

Three Sheets in the Wind

THE MONTHLY NEWSLETTER OF THE LITTLE SHIPS FLEET YACHT CLUB
(ESTABLISHED IN 1937)
233 N. MARINA DRIVE, LONG BEACH, CALIF 90803



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Commodore's Report

Lara Arambula



Ahoy Little Shippers...

October is here, and while some folks are picking pumpkins, Lou and I have been busy picking... boats! Yes, we are now the proud owners of a 22' open bow Bayliner, named *Salt Shaker*. She's a beauty...when she's in the water. (Let's just say she's already had her first "spa day" in dry dock.) But she's back, shining and ready to go, and we've been loving our time out cruising. We can't wait to have some of you aboard soon for a spin around the bay. See photos next page.

Speaking of adventures, next weekend we're trading our Bayliner for a bigger ship – will be heading out on a Carnival cruise to Mexico to celebrate Dancing Lou's birthday! If you happen to see a conga line forming on deck... well, you'll know who started it!

Get Involved – Join the board!

Do you have a special interest, talent, or fresh ideas to share? We're looking for members interested in joining the **LSFYC Board of Directors for 2026! Whether your passion is social activities, social media, newsletters, or giving back to the community, we'd love to have you on board!** It's a wonderful way to get more involved, meet members, and keep our club thriving! We need you!

If you're curious or want to learn more, reach out to any one of us – we'd love to chat.

Mark your calendars!

Monthly Birthday/New Member/Happy Hour Potluck – Saturday, October 18, 2025/ 5-8 PM

At The Shed, hosted by RC Ruth DeRaddo. **Come in Halloween costume** for a chance to win a prize!

Annual Holiday Brunch – Sunday, December 7, 2025/9:30 AM – 12 PM

Acapulco restaurant, Marina Pacific

Formal invite and RSVP details coming at the end of this month.

Annual LSFYC Officer installation dinner – Sunday, January 18, 2026/4-7 PM

The Boathouse, Alamitos Bay

As always, keep an eye on your emails for last-minute additions to the LSFYC calendar. Also, if anyone is interested in hosting a member event, i.e. Clean the bay day, a boat cruise, a visit to a nearby yacht club (a.k.a. land cruise) please reach out to myself or any other flag members. We would love to make it happen. The more member involvement the better!

Wishing you fair winds, smooth seas, and plenty of sunshine as we sail into September.

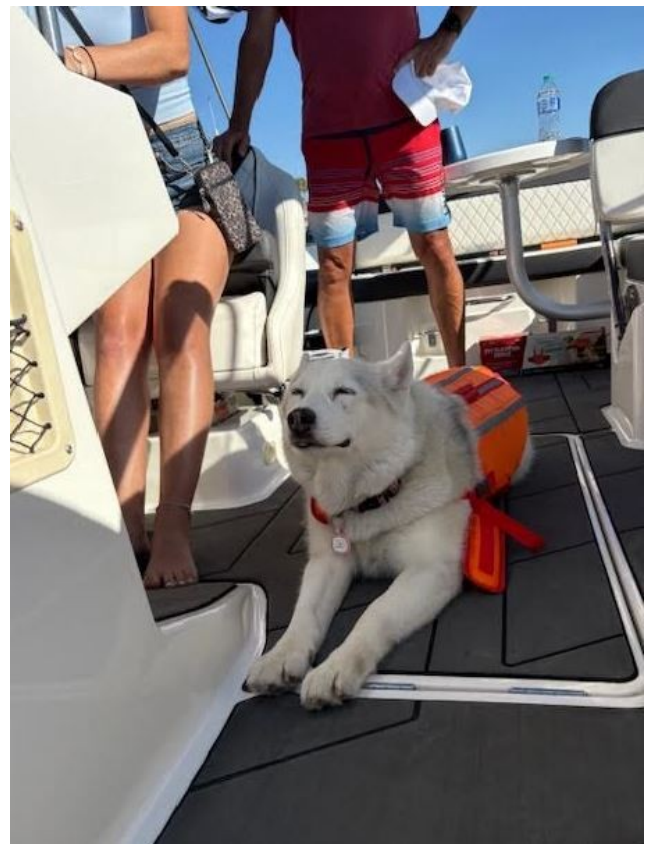
Lara Arambula

Commodore, LSFYC

Photos



The new boat



The sea dog



Vice Commodore's Report

Dominic Arcelin



Hello Little Shippers!

While it might seem unbelievable, taking the dog on a walk proves that it is in fact October. Halloween decorations have been spreading from house to house for weeks, and soon we will be seeing Christmas decorations in the stores. The only saving grace of the year almost being over is that the SoCal weather is better than ever.

We took advantage of the weather with our LSFYC Movie Night this past Saturday featuring *Captain Ron*. NYCLB cohosted with us and we had a wonderful night on the Navy lawn. The turnout was great, the snacks were plentiful, and laughs were had by all. If you didn't make this one, hopefully we see you at the next one. See photos below...

Speaking of the year coming to a close, there will be open seats on the LSFYC Board of Directors next year. Want to get involved? Want to have a say in the direction of the club? Want a free pizza dinner every other month? If so, please reach out to myself or any of the flag officers. It's a small amount of commitment for a large amount of return that helps our little club thrive. See page 6 for details.

As always, feel free to reach out with questions, ideas, concerns, or just to say hello! I hope to see all of you soon on the water or down at The Shed.

Once again, I encourage you to submit any stories, tales or travel adventures to publish in upcoming issues of this newsletter for member enjoyment. Get your creative writing juices flowing!

Looking forward to seeing you all at the next event.

Dominic Arcelin

Vice Commodore LSFYC





Rear Commodore's Report

Ruth De Raddo



Hi LSFYC Shippers...

September wrapped up on a high note with a fantastic turnout for our monthly potluck and birthday celebration (see photo p. 11) , as well as a warm welcome to our new members-we're so glad to have you aboard **Bob Bond**, thanks for hosting.

Our End of Summer Movie Night was a great success. *Captain Ron* may be an oldie, but it's a goodie! The ocean backdrop and perfect evening weather created the ideal setting for the nautical-themed film-a memorable way to say goodbye to summer.

Thanks, **Domenic**, for making this happen.

Thanks to everyone who helped make these events special.

OCTOBER MONTHLY POTLUCK: HALLOWEEN SPOOKTACULAR:

DATE: October 18, 2025

TIME: 5:00PM – 8:00PM

LOCATION: At the Shed

It's that time of year again-when the ghosts come out, the witches fly high, and the costumes get wild! This month's birthday/new member/Happy Hour potluck is going full Halloween model.

THEME: HALLOWEEN COSTUME PARTY!

We're challenging you to bring your A-game with a costume that's scary, hilarious, or so original, it leaves us speechless.

There will be prizes in 3 epic costume categories:

Most original – Shock us with something we've NEVER seen before

Most Creative – Clever, crafty, and maybe even handmade

Funniest – The one that has us howling (with laughter)

Everyone will vote – so bring your best!

Bring your favorite spooky snack, creepy cocktail, or hauntingly good dessert.

Let's make this a party to remember...if you survive it.

REMINDER: This is YOUR club!

We love seeing everyone involved-whether it's helping plan, setting up, cleaning the shed or just throwing out great ideas. Your input and energy make this a better, more fun space for everyone. Let's keep it going strong!

FUTURE EVENT TEASER: BINGO NIGHT IS COMING!

Get ready to dab those cards and shout BINGO! Frank Geiger has agreed to help me bring this night to life. Stay tuned for details.

"Friendship is not one big thing: it's a lot of little things"

Ruth De Raddo

Rear Commodore LSFYC



Membership Report

Bob Bond

We added two new members in September, and we plan to add a couple more in October. Thank you to **Aynee & Ketty Citterio**, and **Dave & Gabby Bierman** for sponsoring our newest members. We want to keep adding 1-2 new members each month, and we need everyone's help, so think of a friend, work colleague or family member that would enjoy the camaraderie of LSFYC, and invite them to join and send them this [link to our Membership page](#) on our LSFYC website.

A reminder to please introduce yourself and extend a hearty welcome to any of the new folks who may join us for an event at the shed.

I'm very excited to introduce a couple more of our newest members:

Tom Celiz – Hello to our fellow Mates! We are Tom and Maria Celiz, and we have been married for 37 Years, and are retired. We are blessed with two awesome sons, two beautiful grandchildren, and a boxer dog named Kiya.

Tom and I enjoy golfing and family. We have our pontoon boat stored in Lake Havasu. We learned about LSFYC from Gaby Bierman, who is Maria's sister. We are looking forward to some great times with [you](#) mates.



Thom Zelenka – Thom Zelenka is best known as Paramedic #1 from the James Varney movie "Blood, Friends, and Money." Thom then dove into obscurity and currently travels the country setting up tech for corporate events. Debra Zelenka is likely a familiar face for you if you ever visited Michael's on Naples in the past few years, or Marlena where she worked from it's opening as the General Manager.

Only recently have we discovered sailing, and we were instantly hooked (pun intended). We were introduced to the club and sponsored by Ketty & Aynee. We are excited to join the club and hope to meet others who share our passion and who might be open to - literally - showing us the ropes...or should I say: Lines...

Flag Officers & Board of Directors for 2026

As we slowly approach the end of the 2025 sailing season, one of the requisite functions that occurs at this time is the preparation for election and appointment of new Flag Officers for the coming year. Per the Bylaws, this process begins by the solicitation and consideration of potential candidates by the Nominating Committee (otherwise known as *The Five Old Salts*) and by the members, then the subsequent posting of the selected nominees to be voted upon in **November** by the general membership. One or more members may be nominated for each office. All positions, of course, are voluntary. Briefly, the elective and appointed officers and their duties are:

Commodore: *Elected Executive Officer of the club and presides at all club and Board meetings. Determines the direction of club functions during the year. Represents the club at outside yacht club functions.*

Vice Commodore: *Elected and assists the Commodore in his duties and in his absence shall act in his stead.*

Rear Commodore: *Elected and assists the Commodore and Vice Commodore by organizing and executing the social functions of the club. Maintains Membership functions.*

Fleet Captain: *Appointed and establishes and presides over all of the club racing and cruise activities.*

Port Captain: *Appointed and performs duties related to on site club functions such as purchasing supplies and maintaining the Shed facility.*

Secretary: *Appointed and records all proceedings of club meetings and performs tasks related to any mailings.*

Treasurer: *Appointed and collects dues, accounts for and banks all monies, pays the bills.*

Director: *provides guidance, governance and contributes suggestions, decisions on the direction of the club during the year. Is a member of 5 on the Board of Directors.*

However, as the current year Flag officers are in line for the 2026 positions already by accession, it is not necessary to conduct an November election as such for the 2026 year. The position of Rear Commodore for 2026 has been filled and approved by the Board of Directors. Thusly, the 2026 Flag Officers are:

Commodore: Dominic Arcelin, **Vice Commodore:** Ruth De Raddo, **Rear Commodore:** Bob Bond

The remaining positions as specified above are appointed by the Board based on those who volunteer for the positions. It is always that we ask the LSFYC members to consider fulfilling any role in the club as stated above. There is a need for the Port Captain for 2026. If interested, please do not hesitate to contact the Board.

The Directorship is a good place to begin (even after the start of the year, a volunteering Director may be appointed). Every member is eligible and there is substantial support and mentoring from the Staff Commodores to help to allow an easy transition into each of the roles. Yes, there is some work involved, but there is a fun factor and the satisfaction and reward of getting something done....successfully.

If any interest or questions, please email at: lsfyclb@gmail.com.

An LSFYC adventure story

By S/C Frank Franco

OK...so I was sitting at home one day in 2015, beer in hand, contemplating on the all the problems in the world and how to solve them when the phone rang. Upon answering, I hear: *"Is this the Little Ships Fleet Yacht Club?"*

When I was Commodore way back when, my phone number was picked up by various other related websites as a contact number for LSFYC and has yet to be removed or updated. Consequently, I have gotten calls for various reasons inquiring about the club...mostly for advertising or vendors.

So upon answering, I mentioned that *"yes, I represent the club and how can I help?"*. The caller, Ray, began to tell me a story about his boat and if possible could he hire some help to sail it.

Ray, as he relates, bought a 65ft motorsailor about 10 years ago with the intention of upgrading and eventually living on it. The boat, custom built in the 70's in New Zealand for blue water cruising was at some later point in time involved in illegal activities and wound up confiscated by the DEA. Ray bought it through a DEA auction.

During this time Ray had moved to Colorado and his boat plan never materialized. The boat was tied up in Wilmington by the Henry Ford bridge. He had then decided to just sell it and move on. But, not being a experienced sailor, he needed help to prepare the boat by identifying and resolving problems before showing to potential buyers. To do this, he had been calling area yacht clubs with the hope of finding someone to help him.

After listening to his story, I told him that maybe I can help and would call him back later. I then called S/C **Roy Queen** and told him the story and asked what he thought about this. After a moment, he said *"...let's do it!"* So I called Ray

to meet at the boat. Arriving at the dock, we were surprised to see, not a boat, but a steel hulled ship capable of long blue water ocean voyages.

Ray showed us his used-to-be dreamboat and it was amazing. The rear stateroom had 2 full berths, there was a full galley and dining table for 8, a large salon to seat about 10, 4



forward cabins w/double berths each, 2 heads, and full navigation setup. The engine room below had 2 operable British Leyland diesels (each the size of a Volkswagen) and a diesel V8 generator. Very impressive, but the ship, having sat idle for years, was in need of much cosmetic repair and maintenance.

Roy and I spent the next few hours looking over the rigging and fittings and found several items that need to be repaired/replaced in order to get the ship in sailing condition.

After which, Ray thanked us for the help and said he would get the items taken care of. Having listed the ship with a broker, he said would call us if any potential buyers should show up.

Some weeks later, Ray calls and says a boat sales broker and his clients are (con't next page)

An LSFYC adventure story (con't)

coming to see the boat and are expecting a demonstration of the sailing capability. He asked if we could help with the demo sail.

On the day of the demo, Roy and I saw that the previously noted items were repaired and all was ready to go. With the hope of a successful sale, Ray had food and drinks set up for the prospective buyers.

The broker showed up with 2 clients, Rob and Glenn, partners from Canada and Australia, respectively. They spent time looking at everything, asking questions of Roy and I regarding the sailing capability. Not really knowing of such, we responded in a positive manner for the sake of Ray.

The time came to test the ship. Ray fired up the 2 big diesels and off we went out into the harbor. We motored around for a while and then hoisted the main and jib. The main was a huge roller furler (in the boom) affair that required a motorized winch to haul up. Similar powered winch for the jib sheets. With the sails nicely trimmed, the ship maintained a steady 5 knots in moderate wind and all appeared to be satisfactory.

After returning back to the dock, drinks and food were served and discussions quietly held regarding the results of the demo sail.

As all were beginning to leave the dock, Roy and I were approached by the clients who then told us their intentions should they purchase the boat. Their plan was to fix the boat, and eventually charter it out of South America and Panama. But first they would have to get it to an Ensenada boatyard for extensive upgrades. Since we were somewhat familiar with the boat and the area, would we help them get it to Ensenada? We agreed to do so if and when they were ready.

Later, uncertain as to whether this event would actually happen, I eventually did get a call from Glenn telling us that they had bought the boat and they expected to leave for Mexico in a few weeks after completing some preliminary repairs. Now, as like Ray did, Rob and Glenn had a dream and this boat was to play an important role in making it come to life.

We met with the guys at the boat to discuss the details of the arrangement...who does what and when (this meeting was basically an interview for the four of us...that we all were who we said we were!). They each were very forthcoming in their personal histories...Glenn a retired real estate agent, Rob, an engineer. They each demonstrated much enthusiasm in the plan of achieving their dream.

They had been to Ensenada by land to make arrangements for berthing of the boat prior to our arrival, but were unfamiliar with getting there by water. So, having been to Ensenada by land and sea, I was navigator. Roy would be crew with Glenn and Rob at the helm and chief mechanic and cook. They, of course, covered all expenses, including transportation back to USA.

They still had much to do to get the ship ready...purchase new dingy, repair the main-sail, electrical issues, new GPS, some engine work. They both were staying on the ship during this time period...while the ship was docked under the Henry Ford bridge...with the trains rumbling by every hour or so!

After some delays, the day finally arrived for departure. Roy and I were dropped off at the boat around 6:00pm Friday evening with the intent on spending the night on the boat, then departing the next day. *(con't next page)*

An LSFYC adventure story (con't)

Glenn and Rob were still futzing around with last minute items which we helped them with. They had decided to name the boat *Ocean Villa* as this would be the function of the vessel for their charters. Roy and I hastily crafted the name with duct tape on the stern.

After a super BBQ meal cooked up by Rob, we settled in for the night...at least tried to as the trains over the Henry Ford bridge were thundering away thru the night almost hourly. Fortunately, I had a set of sound deadening earplugs to quiet the pounding.

The plan was to take a leisurely cruise to Ensenada and allow for 2 days to do so. We had hoped to arrive in daylight to be able to negotiate our way thru the harbor to the reserved marina berthing. Rob had just installed a new GPS system to guide us on our way, although we had charts with the desired course laid out with emergency alternatives. The boat had radar as well.

By 9 am Saturday, as Rob fired up the big diesels and with Roy and Glenn casting off the lines, we were ready to get going...or so we thought!

The starboard engine gear quadrant jammed tight. Having drifted only a few yards from the dock, we managed to get a docking line hooked on a dock cleat to pull us back.

After an hour of loosening, greasing and retightening various nuts and bolts, *Ocean Villa* finally headed out into the harbor. The boat, having conventional cable driven steering wheel from the rudder post for helm, also had a hydraulic system which was operable at the time. This resulted in the use of a joy stick for steering. In conjunction with the rudder position indicator, it required a little practice to keep the boat tracking in a straight line

Once past the breakwater with a good starboard breeze blowing, we shut down the engines and set sail. Even with a shortened jib (the upper furling roller was snagged), the big boat maintained a stately 5 knots allowing us to sit back in the warm sun and enjoy the ride.

Since the economics of the future charter of the boat was of Glenn & Rob's concern, they were interested in the speed capability under sail...mainly to save on fuel as the 2 British Leylands were thirsty beasts. Rob was quite satisfied with the performance so far.

The basic watch plan was any 2 in the conn at all times. So throughout the day, we switched back and forth either at the helm or taking naps. There was plenty of food items, snacks and drinks on board and Rob had prepared an excellent fish entre on the BBQ for lunch.

Sometime during the late afternoon, the winds pooped out and the engines were restarted. Although with calm seas, yours truly was seeing green and was off my pegs for a good part of the night. It wasn't until about 3 am, with the help of Rob's anti-nausea pills, that I finally came around. After a eating a peanut butter sandwich, I was back in action for my spell at the helm and remainder of the trip.

By now we were off of San Diego on the GPS track with radar showing many vessels in front of us. Since it was pitch black outside, radar was a good thing to have.

We maintained a steady 5 knots throughout the night and the early morning. By micro adjusting engine speed and joystick, we managed to account for drift and swells to keep the vessel on a straight track. (con't next page)

An LSFYC adventure story (con't)

The early morning light presented us with the Coronado Islands. In prepping for the trip, the islands were a concern, as we know, they were the scene of a tragic disaster involving a LSFYC member during a recent Ensenada Race. We were glad to see the Coronado's residing a mile or two off our port bow.

Since the wind and swells were not cooperating this day, we continued on under power for the balance of the cruise. So we chugged on through the day, steering, chatting, sleeping, snacking...getting closer to Ensenada.

As the early evening approached, Rob presented us with a superb trout dinner that I still think about as I write this piece. No bologna sandwiches or hot dogs on this cruise!

It was about 6:30pm Sunday as we approached the Ensenada Harbor area. I was at the helm scrutinizing the GPS and radar (it was getting dark already). The destination was the Cruiseport Village Marina. About 7:00pm, the radar mysteriously crapped out so I had Roy and Glenn posted on the bow (with handheld radio) to see and announce what traffic may be in our way.

Fortunately, there was not much traffic, but I reduced speed anyway to allow for a clean approach into the marina. Nearing the marina, there were some obstacles, buoys and such to negotiate around, but finally we reached the entrance to the marina. About that time, I called out to Rob..."OK Rob...it's your baby!" and handed the helm over to him.

On approach, we did not know where to put the boat! Calling on the radio produced no response from the office...it was too late. So Rob entered the Marina, stopped headway and we looked for an empty slip. Finally, one of the slip residents, flashlight in hand, zipped over in his dingy to point out an empty slip.

Rob then carefully inched the boat into our final destination. After securing the boat to the dock and all engines stopped, the mission was accomplished!

Along with the high fives, beer bottles clinking and self congrats, Rob and Glenn were very appreciative of Roy and myself in helping them get the boat to Ensenada. They had been very apprehensive about this effort and realized how much they had depended on us to guide them.

The next morning, after a restful sleep, we all walked into the city to arrange for the paperwork for the marina and customs for the boat. Following a great meal of fish & shrimp tacos, Rob reserved and picked up a car for us to return home.

With all our gear jammed into a compact car we passed thru Otay Mesa border and back to Roy's house in Lakewood and my car. Rob and Glenn then headed to a motel in Long Beach for the night to later pick up their truck and return to the boat in Ensenada.

Later, despite my many attempts to contact them, I never heard from them again. I don't know if they ever completed the substantial repairs and realized their dream of chartering the boat in South America. But it was fun!



Glenn, Rob and Frank in Ensenada with Ocean Villa

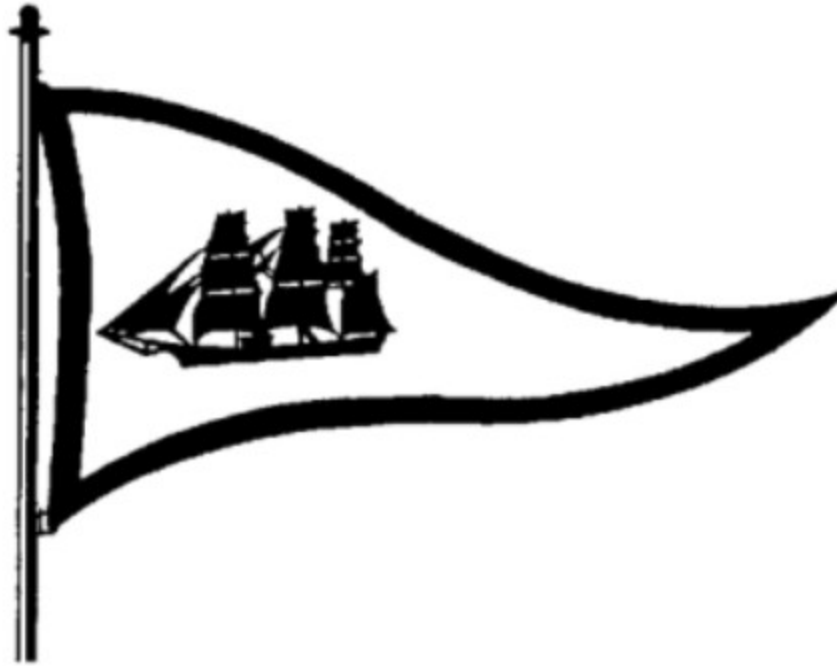
Little Shippers attending the September Potluck event at the Shed.



OCTOBER, 2025



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



2025 LSFYC Bridge

OPERATIONS STAFF

Commodore: Lara Arambula

Vice Commodore: Dominic Arcelin

Rear Commodore: Ruth De Raddo

Treasurer: Robert Hughes

Fleet Captain: Chris Layne

Port Captain : Vacant

Secretary: Sharmone La Rose

BOARD OF DIRECTORS

Jr. S/C: Chris Layne

Director: S/C Moti Cohen-Doron

Director: S/C Rob Sonz

Director: S/C Frank Franco

Director: Bob Bond

Director: Elena Yuasa

Director: Frank Geiger

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