

THE BEACON

THE LIDO ISSUE

SEPTEMBER 2005

A PUBLICATION OF THE SOUTH COAST CORINTHIAN YACHT CLUB



COMMODORE'S REPORT

by Carl Radusch

We had a great turn out for the General Membership meeting last Saturday. The dinner was great, Stu, and we really appreciate your contributions. Sorry I got there late, but the traffic from Victorville was terrible and we had some problems getting my motorcycle to the Marina.

Terry and Darlene have already put on the bottom on "Dog House" and are now waiting for the yard to complete repairs on their propeller strut. I personally observed a number of members helping out by watching the paint dry in the yard on Sunday!

Sparta is going to do the Seal Beach race on Labor Day week end with about a dozen crewmembers. *Pendragon* will be racing also. If you are interested in crewing on *Sparta*, there are a couple of vacancies at the moment.

The installation dinner is being planned, and at the moment, Jerry Magnussen is looking at the possibility of pitching a tent in the parking lot for the dinner. I have had a lot of positive comments about this effort but we still need to get a final approval from the marina and a quote for the tent rental. Once establishing this precedent, we could hold other outdoor events in a tent when our facilities might not support the crowds.

One of our newest members, Steve Johnson, won his class in the Star Nationals last weekend. He was in the under 7000 class which means that his boat's sail number was an earlier vintage. Steve told me

that he had won his class by 25 points and did not even need to race the last race, but he did anyway. Congratulations, Steve. We are all proud of you.

I hope to take a crew of club members on the Fletcher Race, so get in touch with me if you would like to cruise over and race back. I will have some hard-core *Sparta* crew on board to help with the heavy stuff. This is a fun race and cruise, so let's party! — Carl



(photo: Dr. Steve Frankel)

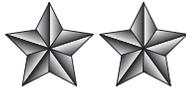
Sparta pre-race on a Wednesday deciding which headsail to hoist

South Coast Corinthian Yacht Club presents

The 2005 Fletcher Memorial Cup Race

Saturday
September 24th, 2005
Cruise to the the Isthmus
BYO Barbeque on the Beach

Sunday
September 25th, 2005
Race from the Isthmus to the 10PV Buoy



VICE COMMODORE'S REPORT
by Sandy Bartiromo



The harbour at the Isthmus was brimming with activity as viewed from Banning House

Catalina island is one of the last strongholds of nature and simplicity in California. For our yacht club cruise the weather was warn, the seas were gently and the Harbormaster was able to moor us all on the same side.

The Banning House hospitality employees were ready for our thirsty club members. The happy hour was superb, with cheese and salami and excellent choices of wine and sodas.

The Harbor Reef Restaurant treated us to a private outdoor patio breakfast behind the indoor dinning room. Breakfast was delicious and reasonable; all 20 of us members and guests shared a wonderful morning chatting and planning our activities.

We then met on the softball field for our kite-flying contest. Of the 8 kites that filled the sky, Gary Speck was the winner of "the best in flight" award. His 2 handed kite dazzled us with its dog fighting attacks on the wind. Shari Landon, Stu's first mate, won "best in show" with her winged dragonfly. But best of all was Dana's kite.... ask her to tell you about it. The gifts were awarded at the Beach BBQ that evening.



Sandy assembles one of the two Sailboat Kites



The crowd enjoys \$17 bottles of wine on the balcony of Banning House. Homemade favorites like peanut noodle coleslaw, corn on the cob, potato salad, and of course Karmen's brownies were featured potluck goodies.



Camelot IV and Shalako share a calm mooring

After hours of eating and chatting, some of us slithered our way to the dance floor and shook out our aches and pains. Dana's guest, Bob, was an impressive "rug cutter," ask me to tell you about it.

The next cruise is scheduled for September 24-25, the Fletcher Cup Race and Cruise, and some of same fun will be planned.

See you soon, Sandy B. Aboard the *Christine*



Nancy Tilford steers Kay Miller's Shalako home from the Isthmus



69th Outlook Trophy Race a Rejuvenated Success

By Bob Kellock



Mike Sikov in an unusual Mast Up Position

A wind-shortened race could not suppress the exciting results of a revitalized 69th Annual Outlook Trophy ocean race for 19 monohull and multihulls sailboats 20 feet and under, conducted by South Coast Corinthian Yacht Club on Santa Monica Bay, Saturday, August 13th, 2005.

Gene Broussard and crew, sailing a Nacra 5.7 from South Bay Yacht Racing Club started last in the inverted start, and when corrected for the course shortening, passed everyone to win first Overall and first in Multihulls. Francisco and crew in a Vanguard 15 from California Yacht Club passed the rest for second overall and first in monohulls. Robert Spieler, Lido 14 Fleet 2 Captain, and crew from SCCYC led three Lido 14s that crossed the finish line within 20 seconds (after racing 9.4 miles in over two hours and 40 minutes) to take first in class, second in monohulls, and third overall. Tracey Kenney was in the second Lido 14, and Doug Russell sailed the third one.

Fairwind Yacht Club was represented by seven entries, five of which were a class of Hobie Waves, a single-crew catamaran, won by Mike Lenman. Lloyd Lewins was second in the Waves, and Jeffrey Weigley was third.

As an added extra, five Holder 20s from San Fernando Valley Yacht Club

entered the race with their 20-foot, 4-inch, retractable daggerboard, trailerable boats. Glenn VanHeel was first in class by less than two minutes, after participating in the tightest start of the classes, with four boats past the starting line within 10 seconds of their start time. Nigel Brownett was second, and Kyra Sweda was third.

After several years of less than ten entries, the combined efforts of SFVYC, FYC, and SCCYC, as led by Outlook Trophy Race Chair, Tracey Kenney, and the entire Lido 14 Fleet 2, fourteen entries and the addition of the five Holder 20s made this the most successful event in recent memory.



Tom and Karmen on Fearless Fosdick

The winds were too light to race until about 12:45 PM, leading to a postponed start at 12:55. The tables turned quite quickly as the breezes steadily increased from seven to about 12 knots by race end, adding 2-3 foot wind waves to the "Iron Man" conditions.

As the 4:00 PM cutoff time approached, the race committee asked course boat *C-Scape*, a 23-foot C-Dory owned and operated by Gary Speck, to shorten the course, as the chase boat *Christine*, a 26-foot Sun Chaser, owned and operated by SCCYC Vice Commodore Sandy Bartiromo, went to the aid of a boat taking on water in the

developing sea conditions.

As a fitting climax to the finish of the inverted start, the Nacra 5.7 flew off a wave at the finish pin, with a jubilant crew who celebrated their victory with a ceremonial capsizing moments later. It was even more spectacular than their start which saw them cross the starting line at full speed just seven seconds after their starting time.

With everyone off the water by 4:30, boats were hauled and loaded on trailers before the SCCYC clubhouse BBQ, hosted by Darlene Stringfellow, and the awards ceremony, hosted by Commodore Carl Radusch and Principle Race Officer, Bob Kellock. Trophies were awarded for overall, multihull, and monohull finishes, and for classes of more than three boats, the Holder 20s, Lido 14s, and Hobie Waves.

The entire event was under the overall coordination of SCCYC Race Chair Jim Doherty, who provided the Race Committee boat, Camelot IV, that was host to Official scorer Samantha Carlson, gunner and timer, Mark and Nancy Tilford, and clock operator assistant Carolyn, who was a guest of one of the Lido 14s.

Darlene handled hospitality post race with Terry at the grill, Stu and Shari at the bar and Karmen pitching in with everything as usual.



Doug Russell and crew return from the day's racing

Corinthian Lido Craze

by Peter Beale



Gary and Don on an upwind Leg

You have probably heard about the Corinthian latest craze for Lido sailing and racing but do you know the full extent of the epidemic. Why would normally sane sailing members go “retro” and revert back into boats that had their heyday in the earlier years of the club? With all the advances in boat design why are we so enthusiastic about a solid little family dinghy with no Olympic or International aspirations?

In fact the club fleet was the 2nd Lido registered fleet (first was and is Newport) and used to have 30 boats that raced out side the breakwater.

We owe the current craze to a number of people but the main culprits seem to be Robert who turned up at the Club with his boat, Tracey (the consummate marketing manager and who is now on the National Lido 14 Board) who actively promoted the club and class, Doug who has sailed Lidos for 40 years, Gary who has two boats and lends one to get more people into the fleet and Tom who has become the official measurer and technical guru.

Today we have 12 Lidos in the Club and the fleet is growing.

So what is a typical Lido Thursday evening race like?

It starts quietly enough at about 3:30pm when normally Tom goes to California Yacht Club to sign all the participating boats in for the race. He and

Karmen arrive at the club at about 4:00pm and unlock the yard gate and the hoist and hang the ‘head’ key down stairs where we can get to it easily.

With the help of those of us who can turn up early Tom and Karmen then start rolling out boats, taking off covers for those who will turn up late and, in some cases, preparing the boats for those that will arrive at the last minute.

The launching process is amazingly efficient. Unspoken, one person mans the hoist, Nancy seems to take responsibility for removing trailers, Tom and Karmen are normally first in the water and from the dock Karmen checks that before the next boat is hoisted the plate is up and bungs are in (it is amazing how often bungs are forgotten). Someone else connects the sling to the boat and hoist and, as the boat is lifted, swings it around so the mast will avoid the hoist jib.

Someone else guides the boat into the water and disconnects the hoist hook from the sling. In a matter of minutes, almost without a word being spoken, the boats are all in the water and somehow we have fitted 8 boats into the dock space at one time.

Perhaps the most dangerous moment is if a new person is manning the hoist and starts to turn the jib back to the dock before lifting the very solid hook above people’s heads. This normally breaks the silence with shouts of duck!!!

The sails, as the go up, are noisy. A lot of boats do not seem to have blocks (or they are worn out) on the top of the masts for the main halyards so the halyards squeak like chalk on a black board. Once they are up, the new sails especially, flap like crazy in the slightest wind.

The noise of the flapping sails reaches a crescendo and then the boats start to leave the dock at about 5:15. With so many boats packed together it is a spectators sport but it is normally Doug who

sets the tone by elegantly sailing back from the main pontoon in reverse, backing his jib, easing his main and spinning his boat onto a beam reach to shoot out towards the side channel.

All that is left is relative silence and Robert’s boat ready to sail, his crew, latterly me, and Nancy (if she is not sailing) who tidies up the last trailers and covers.

One of the great pleasures of the club is sitting on the balcony in the late afternoon in the warm sun with a cooling breeze watching boats and especially our fleet of Lidos tacking up to the main channel. The enjoyment would be even greater if one was not taking internal bets on if Robert will arrive in time for the first race!

There is no mistaking when he arrives,



Tracey Kenney and Crew Sailing uphill

as it is rather like a scene from the Pink Panther, as he skids his sports car to a halt, changes while running to the head, dashes down to the dock, pushing off without time for good evening and finishes struggling in to life jacket, gloves, adjusting hiking straps, sails, halyards, out hauls etc. as we tack up the side channel.

Now those of you more used to typical (cut throat - no quarter) sailing must be wondering how all this Corinthian spirit converts its self to competitive racing. Let me assure you it is like Jeckyl and Hyde. And the Hyde turns up at the starting line.

The racing is held in the sailing-only center section exit channel of the Marina which normally is head into the wind so we can have a great beat from the start in protected water and a dead run back past or through the starting line to the leeward mark and a beat up to the line again. California Yacht Club manages the rac-

ing and they do a great job with separate starts for Lasers, Capris and Lidos. We often get four or five races in an evening.

The Lidos start last so we have plenty of time to see what is the best starting position and the favored tack. With only 10 or 12 boats, and often less it should be an easy start but the line is proportionally short and the buoys that separate the sail from the power channel make the course like a narrow river requiring short takes and calling for "water" or room to be able to tack.

The helmsperson's character really comes out at the start. Doug muscles his way to a windward position and forces his way to the line. Tom arrives at the line about 20 seconds before the start and woe betide anyone one who has set them selves up in irons near the windward end of the start line as Tom will slip into leeward of them forcing them, and all above, to stay stationary and then just before the start he bears away to get speed. Tracey goes down the line behind the fleet on port and as soon as a hole opens she darts in and races to the line at full speed. Robert sets him self up for a great start, slightly behind the line where he can choose his hole and then for some inexplicable reason always seems to do a jibe with 15 seconds to go and arrives at the line late. (Like getting to his boat!). Gary clutches his tiller (is this why he broke it earlier this year?) and ends up somewhere between Tom and Doug. Millie and All, an older couple from St. Monica YC who have sailed a Lido for 30years + sit on starboard hove-to and just head elegantly to the line a few seconds before the start.

We're off, and if Tracy with one of her amazing athletic super-yacht crews, is not in the lead it is normally Doug. However the wind is shifty enough that you can never be sure who will get to the first mark in the lead. Also if the first two boats get into a tacking duel the later boats can find clear wind and get past. There is little quarter given on starboard and port and seldom does a first beat happen without someone having to do a penalty turn.

The top mark is not far from the starboard side of the channel and anyone



Bruce, Don, Peter and Robert Sailing their Lidos Wing on Wing Down the Channel

trying to slip across on port normally has difficulty.

The top mark can either be a quick jibe onto port or a bear away on starboard and for both tacks a whisker poll goose-winging the jib. One can hear helm grunts as crews miss the getting the pole in quickly, as plates resist being lifted, as the boomvang is left loose or the Cunningham is left too tight. However within a few yards everyone one has settled down into a pursuit race copying the Star's tactic of leaning the boat to windward with the weight well forward to lift the transom out of the water and reduce drag. Tracy has this down to a fine art but it was in trying to copy her that got Doug and I dumped into the water and, on the last week of the series, Tracey her self.

We were running second behind Tracey and had gone to starboard hoping for more wind. We jibed onto port and I moved too quickly to windward just a as gust hit us. The boat took off with Doug fighting weather helm from the bottom of the boat. I was stuck, in we went and the boat turtled with the mast pointing down. It was Doug's first Lido capsize so either he had not been trying hard enough over the years or I messed him up. The later I think.

A few weeks later Tracey did a spectacular capsize being caught sailing by the lee with a big wind shift. However she got her boat upright and finished the race whereas Doug and I had to accept help (from one of Tracey's super-yacht crews).

The one thing both capsizes had in common, and a great tribute to our members living up to the club's name, every-

one suspended racing and went to help and then finished the race with no complaint of having given up certain winning positions.

The bottom mark inevitably becomes a contest for who has the inside overlap and it is amazing how often the first four or five boats arrive there at the same time. Once around the mark the decision is either to tack onto the port shore and hope for more wind or to cross to the starboard side hoping the early evening wind shift to the south will, or has happened, and on the next starboard tack on will get a lift all the way to the line. That is unless one is in the lead when one has to try and cover the second and third boats.

After four or five races we head back. Everyone pretends to be relaxed but in truth they all race each other so we get an extra race to the docks.

The haul-out is a similar slick community operation to the launch, assisted by Karmen's great biscuits and the anticipation of beer, snacks, exaggerated stories of the evening or past races and great companionship.

The boats are easy to sail, do not need strength or great athletic skills, are inexpensive to buy, are limited by rules on what you can spend or do so are cheap to race, yet they have all the fun of top league racing with a friendly spirit.

In the winter we are planning informal weekend racing and are always looking for crews so come down and join us.

P.S. Tracey won the 16 week Thursday evening series and Doug came in second.

— Peter Beale

The Outlook Trophy Race: The Wet Account

By Bruce Fleck

We had five Lidos out for the Outlook Trophy, Tracey was racing with Julian on *Shenanigans*, Doug and Geoff were on *Allez*, Mike Sikov on *295*, Tom and Karmen were on *Fearless Fosdick* and I race with Robert on *Faute de Mieux*.

On the way out, Robert and I discovered that his windex was not working properly. We found a great place to do windex repairs, the upper deck of Marymount boat dock is just the right height. Getting this fixed took a few minutes and made us the tail end Lido fleet. We continued to sail out doing time and distance calculations in our heads to determine if we could make our start at 10 after 12. Never mind, I got on the radio and was able to raise Sandy B. on *Christine*, her power boat.

She zoomed down toward us, grabbed a long line we had brought with for the occasion and dragged us very quickly out to the vicinity of S mark. We sent the next hour watching Sandy and Gary in his power boat, zooming back and fourth between the breakwater and S mark to get all 19 boats on the line. I think just about every boat got a tow.



Bruce and Robert on *Faute de Mieux*

The day was overcast and cool with 3 or 4 knots of wind, just enough to push a Lido. The left end of the line seemed heavily favored to us and we got a port tack start close to the pin. We could not cross everyone and had to tack to starboard. At the first weather mark Doug and Geoff rounded first with Robert and I close behind, then Mike and Tracey in close pursuit, Tom and Karmen were within striking distance.

On the long, 2 mile down wind leg I was surprised to see us pass Doug. Tracey made up some distance on Doug also. We rounded first by a couple of boat lengths with Tracey

forced to round outside of Doug. At this point Tracey had some center board problems and lost a bunch of distance. I think Mike Sikov might have gotten ahead of her at this point.

About half way up the long weather leg I could see Tracey well to leeward, seemingly out of it. Doug followed us to the south side while Tracey tacked back north. We tacked again short of the port lay line and Doug tacked on our transom about 10 boat lengths behind. I

looked to leeward and could not find Tracey, the reason I could not find Tracey was she was not where she was suppose to be, she was way up the course and very close to us. We rounded the weather mark to go reaching in first place with Tracey just behind us and Doug close behind her. Tracey sailing a little higher and Doug a little lower. We maintained the same order at Q mark. Rounding Q to port we set off on a tight reach for a two mile fun run. The wind and swells had picked up nicely and were really zipping along. On this leg Doug went high, perhaps to keep a Holder 20 off as long as possible while Tracey went deep and was able to pass Doug and gain on us. The next mark we were to leave to port and reverse course back to Q. The committee was there an S flag directing us to shorten course and finish at S.



Tracey's Crewmember, Julian, finds out too late you have to be a club member to qualify for the "Bubble" award

Talk about mixed emotions, the racing conditions had reached wind and chop levels that made the Lido very interesting and very very wet to sail. So I felt disappointed that we were going home after only 9 some miles. On the other had it was going to be very difficult for Tracey or Doug to pass us on a reach so shortening just improved our chances of winning by about 1000%.

Order of finish, Robert, Tracey, Doug, Mike, and Tom. Their crew finished in the same order.



Faute de Mieux being chased home by Steve Johnson's winning *Star*

RAMBLINGS FROM *RELIANCE*

By Stu Coleman

As I prepare my eighth edition of the Beacon, I realize that I can make this a ten-pager if add in some non-Lido news that hasn't been covered elsewhere.

August was a busy month around the clubhouse and in the Marina. Sandy's Friday night dinner on August 5th, was a fun event that really put the meat and potatoes into tortillas. The event may have been lightly attended but, it was well received. It looks like the Sunday brunch idea is going the way of the 5pm martini. It sounds like a good idea, but something else (like work or sailing) gets in the way. It has been too hard to get folks to sign up for providing the food or showing up to eat the food, so the club will be retiring that event for a while.

I was able to fill in and take minutes at the Board of Directors meeting on August 7th. I don't know why they are called minutes when transcribing them seems to take hours. One issue that was discussed was the O.D. Schedule and the responsibilities of O.D. Chair. For some reason, I volunteered to try out the position and now for another reason, I am happy to volunteer it to another club member. The "new" thinking is that it would be great for a new member as a way to become familiar with all of the active members (and maybe even some of the recalcitrant ones.) As O.D. Chair, you follow the red X's down a spreadsheet, assigning shifts, while taking into consideration member's schedules, availability and preference, have it published in the Beacon and the Website and then send weekly emails. The duty only takes about 15 minutes a week. Any takers?

Speaking of O.D. Duty, It was clarified at the meeting that the O.D. on duty should be serving the drinks and keeping the donation jar behind the bar especially during post-race events. Also it was decided that the cash box should be \$50 instead of \$30 to better make change for the next night as too many people show up at the club fresh from the ATM machine.

In the waning moments of the meeting, I was able to



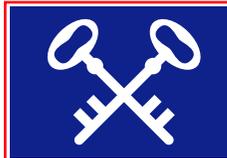
Traditional or Modern: That is the question we pop

A Man, a Woman and a Boat

Not a rebuttal to the article "Ruminations from the Lido Fleet" by Robert Spieler, July 2005 or "Buying a Boat With a Woman in Mind" by Sandi Bartiromo, August 2005 (available on the website)

This fall is the season for some of the most fun double-handed races in Marina Del Rey: "A Man, a Woman and a Boat". The 2005 Marina Del Rey Man/Woman series is organized by four yacht clubs: SBYRC on 09/17, DRYC on 09/24, SMWYC on 10/09 and the series finale hosted by SCCYC on 10/22. The first two races will be RANDOM Leg races using MDR marks and the last 2 races will be BUOY Races. Series notice is posted at www.sbyrc.org. Please visit each Yacht Clubs websites for the NORe of each race. The races are open to PHRF, OD and CRUISER Classes! We hope to see you on the water,

For questions, please contact Jerome Sammarcelli @ 310-500-6216 or rear@sbyrc.org.



**QUARTERMASTER'S
CORNER**
by Tom Estlow

I would like to put a little note from the "Quartermaster". I am going to order some Bouillons (Blazer Crests) and would like to know if any members are interested in buying one. They cost about \$25 but shipping can be 6 to 8 weeks, so if we order now, we can have them for the Installation Dinner in December. Just e-mail me at quartermaster@sccyc.org.

sneak in a new business discussion of a popcorn machine. Carl had raised the issue in the January Beacon raised and I think it is time to start making plans for our own hot, fresh buttered popcorn. The question of financing the expense came up and there are several options we could consider such as taking donations and having the names engraved on a plaque on the machine, or having a specific fundraiser. Please volunteer your ideas to me and Carl on the PM committee.

The following weekend saw the wildly successful Outlook Trophy Race and Shari and I made drinks, including our test batches of the "Corinthian," a Blue Hawaiian rum drink drizzled with grenadine to recreate the Burgee in a glass. The recipe was refined for August 27th dinner where over 40 "Corinthians" were consumed by blue-tongued Corinthians. (Ahh that blender sound!)

The August Wednesday night Sunset Series races saw *Reliance* take bullets back-to-back which is much better than bullets in the back. We are currently leading the mini-series 3 best of seven races in Cruising Fleet-A which is pretty good for a fleet of 17 boats. It has been a very busy

RAMBLINGS FROM RELIANCE

continued from page 7

season racing Reliance with over 35 races so far this year.

Shari Landon, my sister, Kit, and I sailed Reliance to her 3rd BBQ series victory on August 14th. We now have 3 bottles of BBQ sauce, and thanks to my crew, a new grill for the boat to cook stuff on!



Kit Wertz trims the jib as Shari Landon Helms Reliance to her 3rd BBQ Race Victory this year.

Speaking of cooking, hosting a dinner for 35 people for the August Membership dinner was like, well, what cooking for 35 people sounds like. A heck of a lot of dicing, chopping and stirring. It was a great turnout for the membership dinner on August 27th. It was fun to have new members, Ron Judkins and Jennifer Young there, proudly wearing their new name badges. Their guests, Duncan and Monica really enjoyed the club atmosphere. Duncan is a veteran

Atlantic Ocean racer with a number of great sailing stories. It was great to see Peter Beale bring former Bluewater students, Eric and Emily to the club to show them the club camaraderie, that even the non-Lido fleet has, although I think they may be crewing on Peter's imminently arriving Lido. As the introductions went around, it was good to hear from Flag candidate Dylan Porter and his girlfriend about the adventures they are having with their Baltic '42. Frank Kronwitter's guests enjoyed their visit and all in all, it was a grand evening. Thanks especially to Tom, Peter, Jennifer, Eric and Emily for their help in cleaning up. I will post the recipes for all of the courses on the links page of the SCCYC web site. If you have a link you would like to see on the website, please email it to me and I will add it to the bunch.

The trip to the isthmus was a wonderful vacation escape. While sure it is fun to get an early mooring in the BVIs and watch other boats do their mooring drills, Catalina is much closer and much less costly. Sitting on the hook in Catalina is like being in another country. Close and yet so far from the hubbub of Los Angeles.

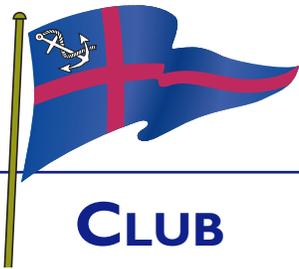
Over the July 4th weekend, I ignored all sage advise that working on the parking lot planter was a waste of



Stu asks if you've tried the almond coleslaw yet time and money. Nevertheless, Shari and plunged ahead planting 3 flats of ice plants, 2 flats of blue lobelias and one flat of red impatiens. By the end of the weekend and two solid soakings, the flower bed was taking shape. The impatiens couldn't survive the sun so, a few weeks later, I replaced them with Verbenas. They looked great for a couple of weeks, but the non-stop sun and heat overwhelmed what my once a week watering efforts could do. It seems futile to keep sending flowers to their death in this heat, and I will replace the flowers with some succulents until next Spring. BUT, I know now that I can plant the flowers 3 weeks ahead of opening day and have the planter flower burgee looking great for our bright shining day. See you on the water. – Stu



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O.D. SCHEDULE

Friday 1800 - 2200 Hrs (Year Round Hours)	Saturday 1200-1700 Hrs (Summer Hours)	Sunday 1200-1700 Hrs (Summer Hours)
09/02 Carl Radusch	09/03 Jotham Schwartz	09/04 Gene O'Connell
09/09 Clark Garrett	09/10 John Thomas	09/11 Bud Zucker
09/16 Kalina Noelle	09/17 Angel Lopez	09/18 Gary Magnuson
09/23 Steve Weinman	09/24 Tracey Kenny	09/25 Ward White
09/30 Ron Johnston	10/01 Brian Mason	10/02 Michael Sikov
10/07 Ron Judkins	10/08 Don Baker	10/09 Steven Johnson
10/14 Steve Mullen	10/15 Jerry Magnussen	10/16 Mark Tilford
10/21 Bob Kellock	10/22 Robert Speiler	10/23 Lara Jacques
10/28 Gil Gfelner	10/29 Christine Speck	10/30 Gimmy Tranquillo
1st Friday @ the Club	General Membership Meeting	Sunday Brunch @ the Club

If you cannot fulfill your duty on your assigned date, please get a replacement and notify Jerry Magnussen (jerry@magnussen.us) of your replacement. It is your responsibility to fulfill your duty or find a replacement; otherwise you may be assessed a donation of up to \$25.

Reminder: Please fill out the OD logbook, as it may be the only record that you fulfilled your duty.

NOTE: The sponsoring member introduces the new Member to O.D duty on the first tour.

Club Dinners & Brunches

First Friday Dinner	2nd Sunday Brunch	Friday or Saturday Membership Dinner
01/07 Carl Radusch	01/09 Mary Read	01/22 Rick Horner
02/04 William Kidd	02/13 Dana Hutton	02/19 Bob Kellock
03/04 Paul Muggleston	03/13 Lido Fleet Brunch	03/25 Kalina Noelle
04/01 Joshua Slocum	04/10 William Dampier	04/23 Sandra Bartiromo
05/05 Jim Doherty	05/08 Dana Hutton	05/27 Carl Radusch
06/03 Francis Drake	06/10 Kalina Noelle	06/25 Gary Speck
07/01 Tracey Kenney	07/10 James Cook	07/22 Harry Johnson
08/05 Sandy Bartiromo	08/14	08/27 Stu Coleman
09/02	09/11	09/24
10/07	10/09	10/22
11/04 Mike Priest & Kellie	11/13	11/19
12/02	12/11	12/17

Our Commodore has asked for a place in *The Beacon* for all potential cooks to sign up for our Monthly dinners (1st Friday/Saturday or General Membership). Please contact either Carl or Sandy to sign up for your choice of prime dinner dates.

Note: The scheduled dates are subject to change at each Board Meeting. (or editor misprints)



SOUTH COAST CORINTHIAN YACHT CLUB

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MAILING ADDRESS

September

2	Friday Night Dinner
4	Board Meeting
23	Membership Mtg/Dinner
24	Cruise to Catalina
25	Fletcher Cup-Race Back

October

2	Board meeting
8	Mike Priest's 50th Birthday Party
14	Anchoring Lecture w/Peter Beale
21	Annual Business Meeting
22	Two for One Cup
30	Campbell Cup

