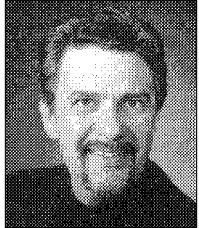


# Light Air

Monthly Newsletter of Lake Yosemite Sailing Association

June 2005



## Crow's Nest

*Jay Sousa, Past Commodore*

Whew! After what seems like month's of planning the regatta has passed in the blink of an eye. We had twenty-five boats on the starting line for the first race, fourteen from out of town. The weather was perfect both days, sunny with a nice breeze on Saturday and much more boisterous conditions for the last race on Sunday. Tired sailors, a great pasta feed, and good music ended the day on Saturday. All in all it was a great event.

There are so many people to thank I hope I don't leave anyone out. I want to start with our sponsors: County Bank; Smith & Ransom, CPA's; Trans County Title; and Save Mart Supermarkets. I want to thank Jim Strealy and his crew: Bruce Fultz; Sonia Willson; Kim Miller; and Suzanne Yates for an awesome job running the races! Megan Anderson went beyond the call of duty by scoring the races on her lap top. Jerry Johnson and Suzanne made our raffle a huge success with all their hard work. Sonia Willson once again did a steller job with the registration table.

Thanks also to Chris Ward who cooked up a wonderful pasta feed, Katie Unruh and Eric Swensen who provided lunch, and Joey Fultz for all her help with breakfast. Craig Anderson and Amy



Boehme had the house and yard looking great. Once again, Jimmy and Jeanie Schriber provided some great rock and roll, and of course, thanks to their warm up band, the LYSA Wharf Rat Band, featuring Scott Foster and Guy Near.

Our classy trophies were provided by Chris Miller. I also want to thank several people who pitched in in a lot of different ways: Brigitte Bowers; Tom Cooke; Kim Miller; Suzanne Yates; Amy Boehme; Dave Willson; Katie Unruh; and Tim Packwood for an emergency wine run!

I want to add a special thank-you to my wife Diane for all that she did all weekend long. If I have missed anyone please accept my heartfelt thank-you!

With the passing of the Regatta it is now time to turn our attention to the open house on Saturday August, 13th. Please mark this date on your calender and start thinking how you can help your club with this very important event. We will be asking each club member to sell ten tickets to the event, you will be receiving your ten in the mail by the end of June. Please remember this is a major fund raiser for LYSA and allows us to keep dues low and still provide a great clubhouse at the Lake. 8

*Samson Francis sails to victory taking First Place in the Open Class with his Santana 20 #38611.*

## Lake Yosemite Sailing Association

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### Submissions

Submission deadline is the 18th of each month. Submit to Scott Foster via:

*Mail* 2191 Suncrest St  
Atwater, CA 95301

*Email* scott\_foster@excite.com



## From the Helm

*Brigitte Bowers-Loeffler, Commodore*

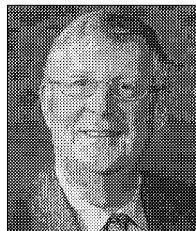
May was a fun month for LYSA, and June will be even better. Thanks

to Billy Goldfoos for a great opening day and Jay Sousa for our best regatta ever. I know Jay is already making plans for our second 2005 fund raiser event in August. I'm sure plenty of details and requests for volunteers will be coming soon.

I'm especially excited about our fun sail for Boys and Girls Club of Merced. It's scheduled for June 18, a Saturday, and I need plenty of volunteers to take kids out on their boats and to help barbecue lunch. Boys and Girls Club carries insurance for field trips, and of course our own club insurance offers even more liability protection for members who participate. We sold tickets at the regatta (our most successful fund raiser to date) partly because visitors and club members knew we were raising money for this event. Save Mart has graciously offered to do-

nate the hamburger and hotdogs needed for the lunch. The club will provide soft drinks, buns, condiments, and chips. I plan to make enough potato salad for everyone. If you would like to help in any way, please let me know. This event will help us to continue to develop positive relations with the community, but the real reason we should be doing this is because it's fun to share things with nice kids. Boys and Girls Club is made up of really good kids who want to participate in healthy, fun activities. We're expecting up to seventy-five boys and girls, so we'll need a pretty big crew of members to help out. Let's show these kids a great time — some of them might be future sailors.

Also coming up in June are the Delta Ditch Run (the weekend of the 11th) and the South Tower Race (the 25th-26th). We're also planning blender nights and some movie nights for the summer. These will be posted on our web site. 8



## Short Tacks

*Tom Cooke, Vice Commodore*

The 2005 sailing season is starting out with a bang. Our opening week-

end was well attended and our first Thursday Race went very well — came off without a hitch.

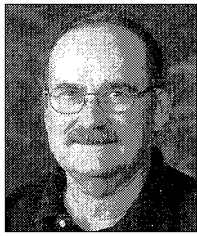
The consensus is that our 7th annual Regatta was a great success. Commodore emeritus Jay Sousa, with Diane's help, put together a wonderful event. Christine Ward put out a fine dinner, and the music was great. Everybody who helped put this event on deserves our thanks and a round of applause. Even the weather cooperated with the best weekend in some time. The event was well attended by The Fresno Yacht Club and some excellent sailors from Moro Bay — and we had more entrants from other clubs than ever before. Congratulations to Billy

Goldfoos who took 3rd in the open class. Everyone in attendance enjoyed the whole affair.

On a more somber and sober note, the Sheriffs Department has asked me to remind everyone that drinking and driving a boat under the influence is a crime and due to an increasing number of incidents of people boating under the influence and the increase in injuries associated with alcohol last year they will be vigorously enforcing the boating laws this summer. Please don't drink (to excess) and drive. Be responsible and insure that LYSA's reputation as a responsible member of the community remains unscathed.

Our next board meeting is June 7th and our general membership meeting is June 14th.

See you at the races. 8



## On the Wind

*Jim Streatly, Racing Captain*

First of all, I would like to thank Megan Anderson, Bruce Fultz, Dave and Sonia Willson, and Susan (sorry don't know last name) for doing a super job on race committee at the Regatta. Also a big thanks to Jay Sousa for putting it all together.

For those of you that did not attend the Regatta, you missed a great weekend of racing, food, and fun. Fourteen out of town boats and ten from LYSA raced three times Saturday and once on Sunday. The winds on Saturday were okay, but Sunday was better. Saturdays race #2 course 7 was finished in 1 hr. 3 min. 54 sec. by a Santana 20. Sunday race #4 on course 7

a MacGregor 25 won in 49 min. 9 sec. without using a spinnaker. Eight Day Sailers showed up and they were fast. They started after the Open Class but at the finish were right in the mix. Of course having the current National Champion and two past champions in the fleet, it's not surprising.

All of the out of town folks said they would be back next year and bring their friends. One thing I was asked by several of the guests, "Do you know how good you have it?" Mark your calendar for next year's Regatta so that you can answer that question yourself, as I did "Yes I know how good we have it."

Race results and photos can be found on the LYSA web page. 8

## My Boat

*By Scott Foster*

Great things come in small packages. At least that's what your relatives try and convince you of as you open tiny gifts on your birthday or Christmas. I, for one, was pretty impressed by a couple of great little boats that graced us with their presence and abilities at last weekend's 7th annual LYSA Regatta.

### Schock Santana 20

Specs: LOA 20'2.5", LWL 16', Beam 8', Draft 4'0" (Fin Keel), Displacement 1350 lb, Ballast 550 lb, Mast 25', Total Sail Area 100% as designed=186 sqft, I=24.5', J=8.16', P=22.00', E=7.0', Theoretical Hull Speed 5.4 knots. PHRF Rating 222. Price Range Used \$4,000-\$6000, New \$13,995.

The Schock Santana 20 was designed by Shad Turner and is currently built at the W.D. Schock production facility in Corona, CA. Bill Schock founded the company in 1946 and his tradition of boatbuilding is furthered by his son, Tom and his wife Jane, who reside in Newport Beach. In 1976 they built the first S20 and have been instrumental in the development of the class racer ever since. Between them they have won the class National Championships four

times — Jane was a 3-time class champ in the 1980's, and Tom won in 1997. They know first hand what fast boats are all about!

The S20 was introduced at the Long Beach Boat Show in October of 1976. The boat was priced at \$3995 — 50 boats were sold at that show! By February of 1977 the company's entire production capacity was sold out and by the end of the year they were building three boats a day. Because a great many of the boats were being shipped to the East Coast they decided to build a factory in Sarasota, Florida. This helped to spread the Santana 20 fleet across the country. Sadly, when the market slumped in the mid-80's the Florida facility was shut down. But they are still made here in CA.

Tom says of his father, "Although my father loved to sail, he was not an avid racer. He thought racing would always be a really small part of the sport because only one person (the winner) is happy at the end of the day. He was a yacht club member and supported yacht club activities but saw them as being restrictive and ultimately bad for the sport. If it weren't for his more competitive sons,

## Classifieds

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**MacGregor 26D** 06/05  
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**8' Sabot** 04/05  
Full set of sails and rigging. Asking \$125.00. Contact Butch Douglas at (559) 665-1330.

**10' Dinghy Sailboat** 04/05  
Full set of sails and rigging. Asking \$200.00. Contact Butch Douglas at (559) 665-1330.

*Classified advertisements are printed as a free service to members. The rate for non-members is \$5.00. Ads run for three months. Extensions must be requested. Please notify Light Air when your item sells.*

W.D. would have built quality cruising boats with really good sailing characteristics and he would have pushed for cruising clubs. He was in favor of making sailing as easy as possible — he would have loved the Harbor 20. He was very innovative and always on the leading edge. He was the first to switch from wood to fiberglass construction; he was the first to promote family sailing."

The hull is one piece and is 100% hand laid up fiberglass coated with high gloss gel coat. For the keel, 550 pounds of lead ballast is encased in a fiberglass shell. Five stainless steel keel bolts are used to bolt the fin to the hull. This design offers maximum lift and minimum drag. The rudder is constructed of laminated fiberglass and high density filler with a stainless steel shaft. The deck is well designed. In the fore part of the cabin there are two flush-mounted opening

*Continued on page 8*



# For the Record

Scott Foster, Secretary

## Board Minutes, 05/03/05

Meeting called to order 6:40 PM by Brigitte Loeffler. Officers present were Craig Anderson, Amy Boehme, Billy Goldfoos, Jim Streal, Tom Cooke, Tim Harden, Jay Sousa, and Scott Foster.

### Reports:

Commodore – Would like to remove the desk and computer that are not being used from the back room of the clubhouse. Asks for recommendations on better use of the space. Amy was directed to establish a separate account for the money received in advance for new slips that were to be built this year, but were not. An investment broker will be contacted for advise on putting the funds in an account that would provide interest until the funds are needed again (dock captain indicated access to funds would be needed no sooner than October).

Past Commodore – So far received \$1350 from seven sponsors of the Regatta. Preregistration from other clubs has totaled 10 or 11 boats. Trophies are being made and a raffle organized. Estimated total number of guests for food to be about 140.

Cruising and Social Captain – Billy Goldfoos will be cooking for the opening day kick-off this Saturday. A fun sail at 4:00 and dinner at 6:00 is planned. May 21 will be an event in San Francisco called the “Kaboom”. It is a fireworks display and would be a lot of fun to get a group from the club to go. Item to be put on the calendar.

House Captain – The housekeeper was fired. Amy Boehme has taken her place. Motion to approve purchase of cabinetry and a countertop for the area in the kitchen across from the stove (currently occupied by a folding table). The funds would be used from the pre-approved house budget. M/S/P

Racing Captain – Unofficial race planned for Thursday 5/5. The PHRF rules will be in effect for club racing and for the Regatta.

Secretary – The newsletter was a little behind schedule this month due to

some computer problems. Recommended moving the deadline for Pre-regatta registration and T-shirt purchases to the 7th and members be phoned to be informed of upcoming events. Also would like to get the newsletter and all forms, contracts, and club documents on a disc that the club can keep in it’s possession. Updates to the Membership handbooks and other resources are finalized and we will be working with Sharon to get them printed. Hope to get them to members next month.

Treasurer – Dock and general account balances were reported.

### New Business:

A letter was sent by John Derby to several board members (some indicated they did not receive). He wished to convey a formal protest regarding the manner in which his slip was assigned this year. A new slip was built on the same leg as his current slip. His assigned slip is still the end-tie. He would like to use the interior slip that had been added. The dock captain explained this was the only new slip built this year and had been paid for by another member. He was offered an alternate interior berth that was available in a different location, but John declined because it was too difficult to get his vessel in it.

Meeting adjourned 7:45 PM.

## Membership Minutes, 05/10/05

Meeting called to order 7:00 PM by Brigitte Loeffler. Officers present were Craig Anderson, Amy Boehme, Billy Goldfoos, Jim Streal, Tom Cooke, Tim Harden, Jay Sousa, and Scott Foster. April 5 Board Minutes read and accepted.

### Old Business:

June 18th LYSA to sponsor a Boys and Girls Club “Day of Sailing”. Volunteers are needed to help with the event on shore and off. Please put your name on a sign-up sheet in the clubhouse kitchen. The event is scheduled for 11:00 to 3:00 and will include a lunch. Wes Unruh indicated SaveMart would like to donate food items for the lunch.

Amy is still working on placing unused dock funds in a safe interest bearing account and will speak with Conrad

Fournier for advice.

### New Business:

Amy needs email addresses for all members, if possible, to put in the upcoming membership handbook and as a quick way to email members of pressing events.

Craig indicated the need for a dependable oven for the regatta and other events coming up this year. He also stressed the need for an outdoor propane fired burner that could be used to boil large pots of water and for other needs. Billy motioned to buy one before the regatta. M/S/P Scott motioned to buy a new stove with a spending limit that was established with the budget from last year which the membership approved to purchase at that time. The stove had never been purchased because one was donated. The donated stove is now having problems. A discussion ensued regarding purchase of a gas or electric model. Gas would be preferred, yet there are logistical problems, including need for a hood and fire suppression. Motion was tabled for further investigation of club needs and feasibility of installing a gas stove.

Meeting adjourned 7:53 PM.

*(This is a summary of the minutes. For the complete minutes see Minutes Book) 8*

## Join us for the next Membership Meeting

Tuesday, June 14  
(Flag Day)

LYSA Clubhouse

6:30 PM Potluck Social

7:00 PM Meeting

*Bring a dish to share  
and your favorite beverage.*

# Advertisements



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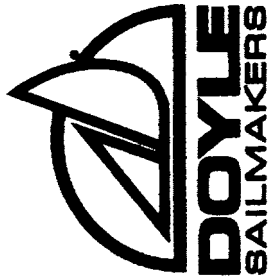
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## Visit Our Website

*For detailed information regarding our association and last minute updates we invite you to visit our Website.*

**lakeyosmitesailing.org**

*Change Service Requested*

*Continued from page 3*

## My Boat

portlights. They can also serve as hatches. The large foredeck has molded fiberglass toe rails and the wide side decks accommodate forward sail handling. Molded into the cabin sides are tracks for the jib. The aft lower shrouds are also on an adjustable track for easy adjustment. The long, open cockpit has rounded sides. A foot cleat in the middle of the cockpit sole is provided for the crew and skipper. The hand-laid up deck is made of end grain balsa sandwiched between fiberglass. The deck hardware on the Santana 20 is set up to minimize effort for maximum sail control. The stainless stemhead fitting has double horns for the genoa track. There is a molded-in shelf for the jib track on both sides of the cabin. This allows the sail to be trimmed at the best angle. Just aft of the mast, on the cabin top are the controls for the main cunningham and the boom vang. On the aft edge of the cabin are the jib sheet winches. There are two

sets of cam cleats under each winch. These make sheeting and setting the genoa or jib in any wind condition easy. The genoa tracks are outboard and have ratchet blocks on adjustable cars. The spinnaker sheet leads are aft and the sheets come forward through ratchet blocks with cam cleats near-by for easy sail handling. All of the skipper's sail controls lie within easy reach. The traveler has a movable car with cam cleats for adjustments on either tack. Just aft of the traveler, the skipper trims the main sheet with a combination ratchet block and cam cleat swivel mounted on a Barney post. No matter where the skipper sets the traveler car, the main sheet is trimmed from the Barney post. All deck hardware is Harken. The Forespar spinnaker pole is carried on the boom and uses a trolley system. Twin lines hold the spinnaker in place, eliminating the need for a foreguy. All halyards and the topping lift for the spinnaker pole are internal. The spinnaker halyard and spinnaker pole topping lift each have cam cleats sitting on swivel bases. The

anodized aluminum boom has an internal outhaul and a bail for the boom vang. A fixed gooseneck is attached to the boom. The interior accommodations are spacious for a boat of 20 feet. The Santana 20 has an interior fiberglass structure that makes up the forward berth, mid-ship berth, and cabin sole. This structure is fiberglass bonded to the hull along the topsides and the bottom of the boat, giving the hull tremendous strength. The forward berths are seven feet long and capable of accommodating two adults. The two mid-ship bunks are seven feet long and two feet wide. The main bulkhead is fastened to the interior structure and fiberglass bonded to the hull and deck. Natural teak is used for the main cabin floorboard. The bulkheads are solid fiberglass/plywood sandwich construction with a gloss gel coat finish.

These boats were quite competitive at the regatta and easily kept up with the longer boats with higher theoretic hull speeds, which by the way were skippered by experienced Yosemite Lake racers. Make you want to buy one? 8