



CIYC is at Lat. 34° 09' 48.9" N; Long. 119° 13' 35.6" W
4100 Harbor Blvd., Oxnard, CA 93035.
Phone (805) 985-2492

November | VOLUME 60 ~ ISSUE 11

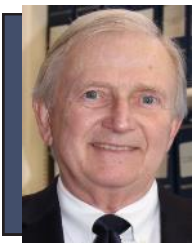
Commodore: Mike Farrell
Editor: Liz Campbell
Asst: Erika Barbaric
Asst: Frank & Sharon Sullivan

Channel Islands Yacht Club

Currents



2021 Commodore Mike Greenup, Vice Commodore Billy Le Croy, and Rear Commodore Dawn Turnier



Message From The Commodore Mike Farrell



Well, the infamous year 2020 is winding down and the holiday season is upon us. As with almost everything over the past 8+ months, it promises to be very different from what we have seen in past years. This is normally one the most enjoyable times during the CIYC calendar year. Unfortunately, we have been forced to cancel memorable events like the Anniversary Dinner, Awards Dinner, Halloween Party, Anglers awards dinner and more. The Parade of Lights is tentative.

All is not lost, however! In October, with Ventura County entering the “red tier,” we were able to reopen for dinners inside our clubhouse. We have been fortunate to have great weather which has allowed us to enjoy our outside seating arrangements. People have slowly been returning to the club to enjoy great meals with their friends in a COVID-safe environment. We have signed up at least 17 new members who have begun to participate in our family environment. All of these are signs that we will get through this together and be back in full swing as the pandemic subsides. We have learned from having to operate in our new reality and, I believe, many of the processes and precautions we have put in place will carry over to our club life in future COVID-free years.

The big news in October was the successful election of our Board and Bridge for 2021. Our club will be led by 2021 Commodore Mike Greenup, Vice Commodore Billy Le Croy, and Rear Commodore Dawn Turnier. Also, congratulations to Bill Elswick, Carole Naylor, and Sue Woolf who were elected to 2-year terms as Directors for 2021-22. We have chosen a great combination of club experience and new blood to lead us out of the pandemic-dominated era and back to our place as the Best Yacht Club in Ventura County (and beyond).

We continue to seek new members to provide fresh ideas and new energy to our environment. Please encourage your friends and neighbors to come in and check us out. Our members are able to enjoy our club in spite of our limitations and we will ramp up the activity as soon as restrictions are lifted.

Stay safe, come visit us at our clubhouse, and have a great holiday season!

Mike Farrell
Commodore



Sue Woolf, Bill Elswick, Carole Naylor, and Dawn Turnier





Message From
The Vice Commodore
Mike Greenup



What a 2020 it has been so far! As the year draws to a close and the fight against COVID-19 remains among us, it is hard to believe the holidays are upon us.

I congratulate our new Bridge and Board members who will serve as your leaders for 2021. I feel confident the club will move forward in a positive direction with these new, dedicated individuals.

October started with Ventura County Health Division doing a health inspection and a COVID-19 inspection of our clubhouse on the 2nd. The County Inspector was very impressed with all of the club's COVID-19 procedures and sanitizing equipment and found no violations. On the health inspection, the Inspector was very impressed with the Club's cleanliness and only found a couple of minor infractions, which were corrected immediately. The Club passed both inspections with flying colors!

On **October 2nd**, Joyce Sheridan and crew cooked their famous **TGIF fish fry**. The fish was cooked to perfection and the meal was very well attended by the membership. **October 4th**, the Greenups and Maureen Fletcher made **beef sliders** for the Sunday afternoon crowd. Thanks to Diane Sabol for her slider recipe and direction. We continued the month on the 9th with **Ann Marie Gross** and crew. They prepared delicious pastrami sandwiches to a sell-out crowd. On **Sunday the 11th**, Frank and Gayle Laza hosted the E-boat game which was followed by Keith Moore, with **Jim** and **Linda Perry**, cooking the Beefeaters' famed "**Jack Daniels Burgers**." It was a great day for all of the club's E-boat members attending.

October continued with Karen Farrell, Mike Farrell, and Judy Dugan cooking an outstanding **Wednesday night** dinner on the 14th. The Chicken with Peach/Whiskey sauce was a superb meal enjoyed by all members in attendance. On the 16th we had a catered Taco Bar by **Villanueva Tacos**. The tacos were another big hit at the club and sold out. On Sunday the 18th, Ian McKenzie followed, preparing **Baby Back Ribs** for a great Sunday afternoon meal.

We finished the month with the **Islanders' Election dinner** on the 22nd, our own CIYC Bartenders cooking a **Mexican Dinner** on the 23th, and Chef Evelina Arglen cooking for the **Epicureans** on the 24th. The month ended with a **spooky Halloween** meal of **chili pumpkins**, black beans, and fries, cooked by Linda and Jim Perry, Sherry Nolan, and Kat Sotiridy.

Sincere thanks to all of our October cooks for their dedication and for making CIYC a fun and special place to be.

With Ventura County moving into the COVID-19 Red tier, we can now allow indoor dining in the club. This allows us to have 30 members in the Dining Room, 10 members in the Bar area, and 7 in the Fireplace Room. The club is currently set up for this requirement, so please do not add additional tables or chairs to these rooms. Outside dining is still available on the decks and patio areas.

Just a reminder when entering and walking around the club: Face masks are required until you are seated at your table. I thank all the members who have been attending the club's functions and following COVID-19 guidelines.

Happy Thanksgiving and have a good November!

Mike Greenup

Vice Commodore 2020



Happy Thanksgiving

At CIYC !!!

Turkey, Dressing, Mashed Potatoes and all the fixings

Thursday November 26.

Bar opens at 2:00 PM. Dinner served at 4:00 PM

Dinner is free to CIYC Members.

Members only – no guests, No Pot Luck

Seating will be limited by County guidelines so reserve early

Email reservation to reservations.ciyc@roadrunner.com





Message From First Mate Linda Zurborg– Perry



The year has kind of blown by, with many events and activities unfortunately put on indefinite hold due to the coronavirus. This included Opening Day and our 60th Anniversary Celebration, as well as our pancake breakfast, activities in support of the (now canceled) Billfish Tournament dinners, and another outing to the Santa Barbara Polo Club. The September 27 membership meeting on the calendar has also been officially canceled.

Looking back just a year ago, we raised funds to improve the kitchen, help pay for signage, and underwrite other projects when your CIYC Board asked us to assist. Not only that, but we provided Islanders with the opportunity to attend the Ojai Lavender Festival, watch a polo match, and enjoy some great home cooking at our dinners, Pancake Breakfast, and Jingle Bell Brunch!

While 2020 has held a number of surprises for us all, the Islanders have still been able to make monetary contributions on your behalf to CIYC's new lighted sign, outdoor ice machine, and awning. We have also just donated some trays for use with large future events. We appreciate your support and generous gifts that have made these donations possible.

Our new officers for 2021 are:

Linda Zurborg Perry, Islanders First Mate Pro Tem

Rodlyn Brown, Second Mate

Cat Sotiridy, Recording Yeoman

Karen Harvey, Corresponding Yeoman

Carole Naylor, Purser (who has also been nominated to the CIYC Board for 2021)

Thanks,

Linda Zurborg Perry
Islanders First Mate 2020



Anglers' Corner

By Frank Sullivan

Fishing info:

Coastal Conservation Association of California, Channel Islands Chapter, held its first Annual Rockfish Challenge tournament on October 18th with many of our CIYC Anglers participating. We had 28 anglers competing for trophies and bragging rights. None of the 4 winners were from CIYC but we turned in a respectable showing. The winners were: Biggest Vermillion - Paul Gross - 6#, Biggest Lingcod - Finbarr Walsh - 12.1#, Biggest Sheepshead - Bill Edmonds - 11.9#, Biggest Other Rockfish - Kevin Shiotani - 4.9# Salmon Grouper. All had a great time and raised funds to support CCA-CI who are a big supporter of our White Seabass Grow-Out Facility.

We will be getting delivery of 10,000 Juvenal White Seabass for the pens this month, watch for the announcement!



Epicurean Dinner
October 24th



New CIYC Members since May 2020
Please make them welcome!



Tom and Jana Danza



Rich and Nancy Gargan

Need Photo

Shawn and Dawn Debley

Need Photo

Pepper Grout and Efrin Carrillo

Need Photo

Ken Foraker



Jim and Gaynor Grubbs



New CIYC Members since May 2020

Please make them welcome!



Tom and Deborah Kelley



Sparky and Pam Miller



Kathleen Khirallah



Bryan and Shawna Nelson



Ronnie Lawler Jr.



Louie and Dale Nelson





November 2020

Channel Islands Yacht Club

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Daylight savings ends Bar Open 4pm 5:30 pm Dinner	2	3	4 5:30 pm dinner	5	6 Happy Hours 5-7pm Bar Open 4pm 5:30 pm Dinner <i>Birth day bash</i>	7
8 Bar Open 4pm 5:30 pm Dinner	9	10 6pm Islanders Board Meeting	11 Veterans Day	12	13 Bar Open 4pm 5:30 pm Dinner Happy Hours 5-7pm	14 Beefeaters Dinner
15 Bar Open 4pm 5:30 pm Dinner	16 6:30pm Board Meeting	17	18 5:30 pm dinner	19	20 Bar Open 4pm 5:30 pm Dinner Happy Hours 5-7pm	21 Dinner
22 Bar Open 4pm 5:30 pm Dinner	23	24	25	26 THANKSGIVING <i>Served dinner</i>	27 Bar Open 4pm 5:30 pm Dinner Happy Hours 5-7pm	28 No Dinner <i>Decorate for holidays</i>
29 <i>Decorate for holidays</i> Bar Open 4pm 5:30 pm Dinner	30					

As of 10-29-20





Channel Islands Yacht Club

December 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 5:30 pm Dinner	3	4 Happy Hours 5-7pm Tree Lighting and social by Islanders	5 <i>Dinner</i>
6 1pm Calendar Meeting Bar Open 4pm 5:30 pm Dinner	7	8 6pm Islanders Board Meeting 6:30pm IOBG party	9	10	11 Happy Hours 5-7pm CB Rental Tentative	12 <i>Tentative Parade of Lights "Jingle Jungle"</i>
13 <i>1pm Jingle Bell Brunch</i>	14 6:30pm Board Meeting	15	16 5:30 pm Dinner	17	18 Happy Hours 5-7pm	19 7pm Christmas social /dinner
20 Bar Open 4pm 5:30 pm Dinner	21	22	23	24	25 <i>CHRISTMAS DAY</i>	26
27 Bar Open 4pm 5:30 pm Dinner	28	29	30 Bar Open 4pm 5:30 pm Dinner	31 NEW YEAR'S EVE Party		

As of 10-29-20





Lady at the Helm Race
September 26th





The big boats line up



Charging the line



Heading home

Lady at the Helm Race
September 26th



WESTERLY GALES

These severe fall-through-spring conditions occur (officially) in the channel about a half-dozen times a year. However, more common near-gale conditions can catch the adventurous cruiser unaware. The heavy westerly weather situation can be visualized as a gross magnification of the normal westerly wind condition. Along shore, wind and sea conditions will be less severe than in mid-channel. In Windy Lane the seas will be phenomenal and the width of Windy Lane may easily double, extending 15 miles north of the islands.

Heavy wind conditions will commonly follow the same daily time pattern as normal westerly weather, but will spring up from two to four hours earlier (by sunrise or 8 am), and build rapidly throughout the day to a maximum in late afternoon. If caught at the islands under such conditions, and it is imperative to return to the mainland, the cruiser should depart at dawn to assure himself of clearing Windy Lane before the heavy conditions develop fully. If departure must be made later in the day some experienced sailors recommend sailing on a safe reach to get across Windy Lane, and then hardening up to gain ground to windward and arrive safely. This, in effect, softens the blow of the gale, yet is a trick that gives you an ace in the hole in dealing safely with extreme conditions.

In normal conditions the eastern shore of the channel (Ventura-Oxnard area) receives the full force of Windy Lane. In gale conditions the eastern shore now becomes a lee shore and any approach to harbors could be dangerous. Breaking seas may block entry into either Channel Islands or Ventura, so before setting out to these leeward ports it would be important to determine harbor entrance conditions via radio. Lives and boats have been lost at those treacherous entrances, just yards from placid water. Through the ages it has been a classic blunder of seamanship to wreck one's boat on the breaking shores of a harbor refuge. Cruisers choosing to remain at the islands often find refuge in the harbors along the south and southeast shores.

Gale and near gale conditions in the channel often have enough wind to blow away the cap of clouds which a moderate westerly would produce over the various islands. The high winds will produce one of two visual changes, depending on the moisture content of the winds. Moist westerly gales will increase the height of the surface haze to more than 2000 feet, and the entire channel will assume a gray pall which could only be described as ominous. If the stronger weather is more northerly and drier in content, visibility will rival that of a Santa Ana condition, though there may be a very low but dense layer of haze clinging to the channel's surface.

A developing strong north-northwesterly can be detected visually up to three hours in advance. The telltale is the cap of clouds that appears over the peaks of the coastal mountains, revealing a strong flow of wind before it is experienced in the channel. Typically, the clouds will appear after sunrise, giving a visual promise of strong north-northwest winds by late morning; commercial broadcast reports will indicate "gusts below coastal canyons."

The cruiser can expect strong winds with flat seas along shore and steady strong winds with a possible cross sea in the channel. Gale conditions are usually predicted on the radio, but on some occasions near-gale conditions may prevail in Windy Lane and thus receive no mention on the broadcasts. In virtually all cases of heavy weather in the channel, the cruiser will experience the most severe conditions when he is near the islands. In approaching the mainland, wind and sea conditions will improve.

SANTA ANAS

Unquestionably some of the most dangerous weather ever encountered in the channel will be Santa Ana winds arriving from the northeast. And the single most dangerous factor concerning the Santa Ana is that it arrives suddenly and at full strength. The season for Santa Anas runs from October to February, although they may occur at any time of the year. Typical of channel winds, the Santa Ana follows a definite pattern with regard to time and geographic distribution. The most severe easterlies will strike the eastern half of the channel. A reverse Windy Lane effect will be created along



the north shores of Anacapa and Santa Cruz, extending to the west and several miles north of the islands. Like the westerly winds in Windy Lane, the Santa Ana will be strongest at the islands and weakest along the mainland shores that are clear of the Santa Clara River Valley.

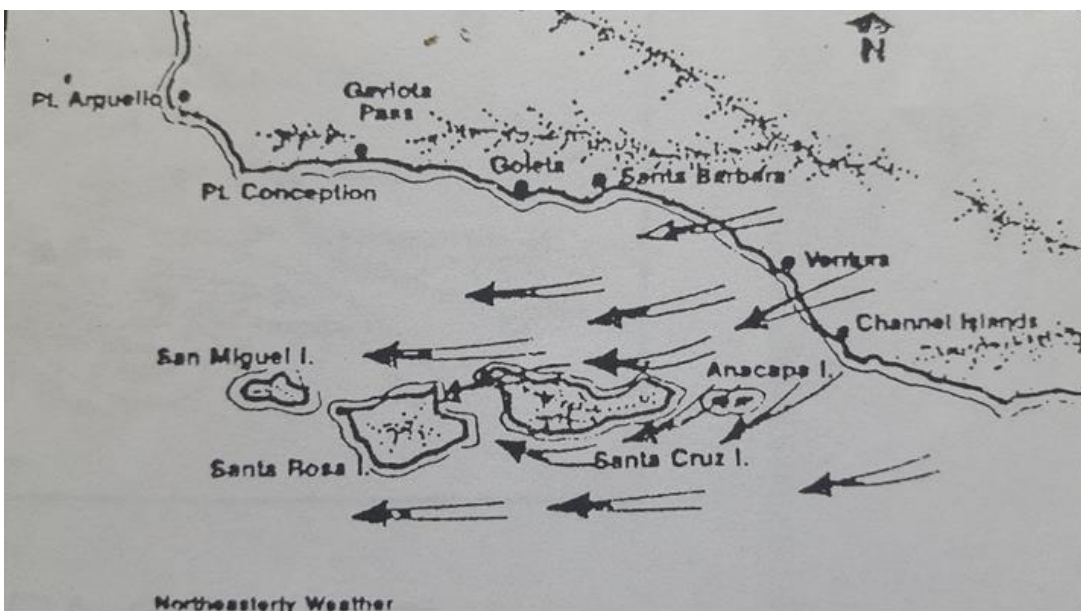
The Santa Ana may be potent but is quickly spent. While the winds are battering the end of the channel, they will often diminish greatly as they progress westward, and often will fail to be felt beyond the west end of Santa Cruz. However, the stronger storms, such as the storm of Thanksgiving '76, wreak their havoc for the full length of the channel. The ranch headquarters at Becher's Bay on Santa Rosa's northeast shore reported gusts approaching 80 knots during that fateful storm of the decade.

Santa Barbara fishermen have an escape procedure in the event they are caught by a Santa Ana. They seek the back side of Santa Cruz as a partial lee (little protection from the wind, but respite from the seas), and then power through the slot between Santa Cruz and Santa Rosa to re-enter the channel. For making the dash across the channel, they head for Refugio or Goleta, a course which minimizes the effect of the seas on the boat. By the time they are halfway across the channel, they escape the reach of the wind which continues to diminish considerably as the fisherman alters course and heads close along the mainland for Santa Barbara.

Typically the Santa Ana arrives at night, as during these hours the daily sea breeze effect (due to the sun heating the land) has ceased, and the seaward flow of air is thus unimpeded. The winds may hit the channel by midnight. There is rarely an early indication of how strong or how extensive the winds will be until they have started to blow. The Santa Ana brings about the most dramatic changes, yet it also gives the most specific warnings.

First when Santa Ana conditions prevail, that is, we may get one, or may not, there will be exceptional visibility. From the island anchorages the lights on the mainland will each be distinctly visible right down to the level of the horizon due to the absence of the normal low-level haze. Each star will no longer appear as a smudge but as a twinkling pinpoint of light. Second, the lack of moisture will be further indicated by totally dry decks and cabin sides, and even the accumulated salt film will feel dry rather than clammy. These two factors - visibility and dryness - confirm that conditions are favorable for a Santa Ana and it's just these conditions that make cruising so delightful. The third indication is the strange lumpy sea that arrives from the east; its arrival means you must now take immediate action - move to a harbor which provides shelter from northeast winds. The sea precedes the storm, just as it does in the world's hurricanes, and the prudent cruiser accepts such seas as this final warning.

Taking these three factors a step further, if any one of them is missing, you are not likely to get a Santa Ana. Consider clear visibility and dry decks, no sea, no wind. Or a popple of a sea arriving from the east, but in conditions of normal hazy visibility, the popple, often accompanied by easterly zephyrs, is the result of normal nighttime breezes in the vicinity of island land masses. All three factors combined will indicate an imminent Santa Ana; omit one factor and you are safe for the present.



SOUTHEASTER

In Dana's "Two Years Before the Mast," the wintertime south-easterlies were considered the scourge of the California coast, particularly Southern California shores. At the first sign of a breeze from a southerly quadrant, the square-rigged ships would weigh anchor and make for Point Conception where the southerly winds would carry them safely northward, parallel to the coastline. If they stayed in local waters, the entire coast would become a lee shore, and those un-weatherly ships (tacking angles as atrocious as 170 degrees) would be unable to claw successfully to windward. Since there were no harbors of refuge, the southeast storms were held as a major threat for vessels plying the California trade during the winter months.

The threat of a southeaster is classical, and since a dozen boats or more are lost yearly to southeasters, it deserves notice. It is the lee shore problem. If caught at the islands and forced by a pressing schedule to return to the mainland, the cruiser may well be able to make a fast crossing from the islands, only to be faced with breaking seas at the harbor entrance. Santa Barbara is treacherous in this regard, and Ventura and Channel Islands little better. However, if forced to return, do so early in the storm before the seas have a chance to build, and time your arrival for high tide so the deeper water at the harbor entrance discourages the seas from breaking.

In the days before protective breakwaters, boaters anchored at harbors on the north shore of Santa Cruz Island. There they would find respite from the seas, if not the wind, and there would be no lee shore problem with which to contend.

The winds of a southeaster which affect the channel will follow a predictable sequence which can aid in cruise planning. The south-easterlies, which brought cloud cover and rain, will veer to the southwest during the storm. Final clearing will be brought from the west as the wind continues to change in that direction. It is at about this point when the frustrated cruiser may decide on a weekend trip to the islands. The continued wind sequence can catch him unaware. The winds often continue to veer past the west and into the northerly quadrant, blowing with considerable force for a day or two. The weekend trip can become a heavy weather experience as the northerly winds blast into the exposed anchorages on the north shores of Santa Cruz and Anacapa. Further, if the original storm was severe and affected most of the West Coast, and inland buildup of air could accumulate, it can result in a Santa Ana wind within a day or two of clearing.

Southeasters hold little threat since they reveal themselves early, and because there are several man-made harbors of refuge along the coast. The generally inclement weather, which precedes and accompanies the typical southeaster, does not find many of us on a pleasure cruise.

The many moods of Santa Barbara Channel commonly follow certain predictable patterns, and as each pattern has its own set of signals, the cruising sailor can shape his plans to accommodate any unpredicted shift in channel weather.

Thanks to **Erika** for
correcting my mistakes!

Marnie Bech
Historian



New CIYC Members since May 2020
Please make them welcome!



Wailani and Cormac O'Herlihy



Wally and Kay Richards



Toby Petty



Frank Rovello and Sandy Sifuentes-Rovello



Marsha and Danny Ramirez



Linnea von Wissmann



New CIYC Members since May 2020

Please make them welcome!



Stacy Wolf and Matt Joseph



David and Shereen Flamer



Eveline Paullin



Dawn Mathews and Tod Brewer



Sam and Sally Wolfe



Nancy Jarvis



Demolition of Casa Sirena Hotel Delayed until Second Half of 2021

On October 6, 2020, the Ventura County Board of Supervisors unanimously voted (5-0) to extend Brighton Peninsula Road, LLC's, Lease Option Agreement, at no cost until June 30, 2021. The hotel project has gone through multiple delays since its approval by both the Board and Coastal Commission in 2016.

The Harbor Department attributed this delay to the impact of the COVID-19 pandemic on financing and construction of hospitality businesses. The Harbor Director's letter to the Board states that Brighton has performed, in a timely manner, all of its obligations under the terms of the lease option agreement. This extension is intended to provide time "to complete the lease and accompanying operating agreements and to allow for Brighton to settle financing terms with its lenders."

Major Stakeholders in Harbor Development To Be Interviewed by Visioning Consultants

On October 6, 2020, the Harbor Director also told the Board that the visioning process was going very well and that a lot of stakeholders were being interviewed.

The "vision" is about the entire harbor, not just Fisherman's Wharf. Whatever the vision plan, realistically, the plan will be implemented in phases over many, many years. It would be ideal, if the plan and development rollout timetable would start with the ideas that meet the current zoning and coastal plans to avoid years of fighting and litigation. This would also ensure that harbor priorities and public amenities, commensurate with the value of public waterfront land, are clearly met. Major stakeholders, like CIYC, understand the value that a harbor brings to an area and the services it requires to attract more boaters and on-the-water recreational groups. Channel Islands Yacht Club should be prepared to participate and provide, both as an organization, and as individuals, ideas for the harbor's vision plan.

Rene Aiu, Harbor Delegate



Happy November Birthday

03 Ed Slater, **05** Sherie Ireland, **07** Lisa Bishop-Smith, **07** Sarah Hardin,
08 Jim Perry, **10** Kim Henriksen, **10** Sharon Sack, **12** Dick Olsen,
12 Augie Ponce de Leon III, **12** Mickey Shaevitz, **14** Billy Le Croy,
14 Patty Soumakian, **15** Richard Bell, **15** John Parmenter,
17 Rich Szewzuk, **21** Gary Cole, **22** Douglas Coon,
24 Capt. John Engelhardt, **25** Chuck Hoffmans, **26** Olga Moll,
27 Gareth Jones, **27** Linda Greenup, **28** George Arglen,
29 Eric Kenoss, **30** Paul Drzazga, **30** Skip Preston, **30** Angie Frausto.

Happy November Anniversary

08 Ken & Melanie Franklin, **11** Dan Maxwell & Samantha Marois,
13 Freddy Richardson & Liza Clinch, **23** Bud & Phyllis Gerding,
26 Keith & Mary Ann Moore, and **27** Nick & Elise Lentini.

CURRENTS SUBMISSIONS

E-mail submissions to

Lizcaffrey@aol.com

or send via facsimile to

(805) 985-2942

Volume 60 - No. 11

Currents is published monthly by the

Channel Islands Yacht Club
4100 Harbor Blvd., Oxnard, CA 93035.

DEADLINE NOTICE:

Articles must be received by the 15th of the month
preceding the next publication month.

**Next deadline: November 15, 2020
for the December 2020 Issue.**

Currents
Editor

Liz Campbell
(805) 816-1542
lizcaffrey@aol.com

Assist. Editors Frank & Sharon Sullivan
(805) 205-4073

Assist. Editor Erika Barbaric

Photos Sharon Uhlig

Photos Linda Zurborg

Photos Michael Greenup

