

# Coming Events—

## JAN. 22 — 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. 23 — WINTER SERIES

OUTSIDE DIVISION — (See Jan. 22)  
INSIDE DIVISION — Three races are scheduled with warning time for 1st class at 12:00 noon, 1:30 and 3:00. Sponsored by South Coast Corinthian YC. Details may be had from Wm. Lyle, EM 3-9257.

## JAN. 29 — CLASS RACING

Three races sponsored by Santa Monica YC. Details may be had from Race Committee Chairman George Schmidt, 385-3166 or 454-3707.

## JAN. 30 — SUNDAY SKIPPERS SERIES

NEW. Open to all clubs affiliated with ASMBYC and will be governed by NAYRU rules. Not required to enter every race in series. Start at 1230 hrs. in front of Del Rey YC at end of Palawan Way and will end there. Entries will cost \$1.00 and will be accepted until 1130 hrs. day of race. Clubhouse will be open to guests of participants. Del Rey YC, 399-7791.

## — CLASS RACING

(See Jan. 29)



December Calendar Highlight: King Harbor YCs Christmas Regatta. Hays McLellan's HANAIEI and Bill Nevin's BABBA II placed 1st and 2nd. 288 entries. (Falkard photo)

Jan. 21 - Feb. 3, 1966  
Number 36

del rey  
DINGHY

THE NEWS MAGAZINE OF MARINA DEL REY

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





(l. to r...Mike Talbert, Fleet Captain; Jack Sells, Vice Commodore; Bob Brown Junior Staff Commodore; Don Willis, Commodore; and John Hammett, Rear Commodore)

## NEW OFFICERS FOR WINDJAMMER'S YC

The international Hotel provided the setting for the annual change of command banquet of the Windjammers' YC. With a handshake and exchange of flags, Don Willis assumed the post of Commodore for 1966 as Bob Brown became the Windjammers' Junior Staff Commodore.

Willis is a charter member of the club and has been active in club management since its inception. He has served as club secretary, Fleet Captain, and Vice Commodore before being elected Commodore.

Other flag officers installed at the banquet were Jack Sells, Vice Commodore; John Hammett, Rear Commodore; and Mike Talbert, Fleet Capt.



from  
the  
HARBOR PATROL

**BOAT REGISTRATION RENEWAL DATES:** All 1963-65 boat registration Certificates of number expired Dec. 31, 1965. The law provides that certificate of number shall be renewed by the owner between Jan. 1, 1966 and Feb. 4, 1966. Late renewal of the Certificate of number carries a penalty of one-half the fee. The old Certificate of number and the blue stickers will be accepted as valid through Feb. 4, 1966, however, some owners who renew registration by mail may not receive their new certificates of number and Red stickers for several days after this date. The State will notify enforcement agencies when all applications for renewal received prior to Feb. 5, 1966 have been processed. Once the Harbor Patrol has been notified by the State that applications have been processed they will require vessels using the waters of the State to have the new red stickers properly displayed.

JIM BUTTE

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CALIFORNIA


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The Del Rey Dinghy is published every other Friday by Borgeson Advertising Co., 13011-A Washington Blvd., Los Angeles, California, 90066; phone 398-4472. Distributed free of charge in Marina del Rey.



# Bowline Bites

by Al A. Adams



*"A challenging prow that rose to slice with great force — astern she left a quickly healed wake in the blackness of night."*

The last California YC Anacapa Island Race provided a lasting imprint on the memories of all members of the crew of the COTTON BLOSSOM II. The occurrence was as near to disaster as I believe possible. I relate it to the readers not to alarm, but to aid, and alert them for the future. The message can not help others if it is not told.

COTTON BLOSSOM II is a 50 ft. sloop. She is fast and has a racing record that stands with the great boats. We had on board a crew of seven. Once across the starting line off Marina del Rey we settled down in the light airs to making her go. In the night we approached Anacapa Island in company with SOLILOQUY. Once around the island, the boats separated in the darkness. The wind was light but as we worked out of the lee of Santa Cruz and Anacapa Islands the wind freshened

to 12 mph. With the big spinnaker drawing and the mainsail wung out with a preventer, we started to move away from Anacapa light.

My watch had just been relieved. As I prepared to leave the deck I verified the course and told the crew to be very alert for ships as we were in the steamer lane. We would be for perhaps another 15 minutes on the course and at the speed we were travelling over the bottom. Many lights were about in the distance. I told the fellows to shine the beam light on the sails if any lights came toward us. Everyone understood. I went below and munched on an apple, half reclining for about 20 minutes. There were the normal sounds on deck of the crew working the boat, trimming the spinnaker and adjusting the boom vang. Moments of silence, some small talk, silence—then one of the fellows said al-

most apologetically--"That light seems to be getting closer." No one seemed to respond. It seemed casual—then all hell broke loose when I felt the vibration of big propellers coming through the hull. As I hit the opening in the cabin called a hatch—the crew yelled "It's coming at us." There it was bigger, blacker and more menacing than a ship should ever be—towering above us behind the mainsail on our starboard side and about to cut COTTON BLOSSOM into a large patch of flotsam.

It was one hell of a sight and so impossible to cope with. I'll never forget that picture. I grabbed the searchlight and shot the beam on the sails and at the same panic filled instant threw myself onto the helm putting it further over to starboard than it ever went before. One of the crewmen found the foghorn and blew three horribly faint blasts as he ran to the after deck and grabbed the horseshoe buoys out of their racks. As he ran he must have thrown the foghorn over the side in desperation. It was never found.

I yelled to the fellows to be ready to jump over the port side and swim. I wanted that preventer off because we were now bow coming to the wind and the main

—Continued Page 7

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# STAND BY-GET READY- MARK!

By Herb Ritts



One of the most disturbing breakdowns on the DOLPHIN has been battery failure. Even with two banks of well charged batteries I couldn't find out what was running them down. I did a little research on batteries to help solve my problem and found out some interesting facts that may solve a problem for you.

Three batteries out of four go dead from carelessness and neglect long before they wear out from routine use. Although it's tucked away out of sight it's like your bank account; draw more out than you deposit and you'll get the shocking notice that you are over-drawn.

Boat batteries are ruggedly built with heavy plates for reliable service and capacity. Don't be penny-wise and pound-foolish when you need a new battery. Let your marine dealer help you select the proper size for your needs. Your choice will depend on how much power and current is needed to crank the engine, operate all the other gear aboard—plus a reserve for peace of mind.

The batteries should be securely mounted in a rust-proof holder or box-like enclosure where it cannot bounce around or jar loose. Be sure you use an approved vapor-proof switch. A battery charge indicator will tell you when the battery needs charging. Use a hydrometer for periodic checks and be sure to maintain a proper water level.

Avoid overloading your battery. Find out how much current is needed for each electrical item—how many amperes are used during average use of each item—and how many watts are consumed. Most items have a wattage rating. This table shows typical rated watts which you can use to estimate your own requirements.

Oh yes—I found out my refrigerator switch didn't turn completely off, which solved my problem.

ELECTRICAL REQUIREMENTS		
Watt-hours (volts x amps x hrs)		
	Average	Your equipment
Anchor lights	7	
Auxiliary lights	50	
Automatic pilot	5-90	
Bilge blower(s)	46	
Bilge pump(s)	48	
Cabin lights	100	
Compass light(s)	7	
Depth sounder	80	
Exhaust fan(s)	50	
Instrument panel light(s)	14	
Pressure water system	120	
Radiotelephone:		
Receiver	10.8	
Standby	25.2	
Transmit	156.0	
Running lights	30	
Searchlight	72	
Starter(s) 6 volt	1800	
12 volt	2400	
Other		
Total watt-hours		

Use this table to determine how big a battery you need. To find total ampere-hours, divide total watt-hours by the battery volts. (Your marine dealer has battery charts.) Add another 10 percent to your estimated needs. Example: You estimate your needs as 72 ampere-hours capacity. The closest standard size has a rating of 80 ampere-hours. This is the proper size for your boat.



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**RACE RESULTS**

WINTER SERIES  
 (Jan. 8 & 9, 1966)

**PHRF CLASS —**

- 1st - BEAU GESTE -- Martin Eau
- 2nd - HANAIEI -- Hays McLellan (CYC)
- 3rd - AMBERINA -- Atha

**MORF CLASS —**

- 1st - SU-DY -- Lockton
- 2nd - SERENITY -- Gates (WYC)
- 3rd - SPARTACUS -- Davedeit (WYC)

**CAL-28s —**

- 1st - AR-PEGGEO -- Geo. Hoffman (CYC)
- 2nd - VICTARA -- Brown
- 3rd - RAG DOLL -- Myrick

**CAL-24s —**

- 1st - ALAKAI -- Whitson
- 2nd - JAOI -- Brewington
- 3rd - WHISPER -- Chase

**SCHOCK 25s —**

- 1st - #79 -- Larry Bartlett (CYC)
- 2nd - #30 -- Jim Grubbs (CYC)
- 3rd - #19 -- Herb Lassen

**THUNDERBIRDS —**

- 1st - NERIED -- Ward (WYC)
- 2nd - TERRISITA -- Kelliher (WYC)

**CORONADO 25s (unofficial) —**

- 1st - no name -- Linsky (WYC)
- 2nd - NANILOA -- Obdyke

**CAL 20s —**

- 1st - FULL CIRCLE -- Nootboom
- 2nd - MATILDA -- Wheelock
- 3rd - CHRISTIANA -- Galloway

**TEMPEST 21 —**

- 1st - SANS SOUCHI -- Blom
- 2nd - SENORA MARIPOSA -- McDonald
- 3rd - TRIUMPH -- Brown (WYC)

**FINNs —**

- 1st - FINESSE -- Hathaway (CYC)
- 2nd - FOLLY -- Rynn



*Al A. Adams*

—Continued

boom was swinging into the port forward quarter of the ship. I couldn't send anyone forward to cut the preventer—they would be killed if we hit.

The man on the wheel up there on that towering bridge has my eternal gratitude—whether Captain, Mate or Quartermaster—or all three together someone up there did the right thing fast as they saw our light on the sails. Their helm was thrown hard over to starboard to get their bow to miss us, then it was immediately thrown hard to port to throw the stern away. COTTON BLOSSOM swung around hard to keep the bow from being cut off and then the longest moments of our lives ticked off as the ship swallowed us up with it's bow wave. The bow pulpit was two feet from the ship and the end of the main boom, held hard by the preventer, was two inches from the plates and rivets of the ship's side. Had it touched, the mast would have crumpled on the deck. The awful thing to experience in this helpless plight was watching our spinnaker rub the full length of that black mon-

ster--moving at approximately 18 knots. The ship never slowed. It left a great slick on the black ocean as it's huge propellers ate toward us. The spinnaker never snagged--the ship was gone.

Our adrenalin supply was gone too and we sat shaking, almost speechless as the spinnaker filled away and the race was on again.

The moral—keep alert in steamer lanes. Keep plenty of light, and lead your main preventer to the cockpit for faster release. It's better to be seen than heard—splintering.

Good Sailing!

Our salute to Chief LEO PORTER and his staff of the Los Angeles County Harbor Patrol at Marina del Rey. I have had occasion to observe the progress of his 20 man team as it goes into it's fourth year of operation. Impressive to me is not just the calibre of men but the skills of this trained group. Their "in service training" enables them to cope with a great diversity of problems. They can swing into action as a suba team, they salvage underwater, check undersea installations, make investigation, coordinate with the F.B.I. and all law enforcement agencies. They have a serious job but they remain friendly in it's performance.

**CAL-20 RABBIT RACE  
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- 2nd- Pomeranz, BOISTEROUS
- 3rd - Bergman, HASELNUT
- 4th - Levitt, ARETE

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