Sheridan, new member Nikki Turner and her children cleaned out the pantry, rearranged the condiments alphabetically and organized the kitchen cabinets. Wow! they look good, let's try to put things back the same way. Meanwhile, Sharon Sullivan, Georgie Olsen and Rosemary Lippert worked on the Ship's Locker and were able to stock inventory and clean out some old stuff. I hope I did not leave anyone out.

The next Ship Shape will be September 22nd, and the September Social will be that night.

Paulette Underwood has done a great job in coordinating the Wednesday night dinners. The cooks, Kitty Brown, the Hatchers, Dave Gable, Joyce Sheridan, Larry Golkin, Paulette and their help served an average of 47 people every Wednesday night. Our Saturday dinners have also been well attended, averaging 58 folks each night.

Monday night Football starts this month with Marshall Lambert taking the lead; please help him if he calls on you.



# The Channel Islanders



Hello All,

Our turnout for our August meeting was great fun. It was nice to see some of our new members participating. Thank you all for being there.

**Evelina Arglen** prepared a lovely lunch, with help from **Sandy Crocket, Carol Lazzzarevich** and **George Arglen**. Thank you again **Evelina**. **Sharon Sullivan** set the most beautiful tables, again. Thank you Sharon. Another big thank you to **Bob Deyling** for being our bar keeper.

The Nominating Committee was selected to nominate our Board for 2008. The two members selected from the Islanders' Board are Ellie Babbe and Sharon Sullivan. The three remaining members selected from the membership are Joyce Sheridan, Olivia Escoto and Rosemary Lippert.

As most of you know, the Islanders support the big club and buy items to help with Club functions. This year, the Islanders elected to replace our dining room flatware used for Saturday and special event dinners, along with extra teaspoons and steak knives. The Islanders also elected to purchase water glasses and water pitchers for each table. The new purchases will be at the club soon. Thank you Islanders for supporting this effort.

The results from the Nominating Committee will be unveiled at the September General Meeting. The date for the September meeting has been changed from September 25<sup>th</sup> to **September 18<sup>th</sup>**. Please make a note of this

change on your calendar. **Oxnard's Chief of Police, John Crombach, will be our guest speaker at this meeting. I hope we have a great turnout. There will be a chance for questions that I know most of you have.**



**Ellie Bishop**  
*First Mate 2007*

September will be a busy month. The Islanders have been asked to support the Billfish Tournament's Kickoff Dinner and the Awards dinner. Joyce Sheridan will cook a fish fry for the Kickoff dinner which will be held on Friday, the 7<sup>th</sup> of September. We will have a catered barbecue for the Awards Dinner on Friday the 14<sup>th</sup>. The Islanders will be participating in both of these dates. I want to thank all of you in advance.

See you on the beach (In my bikini).

**Ellie Bishop**  
First Mate



# ***Islanders Luncheon***

***September 18, 2007*** ★

***11:30 Socializing***

***12:00 Luncheon***

## **MENU**

### **Salad**

*Romaine lettuce, tomatoes and onion  
With Balsamic Vinaigrette dressing*

### **Main Course**

*Salmon Fillets over Couscous  
With vegetables*

### **Dessert**

*Lemon-scented Mascarpone Trifle*

*\$10 fare*

*(If you are allergic to seafood, please call Evelina for  
other options)*

*R.S.V.P. Evelina Arglen 985-6036*



# *The Competitive Edge*

*By Richard Sharpe*

Well! *Perfect Balance* is back from flying the CIYC burgee at the 2007 Olson 30 National Championships in South Lake Tahoe. The crew consisted of CIYC members Richard Sharpe at the helm, Roxanne Vettes mast and Bill Brayton trimming, Ryan Galeria doing foredeck and Keith Doust (a mate from the UK) doing tactics. There were 12 Olson 30's on the start line and the racing was intense. You don't own an Olson unless you are serious about racing! This was our first attempt at the Nationals and it was somewhat of a learning curve in terms of logistics, tactics and skill. After four days of racing we came out with a 9th place.

What's more important is that the best yacht club in Channel Islands Harbor will host the 2008 National Championships, as your own Richard Sharpe will be the Olson 30 president for next year. I know that Colleen Nix, Sue Johnston and Dan Alpern have been looking forward to putting our club front and center on the national stage and this is our chance to excel next year.

*Blue Star*, another Olson 30 from Channel Islands Harbor and last year's champion, showed the way again this year, making the rest of the fleet look a little pedestrian. They will be tough to beat next year, but now that we know what to expect, we will be on leader board and going all out to win for our club.



*Perfect Balance* racing around the island in Emerald Bay, Lake Tahoe.

Yes we are close! Yes we are luffing! Yes, Ryan is on the bow looking to see how close we can cut the corner! Yes the skipper is sweating!

The sailing in Lake Tahoe is just incredible and a great vacation spot for anyone, sail or power. We thoroughly recommend it.

## **Yachting Cup**

Meanwhile, the local racing calendar goes on and July 21<sup>st</sup> saw the Yachting Cup regatta take place. In the three windward leeward races, *Bikini Machine* from Ventura Yacht Club dominated again taking three 1<sup>st</sup> places. Our own *Fusee* (Harry Krum) was 6<sup>th</sup> and *Zuma Jay* (Kevin Dickmann) was 7<sup>th</sup>.

## **Santa Barbara to King Harbor**

One of the longest races locally is the Santa Barbara to King Harbor race. It is normally a long drawn out affair and this year was no exception. CIYC was well represented by Mike Warns in his Santa Cruz 50 called *5150* (police speak for “crazy person”) coming in first in ULDB A class and Dennis West in his Beneteau *West Wing* gaining a 5<sup>th</sup> place in PHRF A. Both boats deserve our congratulations for taking part in this challenging event.

## **AYC Island Series**

The culmination of the Island Series organized by Anacapa Yacht Club is always the Wes Golemon Memorial, named after one of Channel Islands Harbor’s much loved sailors. Wes is still dearly missed by many people in this harbor and this year’s race was a credit to his memory.

## **Spinnaker Fleet**

Nine boats crossed the starting line in winds that were light at the beginning of the 34 mile race and the procession around the “Wes Mark”, followed by a reach to Anacapa Island, kept most of the boats in contention. Unfortunately, as often happens, the commercial shipping played a part in the results as at least one boat had to “duck” a tug and barge half way out to the island. On the back side the lead changed hands twice and at the turn between Anacapa and Santa Cruz the leading boats, *Deception* (VYC) and *Funatic* (CIYC) were still not far enough out in front to be sure of victory. In the last stages of the race, from Anacapa, around oil rig Gail back for one last look at the Wes Mark, the Olson 30s and the J24 started to eat into the lead of the bigger boats. *Bikini Machine* launched her secret weapon, a Jib Top, from the baby stay and pulled away from *Perfect Balance* which was still level at that time.

Following an exciting reach to the harbor, *Bikini Machine* corrected to first place, the J24 *Angry Hillbillies* squeaked into second spot and *Perfect Balance* took third ahead of *Funatic*.



## Non Spinnaker



**Intense Concentration on *Harmony* at a Recent Start**

### **Intense Concentration on *Harmony* at a Recent Start**

Wishing for more wind, the non-spinnaker boats at least had a reaching start that enabled them to get some speed up, before the close reach to the island. This fleet missed the tug and tow, but a fast moving car carrier bisected *Velero* and *Zuma Jay*, luckily no one was badly affected. As always for the non-spinn boats, the back side of the island is a long drawn out battle, but with a bit of help from the sailing gods *Velero* (Brett Swenson) corrected out in first place with a gallant *Harmony* (Mike Taylor) coming into the harbor just two minutes behind. *Glin De Mar*, the first home, corrected to 3<sup>rd</sup> and *Zuma Jay* was 4<sup>th</sup> with an uncharacteristic last place.

### **Anacapa Yacht Club Island Series**

The spinnaker class series of three races was taken by *Perfect Balance*, a win for Sharpe after placing 3<sup>rd</sup> overall for the last two years while *Velero* took the non spinn trophy. Well done for CIYC to take both classes in the series.

Thanks should go to Anacapa Yacht Club and their efforts to make this a great series and especially to Helene Golemon, Wes's widow for her continued efforts in promoting the Wes Golemon race.

It's great racing here in Channel Islands and  
See you on the water!



# CRUISER NAVIGATION #5

## SATURDAY, SEPTEMBER 8TH

Skipper's Meeting at 7:30AM on the Day of the Contest  
Bring your Observer to VYC



# CRUISER NAVIGATION #1

## SATURDAY, SEPTEMBER 15TH

Skipper's Meeting at 7:30 AM on the Day of each Contest  
Bring your Observer to CIYC

THIS IS A RESCHEDULING DUE TO BAD WEATHER

Our work is cut out for us. We have 3 more contests to participate in, and we need boats to enter these contests. Even if a racer cannot finish the contest, 300 points are awarded to that racer. Ventura is at a present advantage and, for the most part, they have entered more boats into these contests that we have.

Join our fleet and show Ventura who we are!

COME LEARN & COMPETE!  
NOTHING VENTURED...NOTHING GAINED

Call George at 985-6036





# Our World Class Burgee

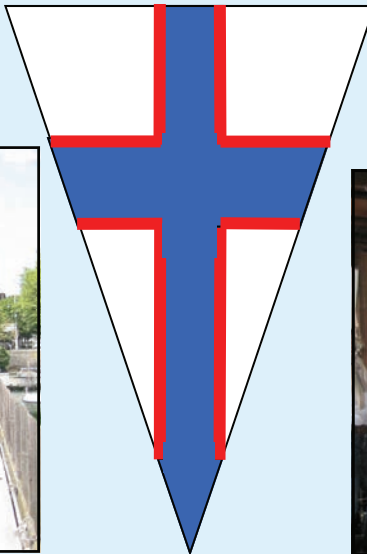


*Dining Room & Ceremonial Bell*



*The Club House*

*Looking toward Zurich*



*The Bar*



Following a business trip to Switzerland several weeks ago, I spent two days in Zurich to do some sightseeing. Since Lake Zurich, adjacent to the city, is a 50 square kilometer body of water, I had assumed there must be a yacht club or two in the area. So, I surfed the Internet for yacht clubs prior to leaving on my trip. Three possibilities surfaced.....As it turned out, two were sailing clubs and, much to my surprise, the third was the Zurich Yacht Club—a very old establishment. I arrived at the club too early, so I had lunch on the waterfront and then called ahead. The club secretary answered and in very broken English along with my very limited German, I got the point across and she let me in. Within

30 minutes or so, about eight or nine members showed up and we had a good chat. I exchanged burgees with one of the officers and he presented me with two monogrammed shirts as a gift of appreciation for the visit. The club has 300 members who enjoy a rather full schedule of events in the summer. I spent a total of three hours at the club chatting with the membership and exchanging sea stories. As a "stink boater", I didn't have much to talk about, but their sailing experiences were very interesting. I will be in Japan in October, so perhaps I can head for the seashore and exchange another burgee..... Ah soooooo!

Gary Moravchik



Because of security concerns, Roster updates  
will not  
appear in the web site version of the Currents.

Roster updates are available from  
Frank Sullivan at  
[frank.sullivan@roadrunner.com](mailto:frank.sullivan@roadrunner.com)

**COMMODORE** (*Continued from page 2*)  
responsibilities of keeping our Club supplied  
with disposables, chemicals and other supplies  
we use on a daily basis. The Board communi-  
cates daily via email and several times per  
week on the phone. Last but certainly not  
least, you need to develop very thick skin.

Volunteering and serving has it's rewards, and  
can be an enjoyable way to get involved, and  
truly help make a difference. I encourage any-  
one who wants to help our Club move in a  
positive direction, and has the time, to jump in  
and run for the Board. However, I did want to  
point out what some of the tasks entailed, and

what the time commitment truly is. Not all  
Members recognize the time, energy and ef-  
fort that goes on "Behind the Scenes".

I want to close this month's article with a  
"Thank You" for all that are running for  
Board and Flag positions. We need a strong  
cohesive Board to take us into 2008, that is  
not only willing to work, but is also un-  
selfish with their time and energy. I have  
been a very fortunate Commodore, for my  
Board this year is just that and more.

*Colleen Nix*  
Commodore



***Birthday & Anniversary  
Bash Friday, September 28th***

If your Birthday or Anniversary is in September.

Come and join us for our monthly celebration.

Bring "munchies" to share . . .

There is always a great birthday cake!



September Birthday Celebrators are:

George O'Neil, Doug Brown, Web Palmquist, Weldon Farris, John Davidson, Patsy Andersen, Dave Andersen, Gwen Everett, Vera Cline, Donna Jordan, Joni Meyers, Kevin Dickmann, Margaret Penza, Madeline Hunsaker, Bill Crowe, Sydney McFarland, and Sylvia Hyde.

Anniversaries for the month of September are:

Kitty & Ed Brown, Lee & DeDe O'Connor, Bill & Judy Sandham, Bill & Jean Coltrin, Dick & Georgie Olsen, Dave & Patsy Andersen, Marshall & Gayle Lambert, Kevin & Brenda Dickmann, Miles & Lenora Linman, and Robert & Roxanne Camron.



**ANNOUNCEMENT**  
Past Commodore  
Ted Foster and Mary  
welcomed Great Grandchild number 5,  
Jadin Edward Sou Kennedy  
6 pounds 5 ounces baby boy  
and future CIYC member

# Happenings in the Galley

By Roxy Ostrem & Rear Commodore Sullivan



**Sat. Sept. 1-**

No Dinner, but be sure to sign up for the Holiday Supper Club.

**Monday Sept. 3-**

Holiday Supper Club: Joyce has a wonderful meal planned. BBQ Pork Roast, potatoes, beans, salad, garlic bread and a dessert. The cost is \$ 10.00. REMEMBER DINNER IS AT 5:00pm

**Sat. Sept. 8-**

Paul Morgan and the Beefeaters are cooking a dinner that must not be missed! How about Prime Rib, a green salad, baked potato, veggies and a Strawberry Short Cake to die for. All for \$20.00. Sign up soon.

**Sat. Sept. 15-**

To be announced after we get a cook to head it. Interested?

**Sat. Sept. 22-**



Saturday Night Social "Autumn Fantasy," and this is a dinner that will knock your socks off. Bobbi and Don Lehman are cooking Cranberry Chicken, green salad, green beans, and rice pilaf and a "Bobbi Surprise Dessert". Cost for the dinner and dancing is \$25.00 and our band is " Sour Cream and Jibe." Sign up early.

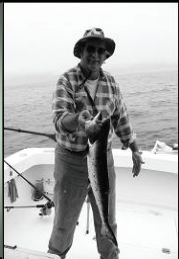
**Sat. Sept. 29<sup>th</sup>-**

There is no dinner tonight, BUT there is another great Dingy Party on Sunday, be sure to sign up for it now!

**Sunday Sept. 30<sup>th</sup>-**

Now... This Dingy Party you will not want to miss. It's going to be at the Club, two races and many varieties of appetizers to munch out on.

Just a side note, **PLEASE sign up or call before Thursday Nights**; this will help keep the cost down, and have plenty of food for everyone. Phone number for the club is 985-2492. If anyone would like to help with a dinner, please call Frank Sullivan and he will get you started.



# Anglers' Corner

By Frank Sullivan

The annual Men's Fishing Tourney was held Sunday, 7-22-07. I left the slip at 03:30 with Jim Esselstein, Woody Underwood, George Arglen, Rich Szewzuk and myself on the *Valkyrie*. Captain Hook's had problems with the bait, so we went to CI Sportfishing and baited up with mixed anchovies and sardines.

The crossing to Chinese Harbor was absolutely perfect, with a slight bump and good visibility. Arrived at day break and Skip Miser and his crew on the *Dawn Patrol* were already anchored up and had a couple of Barracuda on board. I was hoping to make some squid and metered around for a bit, and finally found some on the outside of the *Dawn Patrol*. We scratched up less than a dozen pieces on the squid jigs, the other boats around us were also picking up just a few here and there.

We spent a bit of time drifting for halibut with no luck. We decided to move around to Smugglers for some more drifts. When we arrived, we worked the area between Hungryman to the Boiler rocks with not a single bite. Larry Bensel and his crew on *Pacific Player* were having the same kind of day but had picked up a few mackerel for bait in the area. Finally, giving up on the Halibut, we decided to move over to the back side of Anacapa to try a few Rock Cod and Lingcod spots where I have never failed. On the way, we jigged up some macks for the Lingcod.

The current was ripping along the backside where I like to fish the drop off. We were drifting off the spots at 1.2 kts. and had a hard time getting the lines to the bottom. I lost my

only 1 lb sinker and had to double up on the sinkers I had, to get down. We finished the day with only one fish on board—a Johnny Bass that George caught.

When we got into the Club for the weigh-in, *Dawn Patrol* took first, second and third place with the Log Barracuda that they caught in the morning at Chinese Harbor. Paul Morgan got first with a 8.2 lb Cuda, Miles Linman got second with a 7.9 lb and Skip got third with 6.7 lb. *Pacific Player* had one fish that was smaller than George's Johnny Bass and was released alive.

Great day on the water 😊, lousy fishing 😞!

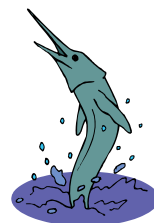
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## WSB pen update:

We took delivery of another 9,000 fish on July 18th, but many had bubble eye and started to die off.

## Up coming events:

Channel Islands Billfish Tourney  
Kickoff Dinner on Friday 9/8/07  
Billfish Tournament from 9/9/07  
thru 9/11/07  
Awards Dinner on Friday 9/14/07



Thursday, September 20th, is the next CIA Meet & Eat. The Speaker tentatively will be Tim Golden, a rep from Okuma fishing reels.





*Getting ready for the fish delivery*



**Fish delivery day**



#### **“Big Fish of the Month”**

\$50 prize is awarded at the end of every month...however; you can only win once per year. Legal fin fish only and no sharks.

#### **“Big Fish of the Year”**

At the end of the year there will be a Big Fish of the Year award for \$100.00. It does not have to be one of the monthly winners, it can be a tourney fish or not, so if you win one month don't quit, the next fish you catch may be worth \$\$\$\$.

# A "Dinky" Perspective

By Larry Golkin, Cruise Chair



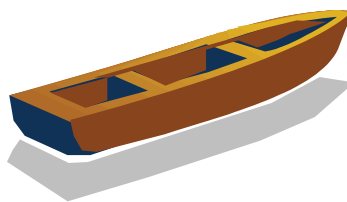
As this issue goes to press, I was asked to prepare yet another missive concerning boating safety. Yet, as this issue goes to press, I am about as far from my reference library as one can get. More specifically, I am sitting on the back deck of my boat, anchored in Cat Harbor enjoying the sights and silence of Catalina Island. As such, at the moment, boating safety is not only far from my mind, but is of very little concern at all. Nevertheless, while anchored in such a peaceful setting, I got to thinking about what is important here and determined that getting to and from the bar and wireless internet connection is paramount. Thus, it is time to think about "the Dink."

To most landlubbers, a dink is a beverage without the "r", a small thing, a loser. But to those of us with saltwater in our veins, a "dink" is much more. It is our limousine, our pickup truck, our life raft, our beverage transport device, our anchor assistant, our sun deck, and even our migratory personnel transport (MPT). We use them for so many things that, in my own opinion, they deserve much more than mere passing reference.

Most dinks are inflatable. Many are solid; made of fiberglass or even wood. Inflatable dinks are made of PVC or of Hypalon. They vary in length and width. Some have hard bottoms made of molded fiberglass, and some have inflatable keels. Some have hard floors and some have soft inflatable floors. They also vary in color; some are gray, some are red; some are blue; and some are even painted

black. Many have a hard transom, and some have no transom at all. It takes a transom to carry an outboard motor, however, and those without a transom are generally relegated to the use of oars.

Regardless of the kind of dink you have, or want, however, there are several constants. First, it must float. Second, it must float with you and your accommodation aboard. Third, it must float with you, your accommodation, and your motor aboard. Fourth, it must float with you, your accommodation, your motor and all your stuff aboard. In other words, make sure you acquire a dink that is USCG rated for the load you intend to accommodate. It is a citable offense to overload a dink, not to mention that it is downright unsafe.



In terms of rating, dinks are typically rated for maximum motor size/horsepower. I once saw a guy with a small inflatable dink with a shabby

transom, carrying a grossly oversized engine. Every time he throttled up, the dink folded in half. It didn't take this clown too many episodes of having to bale out the dink to figure out that his motor was too big. Nevertheless, it is important to have a motor that will move the boat in any conditions. If you cannot move the boat, you may not get back to the mother ship. Sometimes your oars will be useless no matter



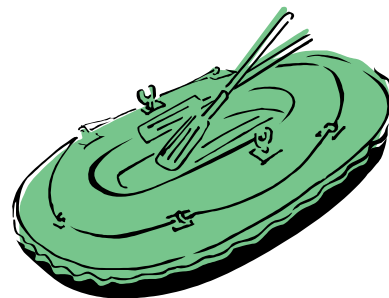
how hard you think you can pull. Rescue will be necessary. So, with this in mind, size the dink and the motor for what you intend to use it for.

In terms of quality, there is a lot of debate. In my opinion, I prefer hypalon boats. Some folks prefer the nice looking, hand made, all wooden dinks. I find them functionally useless as they do not move well through rough conditions, especially if they belong to a purist who refuses to mount an engine on it. Hypalon material is more durable than PVC and thus will last longer.

Yet, there is more to quality than just the material. Look for a dink that has plenty of things to grab or hold onto. While quite stable, it is easy to bounce out. Look for a dink that has good workable oar-locks and real oars. I can tell you from personal experience that real oars are an absolute necessity no matter how fabulous you think your outboard motor is. I guaranty that the outboard engine will fail, and that it will fail at the most inopportune time. So, cancel the order for the dink with simply ornamental paddles, and get real oars for the boat with real oar-locks. If you have to row the dink any significant distance, you will be glad you did.

A seat is a very nice thing to have for passengers. Moreover, a seat pocket is also a useable amenity. Some dinks have a compartment in the bow for storage of life jackets, anchors, hand pumps (for inflation and for baling out water), or running lights. In that regard, keep in mind that if your boat is more than 10 feet long, you have to have proper running lights for night time operation. An easy-to-use drain plug that is permanently attached to the boat is also a necessity. These things can pop out and you will wonder why your socks and tennis shoes are starting to feel spongy. You want to be able to put the plug back in without having to reach overboard.

I have already discussed the topic of oars. Now it is time to discuss outboard motors as many, if not most, dinks are powered by one of these machines. The outboard motor (hereinafter referred to as “the outboard”) is a complex piece of machinery that is more finicky than most obtuse housecats. Sometimes they work well, and sometimes they simply will not cooperate. As I said, at the time you need it most, it can let you down. Perhaps the best advice I can give you is to read the instruction book that comes with the motor before you take it out of the box. It will tell you the correct fuel to use, how and when to change the oil, the type of spark plugs they like, and how to “break in” the engine. The book will tell you the best way to start the



motor and how to shut it off. Most important, it will tell you who to bring it to when it gives you grief. Over the years, I have learned that the more you try to tinker with one, the worse the problem plaguing you becomes.

In all boating endeavors, safety is of paramount importance. Whereas very few boats actually have seatbelts, a dink certainly does not. Some dinks are capable of very high speeds. Folks can easily launch out of a dink at high speed. Afterall, in most cases, you and your passengers will be sitting in inflated rubber tubes. These can be very springy. Don't stand while the boat is moving.

All outboard motors are equipped with a “kill switch” key. When the key is removed, you should not be able to start the engine. It should be noted that most of these keys come attached to a flexible lanyard and are designed to pull out if the lanyard is overextended.

Ergo, the “kill switch” concept. You should attach the lanyard to your body so if you fall overboard, you will kill the engine. This is important because you don’t want the boat to take off without you in it, and you certainly don’t want to get chopped by the prop. Brenda and I once saw a kid racing around in the anchorage at Smugglers. He hit a wave the wrong way and popped right out of the boat. He ended up with his arm wrapped in one of the lifelines and was holding on for dear life as his dink ran in tight, high speed circles. If he had let go, he would have been “chopped” and badly injured. Several of us came to his rescue. He was lucky.

Whereas a dink can get you from place to place, it is useful to know how you will be getting in and out when you get to that place or the other. Be it the beach, a dock, or the



transom of the mother-ship, transferring to and from the dink takes practice. At Catalina Island, for ex-

ample, there are dinghy docks at all of the major mooring fields. They are fairly low to the water, so getting in and out is not that big of a chore. However, it can get dicey if you have your hands full. Have one person stabilize the dink to the dock while you get in and start the motor. It is advisable to make sure the motor is running before you let go of the dock. Moreover, it is also advisable to get in from on your hands and knees as stepping into the dink while standing straight up is a sure beat to a Dolphin Award. Have your partner hand you the groceries, water bottles, gas cans, scuba tanks, or whatever else you may be transferring before they get in the boat. This will make things a lot easier.

When it comes to docking your dink, have ready a line long enough to adequately tie it to the dock. At Avalon, for example, the dinghy dock can get so crowded, that you literally have to crawl over several boats to get to the dock. A long dock line is essential.

Long dock lines have disadvantages, however, such



as potentially getting wrapped around a propeller or the rudder. It is useful to attach a float to the middle of the line to keep it on the surface. Polypropylene line may prove useful in this regard as well.

Beaching a dink and then leaving the beach through the surf is a completely different story. This can be hazardous at best and downright humiliating. There are several beaches that are known to “eat” dinks. Smugglers at Santa Cruz Island is one. It is a rare day indeed when beaching the dink and then leaving can be done without getting very, very wet, if not completely soaked. While it may provide hours of entertainment for you and yours sitting on the back of your boat watching the uninitiated make the landing or the launch, keep in mind that when the dink flips, and tosses you and yours into the water, and the still running outboard motor along with the gas can, the oars, the dog, and whatever else you may be carrying are coming down on you and heading right for your face, it IS dangerous and serious injury may be inevitable.

In most cases, you will be killing the engine before it hits bottom and you will use oars to propel the boat the rest of the way in. Have someone keep a look out for rogue waves. It can get real ugly sometimes.

Assuming you make it to the beach, make sure you drag the dink high enough up the beach to prevent its unwanted departure if and when

the tide changes or the surf picks up. This is where wheels come in handy. They are expensive, but well worth the investment.

Getting off the beach is often more difficult than getting on the beach. Clearly surf will push flotsam onto the beach. So even if swamped and upside down, you will most likely get to the sand, regardless of the condition you're in. Thus, getting off the beach is proportionately harder. You have to time the waves, know where the bottom drops out, and where it is too shallow to start the motor. You will have to get everyone and everything into the boat, and then propel the loaded boat, usually with your oars, to a place where the engine can be lowered and then started. Remember when I told you that your outboard is bound to fail you at the most inopportune time? Well, this is one of those inopportune times. A complete list of four letter explicatives fails me at this moment, but I can assure you I have used them all at one time or another when trying to get myself, Brenda, and all our formerly dry goods off the beach and some idiot wave decides to ruin my Sunday.

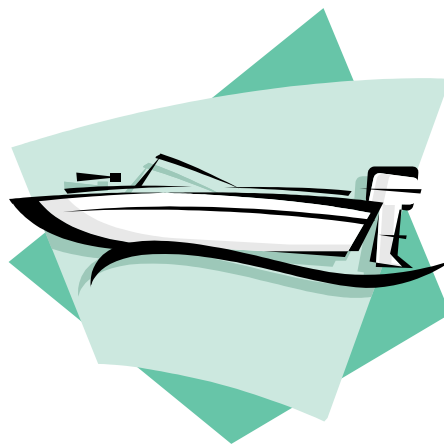
It is rather simple. Pick your spots and pick your days. Leave the dog at home so you don't have to take it to the beach to do its business. You may regret it, and the dog certainly will regret making you do so.

How you will carry the dink and how you will get it in and out of the water varies depending on the mothership. There are a wide variety of davits and lifting systems available. Again, keep in mind what you will be using it for and size it appropriately. It makes no sense to have an outboard motor you cannot lift on and off the transom of the dink. Also, keep in mind that you may have to lift it in unpleasant conditions, so make sure you can do it safely. If not, you may have to tow it home.

Towing a dink takes some careful thought and

planning. You need to have a proper towing bridle and you will have to have a sufficient length of line to properly place it behind the boat. The distance behind the boat at which you will be towing the dink will depend on the conditions. This is something that is unique to different dinks, so you will have to experiment. Whatever you do, however, remember that you are towing it when you slow down or stop the boat. I guaranty that the tow line and the propeller will engage in a sick-sounding love affair if you forget you are towing the dink and have to engage in tight maneuvering requiring putting the main engine(s) into reverse. Anyone who has spent time at Catalina Island knows what this looks like. Divers make a bundle off the unwary mariner who forgets how attractive tow lines are to moving propellers. In fact, a friend of mine lost a sailboat on the beach not too long ago when he inadvertently ran aground on an uncharted sand bar and slammed his engine into reverse. He forgot he was towing his dinghy and when the tow line wrapped the prop, it caused his engine to cease and he was DIW – dead in the water – wafting in the surf. It was a beautiful boat.

Please never forget, your dink is a boat, and as such, deserves all the care and attention in use and maintenance as you would give its mothership. And remember, always wear your life-jackets while in the dink, and don't drink and "dink".



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From 7PM 'till 12*

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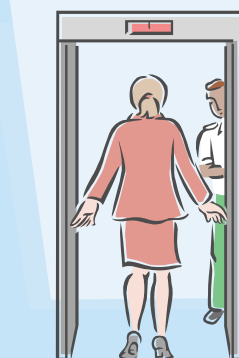
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As of August 15th we have \$19,672 in our fund. Special thanks to all who helped with our August 4th Rummage Sale. There was a great turn out to get the items out on the lawn and man tables throughout the sale as well as so many contributions. We cleared \$1,583! The 50/50 will continue as well as those special raffles done by Opal Gilpin. Thank you all for your support and generosity.

Joyce Sheridan—Fund Raising Chairperson





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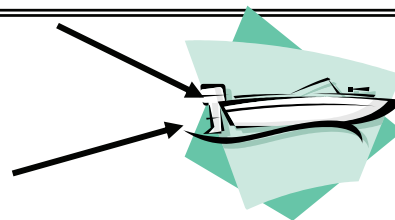
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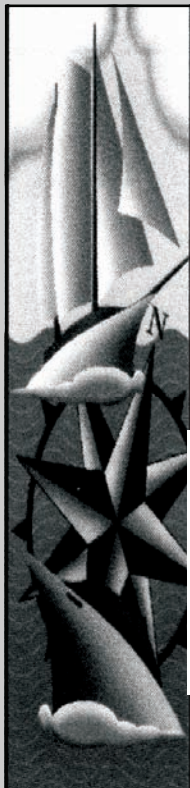
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**Currents** is a monthly publication of  
**Channel Islands Yacht Club**  
4100 South Harbor Boulevard  
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805-985-2492

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### DEADLINE NOTICE:

Articles must be received by the 14th day of the month preceding the publication month.

**Next deadline: September 14, 2007**

## COMING EVENTS

### Holiday Supper Club

September 3, 2007  
Labor Day Monday—5:00PM

### British Brass

September 4, 2007  
Tuesday—7:00-9:00PM

### Cruise to Pelican

September 14-16, 2007  
Friday to Sunday

### Beefeater Dinner

September 8, 2007  
Saturday—7:00PM

### General Meeting Board Elections

September 21, 2007  
Friday—7:30PM

### Dinghy Party

September 30, 2007  
Sunday—11:00AM