



## A MESSAGE FROM THE NEWPORT HARBOR NAUTICAL MUSEUM

The latest NHHM exhibit, Echoes in the Ice, Rik Van Grintenkamp's stunning collection of art and artifacts chronicling the earliest days of Antarctic exploration, opened September 23. We hope you, your family and your friends will stop by to enjoy this thrilling look at man's first attempts to conquer Earth's most forbidding continent.

While at the NHHM, you can also enjoy our other exciting exhibits and displays, including:

- **Sportfishing Simulator.** The NHHM goes high-tech with this fun and realistic way to taste the thrill of classic deep sea fishing without ever leaving shore. Come aboard. Who knows, you could catch a marlin!
- **The Photos of W.C. (Bill) Sawyer.** Culled from our collection of more than 58,000 classic photos, these pictures chronicle the years 1915-1945 and include many exclusive photos of Hollywood royalty at sail here in Newport Beach.
- **The Ship Model Gallery.** View dozens of beautiful, intricately detailed replicas of classic sailing and steam ships.

Marshall Steele  
Facilities/Events Director



## SEARCHING FOR "TEHANI"

We recently received the following email:

Hello,

My late husband, Charlie Crane, and I owned "*Tehani*," an S&S 40 built by Far East Yachts. We were WHOA members back then and participated in the One More Time Regatta, a couple of times!

When we decided to go cruising in 1985 we sold her and bought a Luders design fiberglass ketch built by Cheoy Lee.

We had to take possession of "*Tehani*" in 1993, a year before Charlie died, and we sold her again. Does anyone know where she is?

Aloha from Hawaii aboard "*Dazzler*,"  
Carey Johnston

If anyone knows the whereabouts of "*Tehani*," please contact Carey Johnston at careyandwally@hotmail.com.

## LOG ENTRIES

### News of the WHYC and its members:

The WHYC staged its **14th Annual Heritage Regatta** on Saturday, June 25, in the waters off Newport Harbor. The winner was "*Bolero*," the 1946 Island Clipper skippered by Tim Murison with an elapsed time of 2:33:02 and a corrected time of 2:05:02.

Following are the complete race results:

Position/Boat Name	Owner	Elapsed Time	Corrected Time
1. " <i>Bolero</i> "	Tim Murison	2:33:02	2:05:02
2. " <i>Whisper</i> "	Bob Dodds	2:40:50	2:14:50
3. " <i>Zephyrus III</i> "	Alan Peterson	2:54:18	2:28:18
4. " <i>Impetuous</i> "	Phil Glasgow	2:56:23	2:29:23
5. " <i>Lanakai</i> "	Tom Zetlmaier	2:55:55	2:29:55
6. " <i>Rejoice</i> "	Bill Dunlap	3:06:59	2:36:59
7. " <i>Spitfire B</i> "	Woodson Woods	3:09:52	2:44:52
8. " <i>Prima Donna</i> "	Bill Colton	3:13:47	2:45:47
9. " <i>Spitfire</i> "	Woodson Woods	3:09:52	2:47:22

Congratulations to all who participated on a great race!



Nine classic wooden hull yachts participated in this year's Heritage Regatta, held June 25.

- WHYC Commodore Alan Peterson, his two partners and seven other crewmembers sailed their classic Spencer "*Ragtime*" in the 43rd annual **TransPac Yacht Race** from Los Angeles to Honolulu, held July 11-August 2. This was the 13th TransPac for "*Ragtime*," which won the TransPac in 1973 and 1975. This year, the plucky boat finished 13th overall with a corrected time of 163:32:21. For more details, see separate story.
- WHYC member Michael Schau of Encino reports he is in the process of renovating his Sparkman & Stevens-designed 39-foot sloop "*Nova*." The boat, built in 1961, is enjoying an upgrade that includes a new teak deck, a refastened cabin, new cast and bronzed window

frames, a new eyebrow and handrails, a rebuilt and refinished mast and boom, new windshields, new chrome throughout and six new coats of varnish (to date). This massive undertaking began in early 2004 and is expected to be completed by year's end.

- The 28th **McNish Classic Yacht Race**, sponsored by the Pacific Corinthian Yacht Club, was run on Saturday, August 6th, in the waters off Southern California's Channel Islands north of Los Angeles. The winner was San Diego-based "*Miramar*," an 80-foot ketch raced by Paul Scripps in his first McNish Classic. "*Miramar*" completed the 17-mile course in just 2 hours, 10 minutes and 32 seconds. Crossing the finish line second overall was 59-foot "*Sally*," skippered by C.F. Koehler of San Diego, who captured the Sloops & Cutters Class A. The 65-foot "*Orient*," a 1937-vintage cutter sailed by Kathy and Cynthia Roche of Santa Barbara, earned a 2nd place finish in class and third overall. Tim Murison of Sausalito sailed "*Bolero*," a 1946 Island Clipper to third and placed 6th overall. In Sloops & Cutters Class B, Don Greene of Ventura sailed "*Elusive II*" to first, Granada Hills resident Dan Israel placed second with "*Silvan*" and third place went to Tracy and Pete Caras of Ventura aboard "*Foxen*."

## CHARTING THE COURSE

PLEASE HOLD THE DATES!

- **Latitudes and Attitudes Catalina Island Cruise — October 22-23, 2005.** The annual Cruisers event sponsored by *Latitudes & Attitudes* magazine is scheduled to be held at Two Harbors on Catalina Island. All entertainment, including food, drinks and activities, are covered by the magazine. Reserved mooring space will also be available. WHYC hopes to have maximum participation among our members, so we can stage our own "mini-boat show." More information, including how to reserve your space, will appear in this section as soon as it's available.
- **Ray Wallace Iron Man Race and Annual Meeting — November 19, 2005.**

## JOINING THE FLEET

### A Hearty "Ahoy!" to Our Newest Members

**Erin Schneider** of Dana Point, owner of a 1958 Halbert-Rassy P.28 (Name TBD)

**Chris Bliss** of Dana Point, owner of the 32-foot Polish-built sloop "*Mariposa*"

*May the wind always be at your back!*

### Woodson Woods, Skipper of *Spitfire*



For some people, wooden hull sailing is simple recreation. For others it is a passion. But for long-time WHYC member Woodson Woods, wooden hull sailing is a sacred mission.

"I've been a history buff all my life and have a particular appreciation for the role wooden ships played in our nation's founding and its survival during its earliest years," Woods explained. "For years, my dream was to give something back to the tradition of sailing, something that would educate and inspire the next generation. And that's eventually what I did."

What Woods did was hand-build a working replica of an early 19th century privateer, the type of private warship that kept the British Navy distracted during the War of 1812. Spending six years on the project while living in Rockport, Maine, during the 1990s, Woods equipped his 122-foot-long man-o'-war with authentic six-pound cannons and four swivel guns. Named "*Lynx*," Woods' "dream boat" now plies the waters along America's West Coast skippered by his son Jeff who runs shipboard educational programs and takes adults on weekend "battle sails" to relive the glories of times long past.



Woods' Lynx is a functioning replica of an early 19th century American privateer.

A sailor since age seven, Woods was raised in Missouri but spent many of his summers in the waters of Northern Michigan. He later moved to Hawaii, where he still spends much of his time. Having owned several wooden hull boats purchased during the 1970s, 1980s and 1990s, his current pride and joy is "*Spitfire*," a 44-foot ketch based on the Cherubini 44 fiberglass-hulled production boat.

"The original Cherubini was built in the 1970s and 1980s. I negotiated with the company, got the plans and had a one-off, cold-molded laminate version custom built at the Jespersen Ship Yards in British Columbia," Woods explained. "Launched in 1994, she ended up weighing 1,800 pounds less than the production version. I've been sailing - and racing - her ever since."

Woods' travels have taken him as far west as Hawaii and as far south as Cape Horn. But to him, his greatest accomplishment remains "*Lynx*."

"Boaters should take wooden hull boating more seriously," he said. "Wooden boats are our heritage. The thrill and accomplishment of restoring an old wooden boat is like nothing else."



## MEMORIES FROM THE 14TH ANNUAL HERITAGE REGATTA

The WHYC's 14th Annual Heritage Regatta was run on Saturday, June 25. The nine boats that competed completed the course in between 2:05:02 and 2:47:22 (corrected time), were led by Tim Murison's **"Bolero."**

Here's a montage of memories from this summer's race.



## "Ragtime" Races in its 13th TransPac

They were wet. Tired. Hungry. Irritable. But when the 10-man crew of the racing yacht **"Ragtime"** sailed into Honolulu Harbor in the early hours of Wednesday, July 27th, the elation was infectious. Cheers were shouted. High-fives were exchanged. Alcohol flowed freely.

This was the 13th Trans-Pacific crossing for **"Ragtime,"** the historic John Spencer design that had won the Los Angeles-to-Honolulu regatta in 1973 and 1975, and in doing so had set a new standard for Pacific racing vessels. Earlier this year, **"Ragtime"** was purchased at auction by Alan Peterson and partners Jon Richards and Chris Welch. At 13 crossings, **"Ragtime"** now shares the record for the most TransPac races with **"Merlin,"** which also participated in this year's competition. (**"Ragtime,"** by the way, beat the heck out of **"Merlin"** this year...)



The crew of "Ragtime" takes no prisoners.

"When you race the TransPac, be prepared to get wet and stay wet," said Peterson. "Like several of our crew, this was my first TransPac. For the first several days, everything is wet and cold."

**"Ragtime"** departed Los Angeles Harbor at 1300 hours on Sunday, July 17th. Winds were perfect and the crew made the West End of Catalina within two and a half hours. Soon, thereafter, all the other Division I and II boats began to slip out of sight.

"We all had shared responsibilities," Peterson explained. "I and one other person were in charge of provisioning the boat with food. The wife of one crew had made beef stroganoff, another made Mexican lasagna and my sister prepared five other casseroles. We also had turkey chili, various cold cut sandwiches and oatmeal to keep us fueled during the voyage. We were allowed to bring one six-pack of beer apiece, but in all the excitement and last minute preparations, we all forgot to bring our allotment! Fortunately, we had one 12-pack left over from our launch party and a bottle of rum, so the trip wasn't completely 'dry.'"

The crew slept in shifts of four hours on, six hours off. Officially, four people were on duty at all times; however, they usually had one or two "floaters" depending on conditions.

"The most difficult part of the voyage was dealing with some tense moments among the crew, dealing with differences of opinion and watching brand new



Sunset at sea.

asymmetrical chutes 'explode' during problematic jibes," Peterson lamented. "On the other hand, the most memorable moments occurred when the wind picked up and we found ourselves sailing at 16 to 18 knots, which is far faster than I've ever sailed before. Winds were light. Had they picked up, **"Ragtime"** would have easily sailed up to 26 knots. We were literally racing with the wind, and it was absolutely exhilarating. I'll also never forget looking up at the night sky and seeing more stars that I could ever imagine. You can never get that kind of sight from dry land."

**"Ragtime"** made excellent time during its first several days and finished 8th in her division and 13th overall out of 75 boats. "It was an excellent showing for a crew who had never raced together, especially considering we were up against professional crews!" said Peterson.

Arriving in Honolulu in the wee hours of the morning, **"Ragtime"** was greeted by its assigned host, the Hawaii Yacht Club.

"They were very generous in their preparations," Peterson stated. "They had banners, posters, a hot buffet, a Mai Tai bar and ice cold beer - all at three o'clock in the morning! They were very, very gracious."

Now the question must be asked, would you do it again?

"Racing the TransPac was exhilarating, memorable, character-building, painful and exhausting," Peterson admitted. "And I can't wait to do it again and again!"



Honolulu bids "Ragtime" aloha!



# SPLINTERS



## YACHT BROKERAGE

**FOR SALE: "Kelpie."** 65' Gammage Shipyard Staysail Schooner. Year: 1928. Current Price: \$495,000. Hull Material: Wood. Engine/Fuel Type: Single Diesel. Length on deck is 65' on this charming classic sailing yacht. She is Coast Guard certified to carry 44 passengers for charter/excursion or 24 when under sail. She turns heads in every harbor and must be seen to be truly appreciated. Contact Pacific Yacht Sales at (949) 248-5440 or email [art@pacificyachtsales.com](mailto:art@pacificyachtsales.com)

**FOR SALE: "Rejoice."** Originally "Merrywing." Built in 1962 by Bud McIntosh for Cy Sweet. She is 39'3" overall and 28'6" on the waterline. The boat is planked with 1" mahogany over 2" oak frames. The selling price of the boat is \$75,000. In 2003, "Rejoice" finished in 2nd place, Ancient Mariner Class, in the Newport to Ensenada Race. Contact: Bill Dunlap, (714) 434-4887, Fax (714) 434-6173, email [bill@slaterbuilders.com](mailto:bill@slaterbuilders.com).

**FOR SALE: "Nereia."** An L. Francis Herreshoff Design #87 36-foot ketch. Built in 1970, the boat just enjoyed a major restoration. Consideration to a good home. See photos and survey at [www.HomeFindersNational.com](http://www.HomeFindersNational.com). Contact Chester and Soioxzie Salisbury, Newport Beach, at (949) 675-9048 or (949) 338-1662.

**FOR SALE: "Adelphi."** 1911 Edson B. Schock Cutter. LOA 51', LOD 46', Beam 12'6", Draft 7'. Rebuilt in 1978-80 by a select group of master shipwrights in Vancouver, British Columbia. We are looking for a few like-minded wooden boat enthusiasts to share joint ownership of the sailboat. We are interested in finding potential partners who would like to buy a 1/6 interest in the "Adelphi." The asking price is \$10,000 for each share; the operating expenses will be divided equally. A recent survey and more photos are available. Contact Jeff Downard at (928) 213-0302 or [Jeffrey.Downard@nau.edu](mailto:Jeffrey.Downard@nau.edu).

Have a wooden hull yacht to sell or trade? Send us information (and a photo, if you have one) to [info@whyc.org](mailto:info@whyc.org).



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WOODEN HULL YACHT CLUB

# SPLINTERS



WOODEN HULL YACHT CLUB NEWSLETTER

September/October 2005

## A VIEW FROM THE HELM



The 2005 season is drawing to a close. We've enjoyed many memorable racing experiences (see separate stories) and look forward to even more classic yachting in the few months that remain. Coming up quickly are the Latitudes & Attitudes Catalina Island Cruise and the Ray Wallace Iron Man Race. The WHYC is expected to have a major presence at each event.

At the same time, we must start thinking about our next generation of leadership. My term as Commodore will expire at year's end, and someone else will have to take the helm. Who will it be?



The yellow buoy marks the start of the 2005 Heritage Regatta.

Like commanding any vessel, serving as the WHYC's Commodore is not a job for the faint of heart. It requires the ability to plan, execute and to have patience. It requires the ability to find common ground among disparate and often conflicting constituencies. But perhaps most important of all, it requires an unconditional love for our Club and the

mission it represents: the celebration and preservation of classic wooden hull yachting.



Michael Schau's Sparkman & Stephens "Nova" undergoing restoration (see story inside).

This Wooden Hull Yacht Club will not survive, let alone flourish, without support and commitment from its membership. If you want this Club to endure, if you want to keep enjoying the kind of events and camaraderie only the WHYC can provide, then I encourage you step forward and volunteer for our 2006 Board of Directors. No Club can function without a willing and capable command staff and the more active Board members we have, the more responsibilities can be evenly divided and the smoother the Club can operate as a whole.

For more information about what Board membership entails, please call me at 949-721-8686. I look forward to your calls!

Alan M. Peterson, Jr., Commodore

Alan M. Peterson, Jr.  
Commodore  
949-721-8686

Jerry Klein  
Vice Commodore

Ed Fitzpatrick  
Rear Commodore

Denton Porter  
Treasurer



Paul Scripps' "Miramar" was the winner of this year's McNish Classic, held August 6th. (see story inside)

Comments or suggestions? Please email us at [whyc@go4tpg.com](mailto:whyc@go4tpg.com).