

# Coming Events—

**SEPT. 6 — SANTA MONICA EVENING  
OUTLOOK TROPHY RACE**

Open to all classes under 20'. Boat does not have to be registered with a yacht club. More info may be had from sponsoring South Coast Corinthian YC, 596-5608, or OL 3-7550.

**SEPT. 9 — SUNSET SERIES**

Open to Class A, B & C boats. No entry fee. Must belong to YC registered with SCYA. Starting time is 6:00 P.M. Sponsored by California YC, 399-7784.

**SEPT. 11 — WINDJAMMER'S SUMMER  
INVITATIONAL & OMEGA  
CHAMPIONSHIPS**

Open to all centerboard boats registered with a YC belonging to SCYA. \$3.00 entry fee. Launching time for Omegas will be at 9:30 A.M. at 44 Del Rey Marina on Mindanao. Entries will be accepted until Sept. 11.

**SEPT. 12 — WINDJAMMER'S SUMMER  
INVITATIONAL & OMEGA  
CHAMPIONSHIPS**

(See Sept. 11)

**— SUMMER SERIES (3RD RACE)**

Open to one-design keel boats 20' and over. Must belong to YC registered with SCYA. Details may be had from Ken Kelley of sponsoring Santa Monica YC, 394-2189.

**— CHALLENGER  
CLASS RACE #1**

Open to all Columbia Challengers berthed in Marina del Rey. Do not have to be a member of SCYA. Entries and information may be had from Dick Shelby, 843-2129.

**— HOMEWARD BOUND RACE**

Race from the Isthmus to Lunada Bay, sponsored by Windjammer's YC, 451-6762.

**SEPT. 16 — SUNSET SERIES**

(See Sept. 9)

**SEPT. 23 — SUNSET SERIES**

(See Sept. 9)

Sept. 3 - 16, 1965  
Number 26

*del rey*  
**DINGHY**

THE NEWS MAGAZINE OF MARINA DEL REY

13011-A Washington Blvd.  
Los Angeles, California 90066

# "DEL REY DINGHY" NOW ONE YEAR OLD

With this issue the del Rey Dinghy is one year old. An appropriate time perhaps to luff up a bit and glance at our wake.

In issue #1 we said: "Like the boat it is named for, the 'Dinghy' aims to be a modest craft --but sometimes useful. Weather permitting (in a figurative sense) we hope to appear every other Friday. We hope to deal mostly with news of coming events in Marina del Rey and with other such items of local interest. By way of staying afloat, we hope also to carry a little advertising of a more or less nautical nature."

This still seems to us a pretty accurate statement of our purpose and our reason for existence.

Looking back, we see that we have grown some in our first year--from a single legal sized sheet to eight pages, and from no display

advertisers to about 25 in this issue.

But what we really see when we start looking back is how Marina del Rey continues to grow. The way to best see this, we have discovered, is not by itemizing new businesses, by counting boats, or by listing projects planned. There is a simpler way, and it is this:

Stand on a parcel of land in Marina del Rey--almost any parcel at all--and close your eyes. Try to remember what the horizon was like from here a year ago. Then open your eyes, and see what the skyline around you is now.

So the "Dinghy" is one year old. And Marina del Rey is one year older. And as we blow out the candle on our first birthday cake, we can't think of a better or livelier place to have been born.

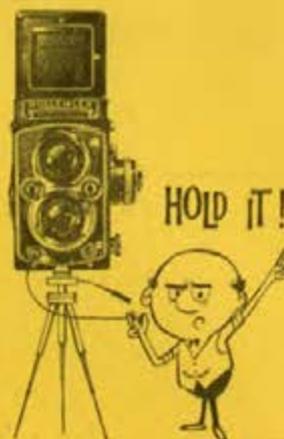
—Edwin Borgeson



First issue of the "Dinghy" was printed on both sides of a single legal-sized sheet of paper. Leading story was on Sunset Series, and four items were listed under "Coming Events." Greatest problem in beginning was adequate means of distribution.

## NEED A GIFT FOR SOMEONE NAUTICAL?

Although the "Dinghy" is free in Marina del Rey (at all the places listed at right), we can also mail it to home or office. Our Subscription rate is \$3.00 per year (26 issues). Our address is 13011-A Washington Blvd., Los Angeles, California 90066.



The "Dinghy" needs photos of races and general nautical stuff. Send prints to 13011-A Washington Blvd., Los Angeles 90066 or call 398-4472.

# del rey DINGHY

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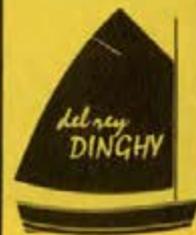
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44 Del Rey Marina



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# Learning to Sail

By Betty Sands

## Part II

Before beginning my first actual sailing lesson my instructor—Matt Gordon of Mariner School—gave me a three-page course outline to read. This told approximately what we would be doing. It also contained a short nautical vocabulary and an illustration of a small sloop.

When I had read it, Matt spent another 15 minutes or so going over the various parts and rigging of the 21' Wesco Victory we would be using. He said our Victory was cat rigged today—with main-sail up, but no jib.

Soon it was time to cast off, with me again at the tiller. I suddenly began to realize the value of my earlier preparatory lesson. I wasn't afraid. I had already worked off my first illogical fears and worries. As Matt pushed us off I felt very calm.

When we were clear of the dock, Matt explained that we were cat rigged because I was going to learn how to jibe. (In my preparatory lesson I had begun to learn about coming about into the wind). Jibing, Matt said, was just the opposite of coming about. Instead of the boat's bow swinging up past the eye of the wind, we would be on a downwind course, and the boom would swing past the eye.

I mentioned having got the idea somewhere that in sailing a jibe was an error—a serious thing to be avoided. What I was talking about, Matt said, was an uncontrolled or accidental jibe. Especially in heavy winds. Controlled jibing, he said, is as basic to sailing as coming about.

Soon, I was reaching back in

the way Matt showed me, holding the main sheets in one hand pulling the tiller up with the other to bring the boom across. A few controlled jibes later, Matt told me to set a course towards a nearby float. I did, and as we drew alongside it he suddenly hopped ashore. And I was sailing the boat alone. If I didn't feel panicky at this point, it was probably because there just wasn't time.

From the float Matt called out directions. After he had put me through some tacking and jibing



Jibing while cat rigged—helping the boom across.



Back aboard, Matt puts up the Victory's jib.

maneuvers he directed me to sail in close enough to pick him up. (Which I did rather smartly, I think).

Feeling pretty confident by now, I asked him how he had liked my solo jibe. He said, "Which one? The one you intended—or the other one?" For all my confidence, I had ap-

—Continued P. 4

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# Learning to Sail

--Continued

parently been confused enough to have gone through one jibe without even knowing it.

Matt now put up the jib. Now we were sailing as we had been during my preparatory lesson. But what a difference! As I sailed back and forth across the basin, with Matt handling the jib, I must have come about at least 25 times. I tried to watch what happened as I headed up and fell off with the tiller, and how nearly our Victory seemed to turn in its own length as I shoved the tiller over hard.



Sailing boat from lee side-- a new feeling.

About the only trouble I was having now was getting my sense of direction reorganized each time I swung around the tiller to get to the windward side. When Matt saw what was happening, he had me try sitting tight until the boat was about and on its new course--and then shifting to windward. This seemed to make all the difference in the world. Now I could actually watch the boat come about--see the whole thing happen, and where our new course lay. Coming about seemed to be getting easier by the minute.

But I soon found I was getting

too confident too soon. I found it out when Matt said this time stay on the lee'ard. Don't move to windward at all. He said in this way I would learn to use the tiller in relation to the wind and the boat--not as some kind of mechanical steering wheel.

I sat on first one side of the boat then on the other--and brought it about seated on either side. For awhile I felt as thoroughly mixed up again as I had been at the very beginning. At one point I remember, I managed to throw us into an accidental jibe while under the impression that I was going to come about into the wind.

Matt had seen it coming of course, and caught the boom as it came rushing across. Matt said that I had been using the tiller mechanically--away from me



Headed for the slip--relaxed and calm.

to head up, and towards me to fall off. When I changed sides, I didn't change my method of using the tiller.

As Matt's logic got through to me, I began to understand that sailing involves a balancing of things--the wind, my eyes, my hand on the tiller and the direction of the boat.

**(To Be Continued)**

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## COLUMBIA CHALLENGER FLEET 4

The Marina del Rey Columbia Challenger Fleet 4 has elected new officers for 1965-66. They are: Fleet Captain, Jules Rensen; Secretary, Art Thomas; Treasurer, Dan King; Measurer, Julian Adams; and Membership, Wes Coss.

Fleet 4 announces that it will hold four class races at del Rey open to all Challengers berthed at Marina del Rey. Yacht club membership IS NOT required. The first race will be September  
Continued P. 8

# Ketch-Yawl

By Betty Gray

They may be called Muddy-Feet from days when they sailed in Ballona Creek—but they sail like people who can walk on the water.

The Muddy-Feet series was just completed. It is the Junior Sailing Program sponsored by Windjammers YC. More specifically, advised by Paul Rettig. A series of 24 races called the Muddy-Feet Series, was shared by 22 young sailors who ranged in age from 8 to 18. The dinghy sailors performed their feats in Jamaica Bay at the Marina.

Some of the no-longer-novices joined their parents from the Windjammers racing a triangle course at King Harbor's Summer Invitational last weekend (28th and 29th).

Windjammers are also tacking toward the Summer Invitational scheduled at the Marina Sept. 11 and 12. This is the Omega National Championships.

One family in the Windjammers are true lovers of the sport. That's the Paul Rettig clan—five members of the family and four boats in the pickup truck and trailer. Wife, Joan and Paul, race around California harbors in a 13-1/2' Enterprise. Not far behind are Debbie, 12, Mike, 10

and Chuck, 9, all sailing their own Sabots.

Speaking of sailing, Harbor Lake offers a new class starting in October for "will-be-sailors." The classes are sponsored by the City Parks and Recreation Dept. in their "Learn to Sail" program. The 12-week course is open to all novices from the age 12 up.

The program is under the direction of Ron Ceurvorst, Aquatics Director in charge of small crafts. Additional information may be obtained by writing Aquatics Division, 3966 S. Menlo Ave., Los Angeles, 90037.

Many Marina del Rey soon-to-be sailors are enrolled in the course now undersail at Harbor Lake, according to Ceurvorst.

It was not even too dry on land for the 200 people who attended the Kalifornia Outrigger Assn's luau at the Pieces of Eight a few weekends ago. The race that started in Malibu and finished at the restaurant on the Marina, was arranged by Bob Beaman, Chairman.

Incidentally, two teams came from Hawaii to enter the Outrigger race, you guessed it, it was a Hawaiian team who won the trophy.

## WINDJAMMERS YC SUMMER INVITATIONAL

Windjammers' YC has invited members of all S.C.Y.A. Yacht Clubs to a combined Summer Invitational and Omega Fleet Championship Event on Saturday and Sunday, September 11 and 12, at Marina del Rey.

The event is open to all centerboard classes, but no keel

boats. Five boats will form a class and skippers for whom no class is formed may sail S.B.A.H.

Launch area will be at 44 Del Rey, located west of the intersection of Admiralty and Bali Ways on the east side of the marina, and launch time for the Omega

Continued P. 8

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# Ship's Log

By Betty Gray

(One of a continuing series on the boats of Marina del Rey.)

Both the Duchess III and her master, Duke Molnar, have proved their seaworthiness.

Duchess, a three-story motor cruiser has played all roles--from prisoner transport to missionary work.

Her master, Beverly Hills businessman Molnar, has also played many roles--from Merchant Marine under fire in the Pacific to secretary of the Del Rey YC.

Duchess III is berthed at the new Del Rey Yacht Club. She is 80' long, sleeps nine, has a galley that would delight any chef and is graciously fitted out. She is built for comfort not for speed.

Duchess' main cabin resembles a luxury salon. Her captain's table is an inlaid map of the Los Angeles Harbor, she has an automatic pilot and a sign that reads "The Captain is Master of this Ship."

When Molnar bought the Duchess III, then the Anna Kamp, 10 years ago, he tuned up her Diesel engine, polished her brass and added trimmings to her already ample hull for even more comfort.

The Captain still carries at least a one-man crew with him, a Diesel engine expert. But in 10 years he has never needed repairs

on those "tuned-up" engines.

Duchess III worked her way up to a slip in the luxurious Marina del Rey. She started as a prisoner transport ship from Ellis Island soon after her birth in 1925.

When Duke and Duchess met she was working as a Good Samaritan. Under the gentle hands of missionaries she cruised the oft-forgotten inland water routes from Seattle to Anchorage. With a Bible on one deck and a sick bay on the other, Duchess served as a gentle swaying base for aiding the sick and needy from the State of Washington to Alaska.

Her gentle swaying these days sometimes becomes a rock 'n roll on the open sea. That's why the Duchess was temporarily dry-docked to add stabilizers.

"People don't like to cruise with us when we pitch around so much," Duke, who likes to take friends cruising, said.

The voluptuous broad-beamed cruiser is a comfort ship. She weaves her way around the California coast at a leisurely 12 knots. Her fuel capacity is about 1000 miles.

"But if I want to go to Hawaii, I fly," the philosophical Duke says, as he fondly pats his Duchess.



Molnar's DUCHESS III, at rest in its slip at Del Rey YC.

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## RACE RESULTS

### SUNSET SERIES (III)

#### CLASS A —

- 1st - David Crockett "Shibui" (ABYC)
- 2nd - Dave Monnin "Canopus II" (CYC)
- 3rd - Bob Metzner "Primera" (DRYC)

#### CLASS B —

- 1st - George Hoffman "Ar-peggeo" (CYC)
- 2nd - Busch & Berman "Royal Star IV" (CYC)
- 3rd - Stine & Franklin "Panacea" (SMYC)

#### CLASS C —

- 1st - Andy Lockton "Su-dy" (WYC)
- 2nd - Lee Pearce "Ariel" (CYC)
- 3rd - Don Shaw "Mele Kai" (CYC)

### MUDDY FEET SERIES (For Juniors--started July 6, 1965)

#### UNDER 13'

- 1st - Mike Rettig "Chicken of the Sea"
- 2nd - Andy Lockton "Ansu"
- 3rd - Jim Mudd "Ri Shu"
- 4th - Susie Riley "Su-Z-Q"

#### 13' TO 18'

- 1st - Warren Mudd - No name
- 2nd - Gary Jewett - "Magoo"
- 3rd - Mike Dingman - No name
- 4th - Pete August - No name

### COLUMBIA 24 NATIONAL CHAMPIONSHIPS

- 1st - Chip Dubose "Dubos'n"
- 2nd - Fred Shorr "Paper Tiger"
- 3rd - Bruce Augustus "Tehani"

### —NOTICE—

All boaters are warned to clear the VENICE FISHING PIER by 200 feet at all times. City and/or State authorities can be expected to react quickly to future instances of interference by boaters with fishing activity on the Pier; common courtesy should obviate any complaints, but apparently a number of instances of interference have been reported.

--issued by the Marina del Rey Small Craft Harbors Dept.

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## CHALLENGER Continued

12, 1965. Columbia Challenger owners, especially novice skippers, are invited to enter.

The Columbia Challenger National Regatta will be held at Seal Beach on September 25 and 26, 1965.

For any additional information on races or membership, contact Jules Rensen, 378-6169 or Wes Coss, 645-7396.

## WINDJAMMERS' WEEKEND

"Once around Catalina--slowly" seems to be the theme of the Windjammer's YC "Around Catalina Cruise". Leisurely cruising and recreation will be the standing orders as the Windjammers gather in Cat Harbor on September 3rd or 4th...or 5th. It's hoped everyone will make it by the 5th for the scheduled dinghy races as well as the evening barbeque on the beach. If not, they can catch up with the group in Little Harbor on September 6th where skin diving, surfing, and fishing is planned.

## WINDJAMMERS Continued

Fleet will be at 9:30 AM each day.

There will be two registration desks, one for the Omega and one for all other fleets, set up adjacent to the launch area. Course charts and racing ribbon will be issued upon payment of a \$3.00 entry fee.

Starting times for the Omega Fleet will be 11:30 AM on Saturday, September 11, and 12:00 noon on Sunday, September 12. Starting times for other classes will be at 12:00 noon and 12:30 on these days. First class to start at the 12:00 time on Saturday will be Super Satellites. Then the Enterprise Class. After which each skipper must watch the start board for his Class insignia.

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