

Coming Events—

JAN. 8 — WINTER SERIES

OUTSIDE DIVISION — 1 design keel over 20 ft. eligible if member of YC registered with SCYA. First class will start at 12:00 Noon, with succeeding starts at five minute intervals. Sponsored by Windjammer's YC, EX 8-3020 or FR 5-4977.

JAN. 9 — WINTER SERIES

OUTSIDE DIVISION — (See Jan. 8)
INSIDE DIVISION — Three races are scheduled. Warning times for the first class will be 12:00 noon, 1:30 and 3:00. Registration will be accepted by mail or at launch area at 44 Del Rey Marina (on Mindanao at Admiralty). Sponsored by the South Coast Corinthian YC. Details, Harry Wills, GL 4-1550.

— CAL-20 NOVICE SKIPPER RACE

All novice skippers of Cal-20s are invited to participate. Skipper's Meeting will be held at Corinthian Yacht Sales on Marquesas Way at 10:30 A.M.

JAN. 15 — SMYC WINTER SERIES

1 design keel boats over 20 ft. eligible if member of YC registered with SCYA. Santa Maria YC is sponsoring. Details may be obtained from Race Committee Chairman George Schmidt, 454-3707.

JAN. 16 — SMYC WINTER SERIES

(See Jan. 15)

JAN. 22 — WINTER SERIES

OUTSIDE DIVISION — (See Jan. 8)

JAN. 23 — WINTER SERIES

OUTSIDE DIVISION — (See Jan. 8)

INSIDE DIVISION — Chairman for the day, William Lyle, EM 3-9257. (See Jan. 9)

Jan. 7 - 20, 1966

Number 35

del rey
DINGHY

THE NEWS MAGAZINE OF MARINA DEL REY

13011-A Washington Blvd.,
Los Angeles, California 90066

LITTLE TOOT



Regularly scheduled harbor cruises will be inaugurated at Marina del Rey this month (January), according to Frank Davis, Commodore of International Yachtman's Exchange Club and promoter of the idea.

Plans include use of a recently converted 24' tug boat, now named Little Toot, to be operated from Fisherman's Wharf on Saturdays and Sundays from 11 A.M. until 5 P.M. Prices for the 30 to 40 minute harbor tours will be \$1.50 for adults and 75¢ for children under 12 years.

On Fridays, Saturdays and Sundays, from 5 P.M. to midnight, the little ex-tug will also offer Marina residents and boat owners water-taxi service from their apartments or slips to any of the restaurants now operating here, at a cost of 50¢ per trip.

Skipper will be Capt. Pat Lister, Harbormaster for Santa Monica from 1947 to 1959.

Participating in recent Christening is (l. to r.) Pat Lister, Frank Davis, Mrs. Yorty, and Leif Erickson.



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del rey
DINGHY

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STAND BY—GET READY— MARK!



By Herb Ritts

Now that the Holidays are over, I hope that Santa Claus left a new boat in some of your slips. It's great if he did, but if not, there are many fine brokers in the Marina who will give you a Santa Claus deal if you visit them soon.

Let's get back to Predicted Log Contests information and take up the vital subject of OBSERVERS.

Robert Cowen, Vice-Chairman Cruisers Technical APBA has made a detailed survey, over the past years, of Observers, their duties and training. Mr. Cowen says the three C's that make a good observer are: Capable, Conscientious and Compatible. The observer is the official representative of the contest committee. He must "know the ropes." His principal responsibility is to accurately clock the start and finish of the boat to which he has been assigned and also to clock the exact time the boat passes each control point. As soon as he boards the boat he collects all time pieces and stows them safely out of sight. He must also see to it that all other time measuring devices are made inoperative or concealed. The skipper provides the observer with a blank copy of the official log form on which the time readings are to be recorded. The skipper usually also provides the observer with a watch for taking time. The start is timed jointly by the skipper and observer but from then on no one aboard except the observer can refer to the watch. As each control point is approached the skipper asks the observer to "stand by." Then, as the boat closes the control point, the skipper tells the observer to "get ready," and when the boat is abeam the skipper calls "mark." At this precise moment the observer reads the watch and enters the exact time in hours, minutes, seconds in the log form. After the finish line is passed the skipper provides the observer with a copy of the "Predicted Log" that was given to the contest committee prior to the start. The observer then compares the actual elapsed time the boat required to run each leg with the skipper's predicted time. The difference establishes the error incurred. Errors are cumulative. The sum of all errors becomes the basis for scoring. Before turning in the completed log to the official scorer, the observer reviews his work and results with the skipper and both sign the log.

Training of observers is usually handled by the sponsoring organizations. An observer should be a good boatman. Obviously he must be familiar with the official rules, also any special rules. He must know how to tell time with utmost accuracy. He must know how to record and compute time on the official log form. The APBA Official Rules is the basic text for all instructions.

Observers and observer candidates are to be found among all types

—Continued Page 7

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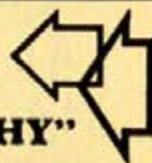
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Do your Mondays, Tuesdays, Wednesdays, Thursdays and Fridays begin to the tune of an alarm clock and a three-minute shower, continue 9 to 5 at The Office, and end with a return trip through the same traffic to the same starting point, The Apartment?

Conversationally, are you repeating thrice-told second-hand tales?

Sharon Sites, of Marina del Rey, a 35-year old widow who translated *The Secret Life of Walter Mitty* into *The Secret Life of Sharon Sites* and did something about it, has a sympathetic suggestion for any woman who feels she is becoming tangled in a web of routine, schedules and sameness. It is simple. At least once a year, do something entirely different from anything you have ever done before.

Sharon qualifies spectacularly as an authority on the subject. She broke out of her working routine--12 years as a dental office manager and secretary--by learning to sail, and then sailing alone last summer in a 25 ft. sloop "Sea Sharp" from California to Honolulu in 39 days, 4-1/2 hrs. She is the only woman ever to have made such a crossing.

"I'm satisfied", says Mrs. Sites, "that women should be more adventurous than they are. I'm sure most of them can accomplish what they set their minds to do. As for myself, I know the seemingly impossible really isn't always so impossible. What's important is that it should be a new experience in

—Continued Page 7



Left to right... Vice Commodore Howard Gee, Commodore William Nordyke and Staff Commodore John Smith.

SANTA MONICA YC INSALLATION

Over 100 members of the Santa Monica YC attended the Christmas Dinner Dance held Friday, December 20th, at the International Hotel, Los Angeles. Members and their guests dined in surroundings of soft light and Yuletide decorations reminiscent of New York's 5th Avenue. The program was under the direction of outgoing Commodore, John Smith.

Outgoing officers and committee chairmen were presented with tokens of appreciation, new chairmen were named and Flag Officers for 1966 were installed.

The new 1966 Officers are: Commodore H. William Nordyke, Vice Commodore E. Howard Gee, and Rear Commodore William H. Taft.

Trophies were presented to fifty racing skippers for the last six months of the yacht club's active racing season. Newly appointed Race Committee Chairman for 1966 is Staff Commodore George Schmidt.

Bowline Bites

by Al A. Adams



"The true sailor knows no life apart from the heartbeat of the sea and his boat is a part of his soul."

Tradition is the steady flame to the torch which men hand down to men through the generations. Men and boats are born of it and they die by it. I believe that even the most confirmed landsman will stir with the sight of a great sweep of the green, watery world, of wind lashed rollers and combers crested with foam, of cirrus clouds streaked across the heavens and of a sea kindly boat rolling the sea to leeward.

There is a restful peace in the roar of the wind and the rattle of sheaves and blocks—and a secure feeling in the ever-present thought of uncertainty.

An aura of brotherhood hovers about the sea—a comradeship distinctive and inspiring. The fundamental of this friendly life is the subordination of self in the interest of others.

The sailor has a mixed life of hard work and hard play intermingled with the grandeur of the sea. He revels in anticipation, he relishes the actual and never stops reliving the days he has known.

Hello 1966!—while Christmas day is a real fresh memory. The three rain and gale swept days that followed made my cruise to Anacapa Island, Smugglers Cove at Santa Cruz Island and out to little Santa Barbara Island a real saga of the sea, and one which I would like to relate to everyone who sails out of Marina del Rey.

It would take too much space to attempt to do so here. It's value and it's messages, I hope to share with all of you who sail—men, women and children. Seven people were on that cruise and each, from youngster to oldster, male and female alike, brought away an indelible impression of this saga.

The phone rang; it was very gratifying to hear from another sailing school student out making history on her 45 ft. ketch PORPOISE. It was Louise Meyers, back from her Tahiti cruise, and now in Honolulu. This girl skipper-navigator has really taken to sailing since coming to school two years ago. She learned on my 21 ft. sloop HOWDY, bought a 21 ft. sloop which she sailed for seven months, sold it and bought a 45 ft. ketch. I surveyed the boat for her, designed her full compliment of sails and counselled her in prepara-

tion for departure for Tahiti.

Louise's next endeavor will be to race the Hawaii circuit with her new all-girl crew until season end. She then plans to set sail for Alaska by way of Dutch Harbor and Anchorage. From there, with her young son and others, she plans to sail to Panama and the Caribbean. It is rewarding when my students call to say where they are, what races they won and where they go from there. Good sailing, Louise.

My salute this week to Commodore Hays McClellan for 1966 and his flagship HANALEI as he begins his part in the California Yacht Club's tradition—keeping the torch which men hand down to men burning brightly.

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 (January 1 & 2 - WCC)

PHRF CLASS -

- 1st - WINDSONG - Jay Markham (CBYC)
- 2nd - WINDMILL - Al Holland (WCC)
- 3rd - AQUILA - Ken Myers (WCC)
- 4th - THE TURTLE - J. Lunn (WCC)

— ATTENTION RACE COMMITTEE CHAIRMEN —

Please send in computed results
 as soon after a race as possible.
 Address: 13011-A Washington
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Larry Bartlett—Fleet Captain of the Del Rey Schock 25 Fleet leads the flock past the new Del Rey Yacht Club

Mark!

of boating organizations. The Squadrons of the USPS and USCG Auxiliary units are particularly good sources as well as yacht club members.

An observer who is capable, conscientious and compatible will get a great deal of satisfaction and fun in exchange for his services aboard a boat in a Predicted Log Contest.

HAVE FUN AND TRY IT —
See you next issue!

SHARON SITES (continued)

a new environment to give you a change of perspective, and something new to think about and talk about." It might be a camping trip, a rock-hunting expedition to the desert, or a boat trip. The possibilities are unlimited."

The important thing, she stressed, is that whether you are married or unmarried, career girl or homemaker, a "different" experience—something you might never have dreamed of doing before—can give you a personal lift that will help carry you through the day-by-day schedule ahead.



SHARON SITES
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SCHOCK-25 NEWS

On December 8, the Marina del Rey Schock 25 Fleet met jointly with the King Harbor Fleet at the California YC. Members wish to thank the management and staff of the Clubhouse for a very pleasant evening.

A challenge race between the King Harbor Fleet and the Marina del Rey Fleet was discussed and will take place in the near future.

Those attending the meeting representing Marina del Rey Fleet were Jo Lassen, Scotty Ford, Kathy Newton and Larry Bartlett. Those attending from King Harbor were Margaret and Ted Falkard, Jane and Bob Crum, Pat and Warren Thornburgh, Florence and Jim Crabtree, Bob Murry, Alberta Lund and Roy Stewart.

Recent Schock 25 race results are as follows:

King Harbor Christmas Regatta

1. Warren Thornburgh #20
2. Larry Bartlett #79
3. Bob Crum #42
4. Jim Grubbs #30

Members of the Marina del Rey Schock 25 Fleet wish to congratulate Jim Crabtree, newly elected Fleet Captain of King Harbor Fleet.

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