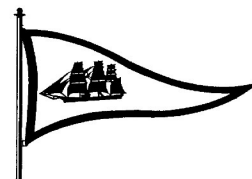


Three Sheets in the Wind



THE MONTHLY NEWSLETTER OF THE LITTLE SHIPS FLEET YACHT CLUB
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Commodore's Report

By Rob Sonz



Ahoy Little Shippers! Has the hot weather kept you inside with the AC on full blast? Hopefully, you are able to spend more time on the water this month. Plenty of sailing opportunities for the Race crowd, short and long distance Cruise crowd and the Day sailor crowd too.

In my hometown of Huntington Beach this week, the US Open Surfing Contest is going on. This is a fun event that draws large crowds from all over southern California.

This month LSFYC will *not* be having our General Membership meeting. However, we are planning future meetings to be held at *Mimi's Café* in Long Beach for **September 15th, October 20th and our Officer Election meeting on November 17th**. All meetings will start at 6PM. Plus, our annual Holiday Party will be at *Malarkey's Pub* in Alamitos Bay, Saturday December 2nd at 9AM for a full Breakfast Buffet and the infamous gift exchange. Pace yourself for the long haul. We are in the Dog Days of Summer right now, so enjoy these Blue Sky warm days on the water while they last.

In this issue, there is a piece regarding an event that occurred during WWII...the evacuation of British troops from Dunkirk, France (see the new movie just released). The Germans, during the occupation of France, had pushed the British forces to the sea. The British Navy, not having enough ships to evacuate the troops, had commandeered a variety of small boats from many of the local British fishermen and boat owners to cross the channel and pick up the desperate soldiers from the beaches. A monumental effort and testimony to the bravery of the civilian boaters who managed to rescue many of the troops trapped on the shores.

The piece (on page 5) was originally submitted by Past Commodore Ed Gregory in 1999.

We welcome new LSFYC member **Michael Komarow** who resides on the East Coast but is looking to enjoy some boating activities when he is here on the West Coast.

We also wish Happy Birthday this month to Staff Commodore **Tom Cornelius** on his 70th year!

We now have LSFYC hats available for members to purchase. They can be seen on the LSFYC website and can be purchased at the Member meetings (dates above) or via the website (small shipping charge applies).



Fleet Captain Report

By Geoff Vanden Heuvel



Beat the Heat Race ...sort of...kind of...

Saturday July 15, 2017 was the date of the *Beat the Heat Race* entry in the Long Beach Harbor Series. This race was sponsored by Little Ships Fleet Yacht Club. The day was warm, but not overbearingly hot. The breezes were relatively light but sufficient for sailboat racing. Nine boats showed up to race. Four boats were in the **A** fleet and were sent on a 12.6 mile course that took them out to the ocean around the South side of the breakwater. From there it was up the outside of the wall to Queens Gate where they re-entered the harbor for a run down to Mark 34 next to Belmont Pier. The two **B** fleet boats were assigned a course that was identical to the first three marks to the A fleet course. So both fleets were assigned to round Mark 34, but that is where they encountered a very big and ultimately fatal problem.

You see, there was an important rowing competition being held right off the Belmont Pier and the rowing course encompassed Mark 34. The rowing folks had aggressive patrolling chase boats who physically prevented any of the racing sailboats from getting to Mark 34. Paul Sorenson made a very nice video of the race from the deck of *Dos Amigos Dos* <https://www.youtube.com/watch?v=m92ADaAVI5c&sns=em> and around minute 13 of the video you can witness some of the confrontation. The A and B fleet continued on back to the wall and then down the inside of the wall and back into the channel to the finish in front of the clubhouse. *Dos Amigos Dos* did finish first in the A fleet, *Cardinal Sin* finished first in the B fleet. Race trophies were given to both winners, but it was decided that since Mark 34 was not rounded by any competitor neither race should count in Harbor Series scoring.

Meanwhile, there were actually three boats that raced in the **Non-Spin** fleet, including *Swell Lover*, the Catalina 30 that I now own. We had only two crew on *Swell Lover* and so decided to race with the Non-spin fleet. **Nate Tucker**, the former owner of *Swell Lover*, was crewing for **Tom Cornelius** on *Bellissima* and *Ska-lywag* another Catalina 30 was also in the race. I barely made it to the race. I had left Ontario at 10 am and by the time I got on the 57 freeway headed to Long Beach it was moving at a snail's pace. I got off at Lambert and took that over to Harbor Blvd. Then I took Harbor Blvd. South through downtown Fullerton and passed Disneyland to the 22 Freeway where my pace speed up. I got to the marina at 11:35 and we booked it out to the starting line. I later learned that the accident on the 57 at Imperial Highway involved a large motor boat that had jackknifed and was thrown off its trailer and was lying on the freeway. Bad day for that guy.

The assigned course for the non-spin fleet started the same as the other two fleets. Out the South side of the wall and then headed to Queens Gate. Initially the wind direction was pushing us into the wall requiring the fleet to tack out to ocean several times. I was behind the other two boats. I saw them tack ahead of me heading back out to the ocean and I felt a slight shift in the wind that was enabling me to hold my course along the wall. I was about 100 feet off the wall but not any longer being pushed into it. I was able to stay on this tack for about a mile and a half which enabled me to pass the competition and build a lead that they were never able to overcome. After we entered the Queens Gate, the non-spin course took us to Mark 33 on the other side and passed the now infamous Mark 34, so we could safely pass the rowers without interference. From there it was down the channel to the finish. *Swell Lover* took first place for the first time ever under the non-Nate Tucker ownership! And to do so while competing against Nate on Tom's boat brought with it a special satisfaction for yours truly.

The after race party at the clubhouse was a happy affair. Great burgers, beer and fellowship organized by Port Captain **Larry Finley** and ably assisted by **Frank Franco**, **Moti Cohen** and **Todd Smith** was enjoyed by all. The saga of Mark 34 and the rowers was told and great revelry and cheer was spread throughout the land. **Dick Martin** again performed with great patience and distinction as the Principal Race Officer on a boat named *Happy Ours* owned by Todd Smith.

The next Harbor Series Race is August 12 and is named the *Dog Days of Summer*. It is a Shoreline Yacht Club sponsored race. We will see you there!

An LSFYC Day on the Water

By Debbie Terrell

I hope you are all having a great summer and are finding some time to get out on the water. On that subject, we have spent a few minutes during the past couple of LSFYC Board meetings discussing adding a local day cruise to our summer activities for the club. I believe Moti Cohon Doron, Rob Sonz, Larry Finley and Todd Smith have expressed interest in using their boats for this activity and Pax Starksen is interested in participating as well.

This outing is intended to enhance the social opportunities of our club by organizing a simple, fun and relaxing way to enjoy each other's good company out on the water with minimal effort and expense to the club and all participants.

Some possible ideas for the day are a mid morning putt around the harbor, head out to one of the islands inside the breakwater (weather permitting) to anchor up for a little fun & some nibbles and finish the day in the Navy Yacht Club backyard for a potluck picnic & visit if we are able to reserve the space.

In the last Board meeting we touched briefly on the organization of this outing and how best to communicate it to the club at large in view of the limited space each of us has on our boats for guests once we have a skipper, reliable crew and family onboard.

I feel like for the first outing a 'soft opening' may be the most prudent way to test out the idea, work out any kinks and fine tune a route/itinerary that works for both power and sail boats and any interests of the participants we may be able to accommodate.

So if any of the members are interested in participating in such an outing, please contact me at: debnriley@yahoo.com. Once we have enough interest we can set a date.

The Flying Eagle

By Debbie Terrell

A colleague and I recently decided to burn up some vacation time visiting friends who relocated to the Pacific Northwest last year and explore the majestic Olympic Peninsula and San Juan Islands along the way.

In the course of our travels by car ferry we caught up with the stunning *FLYING EAGLE*, a Beals Islander down east lobster boat built on Beals Island, Maine that you may recall was featured in the So Cal Classics section of The Log a couple of years ago. I'm happy to report that, since moving north to Washington, owners Diane and Rick Strollo have continued restorations to this 33' slice of maritime history.

Demonstrating a firm commitment to the authentic preservation of the beauty of purpose of this classic wooden workboat, the Strollo's, Artisan Boatworks of Rockport ME and Emerald Marine of Anacortes WA have returned *FLYING EAGLE* to the sturdy yet graceful vessel her designer Vinal Beal intended when he built her 1963.

This year, having completed the final phase of structural repairs performed with traditional methods and meticulous attention to workboat detail, she will be turning heads at the Victoria Canada Classic Boat Festival, Deer Harbor WA Wooden Boat Rendezvous and the Port Townsend Wooden Boat Festival. Anyone who is interested in the details of the refit or more of *FLYING EAGLE*'S history can find information in the December 7, 2015 issue of The Log and also online at NW Maritime's site presenting the boats for the 2017 Port Townsend Boat Festival www.nwmaritime.org click **EVENTS, WOODEN BOAT FESTIVAL & WHO'S COMING**.



FLYING EAGLE IN THE WATER



COMPLETED COCKPIT



GARBOARD FITTED & FASTENED



Little Ships of Dunkirk!

Heroes in WW II

By Ed Gregory

This Fleet of Little Ships, served in many capacities during WWII for the British Service.

As pilot boats and shore patrol boats they plied the waters of the English Channel, guarding against Nazi Germany's U-boats and possibly an invasion. When the retreat from Dunkirk was in progress, this fleet including the vessel shown at right, *Sylvia*, ferried the wounded soldiers home to England from Dunkirk. They were constantly under fire from the Nazi's.



The Harbour Master at Ramsgate saw the horrors and the heroism of Dunkirk reflected in the ships that came home - in their crew and their passengers. He never forgot the way the *Sylvia* returned, loaded with soldiers, many of them wounded. She had been machine-gunned, set on fire, and on the port side above the waterline, was a hole which the soldiers had plugged with their tunics to keep the water out. Even so, they had to take turns on the pump all the way back. When the *Sylvia* was unloaded, the skipper announced he was going back. Though they begged him not to try the return, he said: *"I've seen the sea red with human blood, severed arms and legs, a sight I will never forget. The Lord is with us, the sea is calm and I have to do what I can to help."* So off he went.

The following day, the Harbour Master recalled, *"there was a lot of noise, and a hooter blowing, as ships from Dunkirk were waiting to unload. The noise came from the Sylvia, full of troops. We rushed to get the weight off her, as the water was right up to her engine. Had she gone another mile or had the sea been rough she would have sunk. When she was moored, the skipper walked out of what was left of the wheelhouse and I never saw him again."*

He did see the *Sylvia* return years later, fully restored and rushed out to tell the new owner the story and to thank him for saving her. Then the Harbor Master's story was proudly entered into the log.

The *Sylvia* is now named the *Wendy Ken*. The present owner lives aboard her at Port Medway Marina, Cuxton, England.

I know that she has nothing to do with us, but she is a little ship, and she was sixty nine years old April 1999. Interesting!!!

Specifications:

Type: Motor Yacht
Length 45 feet
Beam 9ft 8in
Disp. 14 tons
Draft 4 ft
Engine 1 Gray 6 cyl. Gas
Hull Wood Carvel Planked
Year built Southampton, 1930

PRO Dick Martin with LSFYC Fleet Captain Geoff VandenHeuvel as he proudly accepts the Non Spin 1st Place trophy in the Beat the Heat Harbor Series race July 15.

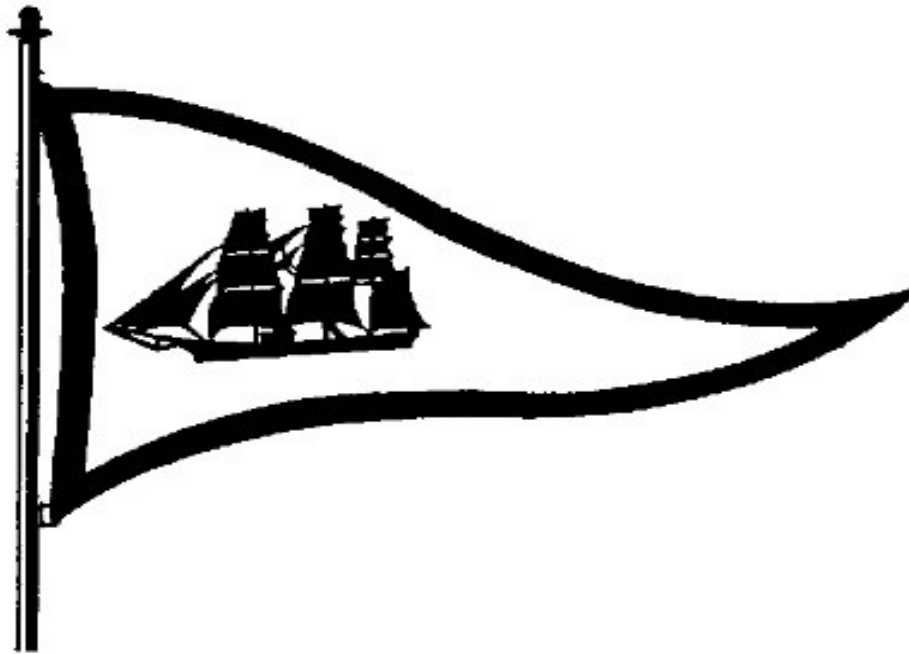
Geoff's *Swell Lover* took first place for the first time ever under the non-Nate Tucker ownership!



August 2017



SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14 LSFYC BOD MEET- ING	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		
		More events at www.lsfyc.org , click [Events/Photos]				



2017 LSFYC Bridge

OPERATIONS STAFF

Commodore: Rob Sonz

Vice Commodore: Todd Smith

Fleet Captain: Geoffrey Vanden Heuvel

Port Captain : Larry Finley

Treasurer: Dick Martin

BOARD OF DIRECTORS

Junior Staff Comm: Pax Starksen

Director/Staff Comm: Tom Cornelius

Director: David Haas

Director: Robert West

Director: Moti Cohen Doron

Director: Debra Terrell

OTHER CONTACTS

Membership Chairman: David Haas

Newsletter: S/C Frank Franco

Webmaster: S/C Ben Smith