

Light Air

Newsletter of Lake Yosemite Sailing Association

January 2013



Commodore

Mike Strealy



Secretary

Ed Dietz



Port Captain

Tim Harden



Past Commodore

Thom Grimaldi



House Captain

Jay Sousa



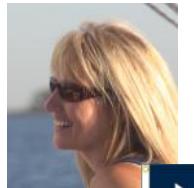
Race Captain

Darrell Sorensen



Treasurer

Diane Sousa



Cruise/Social Capt.

Kathi Brown-Fournier



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Submissions:

Deadline is the 22nd of each month.

Submit to Ed Dietz (eddietz42@yahoo.com)

Elizabeth Dietz, Editor



Commodore

Mike Strealy



Welcome to the New Year LYSA! I hope everyone had a great holiday, got to spend time with family, and received lots of new goodies for your boat.

Being winter there is not much going on with LYSA at Lake Yosemite, so some of our members have had to stay busy sailing elsewhere. Steve Eyberg has been busy with friend Brad Cameron on a new boat in the bay. I can't recall what make it is, but it is definitely a hot rod. Steve is taking some new video and promises to share it, so look for it on the website soon.

Kathi and Dodd Fournier couldn't stand not sailing so they took their boat over to Alameda, put it in a slip and plan on doing some estuary sailing this winter.

Lee Andersen will also be sailing his Merit 25 "Student Driver" in the estuary, racing in Oakland Yacht Club's Sunday Brunch series. I hear his crew will include Dave Mosher, Rich Kleitman, and Kathi Fournier.

Tim Harden had to have shoulder surgery and is still recovering, so "Hard n Fast" will be sitting this winter, but his normal crew of Jacob Harden and myself will be crewing for the Sunday Brunch races on Jerry and Suzanne Johnson's Capri 25 "Rapture". Jacob and I are also crewing with Dave Mosher on Keith Detman's Hobie 33 "Extreme" in the Berkeley Midwinters.

Oh, speaking of Jerry and Suzanne, they are proud new owners of a Catalina 30 that resides at Grand Marina in Alameda. I hear it is a very nice boat and in fact, when I finish writing this article, I will be heading over to see it myself. So we'll see.

My "blood brother" Steve Leonard is usually sailing somewhere in the winter, usually Berkeley or Richmond, on this Ultimate 20 "Viola". But I have not heard from him recently so I can't be sure.

The member who sailed the most this winter is probably Bryan Blagg, who spent the entire month of November helping deliver a boat. I'm not sure where but hey, does it really matter? He was sailing!

OK everyone, that's about all I have to report to you today. Remember to check the LYSA website and calendar for upcoming events. Stay safe in whatever you do, and I hope to see you at the next function.

Photos from the Berkeley Midwinters

Top: Dave Mosher, Jacob Harden

Right : Mike Strealy

Bottom Left:Dave Mosher, Keith Detman,
& Jacob Harden



Past Commodore

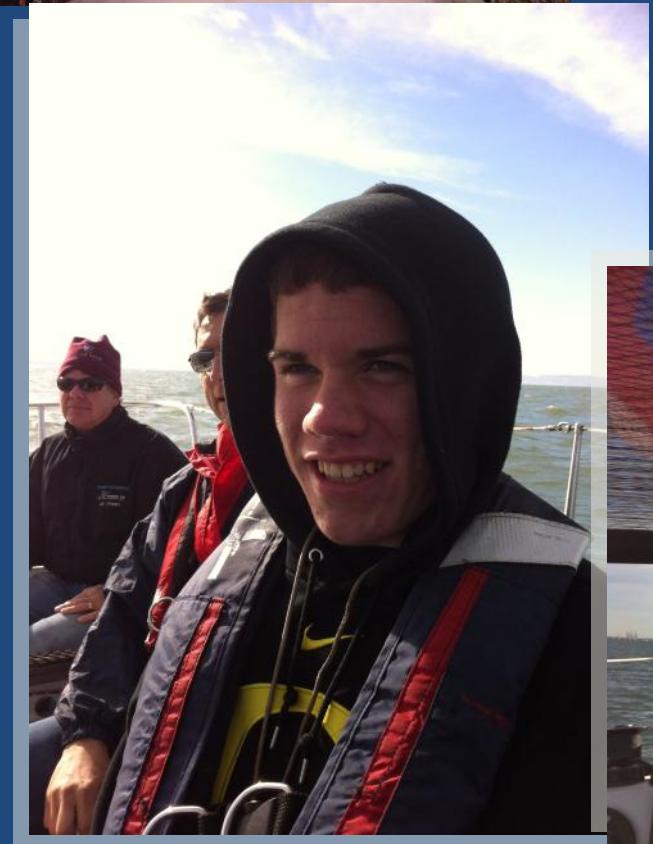
Thom Grimaldi



How fast the year went by. It seems like just yesterday I took the reins as Commodore. I want to thank everyone who helped make another year at LYSAs a success. Mike Strealy is the incoming Commodore and I'm certain he will continue to take the club into a positive direction this coming year. Thanks to Diane Sousa for her excellent bookkeeping skills, and who will once again continue in that position. Ed Dietz, our secretary always kept good notes and records of the meetings. Chrissy Wainwright put on a fantastic race season. Amy Davis will be replaced this year by Jay Sousa as House Captain but much thanks to Amy for her dedication this past year. Kathi Fournier will also be staying on as Cruise and Social Captain, and from the looks of her agenda, next year will be a busy one for activities. Tim Harden will be staying on a dock Captain and has always done an excellent job. Finally, big thanks to Craig Anderson who did a great job with the open house and regatta this past year. Craig has always been a big help to the club.

Let's all make 2013 a fun filled year for LYSAs!

Cya on the water, Thom





Race Captain

Darrell Sorensen



Secretary

Ed Dietz



We are looking forward to a great racing season at Lake Yosemite this year. Our annual regatta is May 17-19th. We are looking for a new name for our regatta that will give it identity-not just the LYSA or Lake Yosemite Regatta. Other regattas in the area have names like: High Sierra, Go for the Gold, Big Pumpkin, and Total Dinghy. If you have any ideas, please let us know.

The Lipton Cup is a challenge trophy that LYSA currently holds in her possession. Each club in the valley can nominate one boat to compete in the Lipton Cup Race, and the victor will then take the Lipton Cup until the next year's race. Suggested challenges have been sent to all the clubs in the valley that sail spinnaker type boats. So far we have a challenge from the Konocti Bay Sailing Club at Clear Lake. We only need a few more participants, so there is hope that Lipton Cup Race will happen this year.

The Thursday evening summer series begins on May 9th with the first half ending on June 27th. There will be a break for the 4th of July, and the second half will take place July 11th to August 29th. I have appointed a representative from each division; they are Tim Harden – spinnaker, Jerry Johnson – non spinnaker and Eric Swenson – centerboard. We will be having a meeting later this month to go over some ideas on how to make our Thursday races even better. If you have any suggestions please contact your representative or myself.

New this year will be the Dick Gardner One Design Series with Saturday races on June 22nd, July 20th, August 17th, and September 7th. There are a number of members that have sail boats other than the one they sail on Thursday evening, and this series will be a great time to race another boat. Already we have a lot of interest in a Hobie 16 fleet and of course the Windmill fleet. We also have members with Lasers. Three boats make a fleet, so don't hesitate to sign up! At the end of the series each fleet's winning skipper's name will be engraved on the Dick Gardner Memorial Trophy. Non LYSA members may also race in this series. The schedule has been worked out so there are no conflicts with the Lake Washington one design series and other regattas in the area.

We did not have a board or membership meeting in December 2012, so there are no minutes to report. We do need to review and approve minutes from the November 13, 2012 meetings.

New Monthly Meeting Times:

Our new Commodore for 2013, Mike Strealy, has scheduled a membership meeting on January 8th (2nd Tuesday), at 7:00 P.M. This meeting will be preceded by a potluck dinner starting at 6:30 P.M. The board meeting will follow the membership meeting.

The following open items from the 11/13/2012 meeting should be included in the agenda under "Old Business" for the 1/08/2012 board meeting.

Old Business:

- *LYSA Construction Project:* Planning is in progress. Tabled.. (Open - Mike Strealy Project)
- *Garage-Fence Night Light Project:* Tabled. (Open - Tim Harden Project)
- *Race Boat Maintenance Project:* Tabled. (Open - Race Captain Project)
- *Membership Guidelines Committee:* Tabled. (Open - Kathi, Ed and Jay)
- *Dinghy Dry Storage on Side Yard Project:* Tabled. (Open - Thom Grimaldi Project)
- *Board & Membership Meetings Schedule:* Tabled for new board in Jan 2013. (Open)
- *Summer One-Design Races:* Proposed by Darrell S. To be scheduled once a month on a Saturday in Jun, Jul, Aug and Sep, Three boats are needed to constitute a fleet. Three races per day. (Open - Darrell S. Project)
- *Lipton Cup Race:* A committee met on 11-07-12 and invitations were sent out to other sailing clubs. Two clubs of the eight invited have responded so far. LYSA will select a challenger and set the PHRF range for all the boats. (Open - Darrell and Steve L. Project)

Continued from left column...

If you can't wait until May to start racing, there are several yacht clubs in the Bay Area with winter series races. I will be headed to Richmond Yacht Club's small boat mid-winters.

See you on the water, Darrell Sorensen

THE MOST INCREDIBLE SAILING STORY

The following is a story related to LYSA member John Derby while in Mexico.

He was seated at the bar next to us and he didn't look like an ordinary customer. He was a sailor who had been sailing off the coast of Mexico for ten years and now had a little beach home near the mouth of the Mulege River.

The night of the hurricane he was on his 20 foot sailboat waiting for the storm. He had all three of his anchors planted well in the sand and braced himself for whatever was coming. There was a chance that the hurricane might miss Mulege but at the last minute it doglegged to the right and hit the small Mexican town it full blast.

The sailor remembers the winds rising above 60 knots but the anchors were holding and he was praying they would hold through the night.

It was around midnight when the full force of the hurricane hit the area. He had watched as the river got ugly and then there was a sound like a freight train coming down the valley toward him. The river was rising fast and the speed of the river reached 10 knots plus.

This was over the hull speed of the boat which meant the anchors were holding but they were slowly dragging the bow of the boat under the water. He prepared to do the only thing which would save the boat and that was cut the anchors loose.

He had his knife ready when suddenly a dead cow came down the river and somehow lodged itself on the bow of his boat, two feet on one side and two feet on the other. The power of the river pushing against the cow was enough to drag all three of the anchors loose.

The sailboat and its passenger were going out to sea. The sailor only could remember his one prayer and that was to his sailboat. "Dear lord, please let my sailboat take me home."

He didn't know what happened in the next hour but the winds were well over 60 miles an hour and the boat was drifting on its own. The cow finally dislodged itself and one of the anchors, the smallest one bit the bottom and held.

Since it was the smallest, it had the lightest anchor line and the 3/8th line was like the string on a violin, pulled so tight it started to sing. The sailor said he could see it stretch and knew at any moment it would break.

Meanwhile he pulled up the other two anchors and quickly removed the debris from both. Then once he got the ropes untangled he was able to drop them overboard again.

Lucky he did because almost at the same moment, the anchor line on the small anchor parted, sending the boat further out to sea.



He felt he was in God's hands and the best thing to do was shut himself in the cabin and wait the storm out.

Somehow he and his sailboat made it through the night and when the first light of the morning struck the ocean, he peaked out of the cabin.

To his surprise his sailboat was only a hundred yards off shore and anchored almost in front of this little beach house. God works in strange ways.

2012 Christmas Party

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