

Three Sheets in the Wind

THE MONTHLY NEWSLETTER OF THE LITTLE SHIPS FLEET YACHT CLUB
(ESTABLISHED IN 1937)
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Little Ships Fleet YC happenings for July & August

July and August saw racing activities for LSFYC as well as a tasty fund raiser. More on this inside...



Pancakes, hotcakes, flapjacks along with a tasty breakfast menu at the shed as prepared by chief cook Chris Layne with help from Ginger.



Vice Commodore's Report

Chris Layne



What's up Little Shippers!

It's hard to believe that it's already August. But it's hard to complain when Mammoth Mountain has been open all summer long!!!

I would like to thank everyone who came to the July 29 pancake breakfast at the shed. Because of you, we had A GREAT EVENT!!! I thought we might be in trouble when the *Bad Hombres* showed up - a local biker gang!

But Lou Arambula and the crew were nothing but fun!

I'm not one to toot my own horn but beep beep - I looked pretty good in this apron!



Also, a huge thank you goes out to Cindy Ramirez for her wonderful donation to the LSFYC Sailing program! I'd like to also thank the R/C **Lara Arambula** and husband Lou for both their time and their equipment!

The results are in... and the winner of the 2023 LSFYC Offshore Series No. 2 and the Perpetual Trophy is... *Dos Amigos Dos* of SBYC! After the 1st race float fest where the wind died 200 yards of the windward mark, and the 5 hour crawl began to the finish line, the 2nd race in the series was met where the wind participated and the breeze was blowing all day long! All boats were able to finish the course in record time! Everyone finished within 8 minutes of each other in corrected time!

Thanks to **Ben Smith** on *Renegade*, **Tom Cornelius** on *Belissima* and **Damon Ciarelli** with his speedy trimaran for participating in the event.

Cheers,

Chris Layne

LSFYC Acting Commodore

Vice Commodore

Fleet Captain (yes, I'm a very busy little beaver)



Rear Commodore Report

Lara Arambula



Ahoy Little Shippers!...

Now that our club is well into the 2023 calendar year, and having several successful races under our belt I would like to take this opportunity to personally welcome all of our newest members!

Our club is rapidly growing, and we are so excited to have you be a part of this special group of people. Some of you have already attended a few of our biggest events such as Opening Day, the 3rd of July Fireworks potluck, the Pancake Breakfast fundraiser, and/or have participated in a race or two such as LBRW, Reach the Beach, and Beat the Heat. Thanks for jumping in! That's what our social club is all about. We are looking forward to the continued involvement and participation of our newest members. We are planning more upcoming events so that we can recognize, meet and get to know each other. Keep an eye out on emails, website and our online calendar for details. Also, please see our webpage for events, communications, past newsletters and more at LSFYC.org.

Our Facebook page is another great place to keep updated on events and information and see recent photos. Please join it today if you haven't already done so. It's under our name, **Little Ships Fleet Yacht Club**. Also, Saturday was our Offshore Series race No. 2. Staff Commodore **Frank Franco** hosted the committee boat, with V/C **Chris Layne** and **Robert Hughes** as crew. Once gain **Dick Martin** as PRO.

Although this is the last LSFYC hosted race of the season, please reach out to Frank or Chris if you are able to help out for next year. It's a nice way to get out on the water, hang with fellow members, and help the club. The races will always be followed by some good eats back at the shed.

Thank you to everyone for their continued support, participation, and involvement in the club. Special thanks to acting Commodore/Vice Commodore **Chris Layne** for putting on a super fun and delicious Pancake Breakfast Fundraiser July 29 to support our sailing program this past Saturday! It was a huge success. I'm looking forward to more of these in the future.

"Sailing a boat calls for quick action, a blending of feeling with the wind and water as well as with the very heart and soul of the boat itself. Sailing teaches alertness and courage, and gives in return a joyousness and peace that but few sports afford."

-George Matthew Adams

Lara Arambula
LSFYC Rear Commodore
"Carpe Diem"

LSFYC HAPPENINGS

The LSFYC LBHHP Series # 5 was **July 15 Beat the Heat Race**. Once again with *Cantamar* as committee boat, **Dick Martin** as PRO and the Arambulas as crew, a great day on the water was had. First place went to Heinz Buckner of NYCLB on *Raptor*.

July 29 provided us with the Pancake Breakfast hosted by R/C **Chris Layne** and Ginger. This was a fund raiser to support the LSFYC Sailing/Racing Program for this and next year. Chris outdid himself by pounding out the pancakes, scrambled eggs, bacon, etc to round out the tasty meal. Many members in attendance to make this a fun event

Attending were: **Frank Franco & Lara, Lara Arambula & Lou** (who brought a super griller cooker) & daughter, **Dick Martin, Robert Hughes & Reena** and the boys **Jackson & Lucas, David Chi, Sharmone La Rose, Bob Bond** along with the *Bad Hombres* biking group, **Roy & Carolyn Queen, Elena Yuasa, Rob Sonz, Tracie Ichikawa, Allie Tsai** and others. A great and memorable time was had by all.





Tracie on the Bay

By Tracie Ichikawa

This year we have three baby seagulls. The more time I spend with these birds the more I realize how connected they are with one another. Two days ago two baby birds were rescued in Spinnaker Bay. Yesterday while I was at the shed I heard an unfamiliar call from a local seagull. It flew over looking for something. I can only assume that it was looking for its babies. When I heard the unfamiliar call I noticed that all the birds in the Marina posted themselves on the tops of the light posts. They all lined up one pole after another and they stayed up there looking. It was truly fascinating. They have their own language. They are able to communicate in a way that I never knew they could. I'm learning what older sounds mean. I know what it sounds like when they're saying there's food. I know what it sounds like when they're telling each other there's danger. I know what it sounds like when they're telling their babies they did a good job. And now I know what it sounds like when it's time to help look for their babies.

Every day I learn more and more about them. The 2 bigger birds are now playing with things and discovering the water and all its wonders. The 3rd bird is still up in the nest (see photo) and is starting to dance with open wings. She is about one week behind the other two on just about everything. Yesterday a lady told me she was going to catch it to take it to her Vet. I told her to let the parents do their job. They are very good parents and are still feeding the baby. There's much to teach her and without her parents she won't learn the way that she's should.



Tragedy in the marina

By Frank Franco

Last Saturday Aug 5 at about 5:15 pm after just celebrating another successful race (The LSFYC Offshore Race #2), myself and wife Lara, Moti Cohen-Doron and Jill, Chris Layne and others were at the shed enjoying the rest of the day when suddenly *KAWOOMP!*... An intense, penetrating gut wrenching, brain rattling explosion shook the ground! The first thought to mind was a bomb...then we instantly did the math: gas dock+boat=explosion.

We along with all other folks on the road ran to the gas dock to see a 35 ft powerboat at the end of the gas dock with debris and black smoke streaming out from the stern and 2 male individuals attempting to do something to stabilize the situation. There was a woman on deck headed to the bow. Within seconds the stern erupted into a massive blazing inferno with a huge ascending billowing cloud of black smoke. The crowd of folks along the walkway were yelling at the men on board to JUMP! JUMP! JUMP!



The boat was adrift from the dock and was in danger of floating to the tied boats from the Brokerage business. The gas dock guy ran to the burning boat with a fire extinguisher bottle but that was inadequate to even help. I ran to the adjacent Fire Station 21 building and pounded on the door and window to alert the crew but instantly discovered that no one was inside or on the dock...the fire boat was gone. They had left some 30 minutes earlier. But someone had apparently called 911 as sirens could be heard in the distance.

Attempting to help were LSFYC's Chris Layne and Moti Cohen-Doron who rushed down the gangway to the gas dock and the burning boat. They helped tie off the boat and Moti, seeing one of the individuals after they had jumped off the boat, helped pull one of the men onto the dock. The woman was pulled out by another helper. They then helped walk the man up the gangway back onto the road. The other man on board jumped off and was helped by others to the dock as well.

At this time folks on the road above in attempting to extinguish the flames, opened one of the fireboxes and pulled out the 2 inch hose and opened the valve. It was a great effort but the stream was not powerful enough to reach the burning boat from the walkway...it fell short. Then seeing a firebox closer to the gas dock gangway, folks disconnected the first hose and pulled it to the closer firebox, connected the hoses together and along with Chris pulled the longer hose to the boat.

The Marina Fire boat finally arrived with fully outfitted fire crew who immediately began to flood the flames with a heavy stream of water. The flames were immense and the crew continued to aim the stream from all directions into the boat to insure coverage. Ultimately, after some (con't next page)

Tragedy in the marina con't

time, the fire was out although smoke was still present. The boat was now noticeably lower in the water from the constant flooding of sea water. Fire crew were attempting to break open the forward hatches with axes and had gas powered saws available.

Many onshore fire trucks, ambulances arrived and fire crew were on the dock next to the boat. The fireboat was still at the back of the boat keeping on eye on the smoke. One of firemen crew had entered the boat cabin and then motioned to the fireboat crewman who then motioned to the crew on the dock . He held up two fingers and said “*Two B.O.B*”.

As bystanders we did not know the circumstances of the situation...how/why the fire had started and how many people on board?. But after seeing the woman and two men who were rescued, we then realized that they were the survivors. B.O.B meant bodies on board!

The police then arrived and cordoned off the area sending all bystanders away from view of the dock. This was not just a boat on fire but a deadly accident scene.

We had come to find out that of the five folks on board, the husband (boat owner) and wife were in the water, the other man in the water was a guest. We then also realized why the woman was at the bow of the boat at the hatches...she was trying get them to open to allow those inside to escape...for inside the boat were the guest's wife and his sister.

The Aftermath...

Myself along with Moti and folks from Navy YC had stayed for some time after this tragic event. The fire trucks had stayed for a long time, ambulances took the survivors to hospital for burns, police detectives and forensics crew arrived to investigate cause and finally later in the evening the County coroner arrived to claim the deceased. What was left of the boat was then moved to the fire station dock and tied off where it later sank.

This was certainly a terrible event to witness and left us all with heavy hearts and prayers for the victims and families. But later did we begin to speculate as to what may have happened to cause the explosion and resulting fire.

As boat owners know, gasoline powered boats require caution and diligence during operation at every engine startup and especially during refueling. Gasoline liquid, being a petroleum product, has a very high level of volatility meaning it vaporizes very quickly. The resulting fumes emitted are extremely flammable...even more so when in a confined space such as an engine compartment in a boat.

The safety protocol prior to any operation regarding gas engine operation and refueling is to switch on exhaust blowers located in engine and fuel tank compartments and leave on for at least 10-15 minutes for evacuation. Any gasoline vapors (from any existing leakage), being heavier than air, will begin to accumulate at the bottom of the bilges. Blower inlet hoses will be located at the bilge bottoms to capture any fumes. Boat maintenance should also include checking for (con't next page)

Tragedy in the marina con't

leaks in fuel line hose connections, at the fuel pump and carburetor.

It is unknown what may have led up to and caused the blast and fire on this boat. At this time it was not known if refueling had occurred or was about to occur. It was an accident, although a deadly one. But given the circumstances as witnessed by all, it was gasoline related for certain.

The deeply penetrating intensity of the blast was a result of highly accumulated gasoline fumes in a confined space. There must have been a substantial gas leak or flow present to allow such a mass vaporization to occur. The resulting type of fire was indicative of a petroleum fire such as in an oil field or refinery as the gasoline was burning (along with fiberglass)...possibly from the gas tanks.

Regardless of the cause, it was horrible.

Click on link or paste into browser:

<https://youtu.be/zQUGf1lkyAg>



AUGUST 2023



SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5 LSFYC OFFSHORE RACE #2
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25 ⁴	26
27	28	29	30	31		



Tom Valcich along with Bob Hubbard on *Dos Amigos Dos* (SIBYC) shows the first place trophy for the LSFYC Offshore Race #2 and the Perpetual Trophy for overall winner.

2023 LSFYC Bridge

OPERATIONS STAFF

Acting/Vice Commodore: Chris Layne

Rear Commodore: Lara Arambula

Treasurer: Dick Martin

Fleet Captain: Chris Layne

Port Captain : Tracie Ichikawa

Secretary: Sharmone La Rose

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