





## COMMODORE'S REPORT

by Jerry Magnussen

Commodore Jerry Magnussen has been sighted at the One Design Weekend, somewhere behind the bar. I don't know about yours, but my July has been a very full month. Judging from the attendance at board meetings, general membership meetings and dinners at the club, I am guessing that you have been busy too. New projects have been demanding my full attention. My friends are racing, cruising and taking vacations.

One would think that this would be the busiest time of the year at the club, but sightings of members are pretty

thin. SCCYC is a little on the quiet side. One Design weekend was a big exception, but that involved a lot of volunteer work from our most dedicated members and a lot of guests. It is nice to open the club for our fellow sailors to enjoy.

July 29 was a perfect day for MS Sail. The seals were welcoming on the Santa Monica Pier bell buoy and a lot of sailors were enjoying the competition on the water. There is still time to show your support - <http://www.thems-sail.org>.



I just discovered one summer high-light. Thanks to Gary, we now have Anchor Steam beer at the bar. This great tasting beer has been on my wish list for some time. Wow. Also, any fans of Red Stripe will be pleased. Nice.

So don't be shy, come on down. SCCYC is continuing to offer the richness of the Corinthian Spirit. We are doing the last 75 years proud.



## VICE COMMODORE'S REPORT

by Stu Coleman

It's been another great month around the clubhouse with some fantastic dinners and many a post-race celebration. I first want to thank everyone who made the One-Design Weekend such a huge success for the racers and the Yacht Club. Shari, Bob, Samantha, Dylan, Gary, Sandy, Tom and Karmen made everything come together out on the water. Anchors went down, races started and finished and the anchors came back up. Jim and Maureen kept the great taco bar going for both days feeding our record size crowds, Mark Register pulled double duty behind the bar and Mike O'Brien and his consort kept the Dos Equus flowing. Kelly Cantley did an amazing amount of pre-race organizing and equipment procurement and Dylan Porter really gave the whole event the organizational momentum to ensure our success. Thanks to everyone else who lent a hand (or their whole body)

Shari and I had a busy month of racing with 6 days of racing in the Lido 14, 4 days of racing the Benteau, 3 days of race committee and we still managed to see the L.A. Philharmonic at the Hollywood Bowl four times in the last five weeks. (good to have a certain balance in life.)

The Mojito Madness weekend was another fun weekend with nearly 50 of these hand crafted mint-lime-rum concoctions going to an appreciatively thirsty crowd. Those who also opted for the 5 rum tasting concurred that the Montecristo 12-year old rum from Guatemala was smooth, buttery and it was easy to see why it was the most expensive bottle in the group. Getting a special drink recipe for an O.D. shift is a fun way to spice up an afternoon.

Coming up this month on August 17-19, we have our annual "Commodore's Cruise" to the Isthmus/Cat Harbor. With a Jeaneau rendezvous on the close side and a Cal Yacht Club cruise to the far side, we are still mulling our mooring options. But, please make plans to attend the Banning House Happy Hour on Friday afternoon, the kite flying and cookout on the beach on Saturday and all of the convivial boat hopping that occurs in between. Look for an upcoming SCCYC eNews for details. (Not getting your eNews? Please make sure I have your current email.)

My annual summer BBQ sandwich-coleslaw-mango salsa dinner will precede the monthly membership meeting on August 25, served with the smurf toungue special, The Corinthian!

We host the annual Outlook Trophy race for centerboarders and multihull boats on Sunday, August 26th and look forward to hands lending them at the club for that event. Labor Day is right around the corner and I look forward to seeing you in the club, on the water, or swinging the hoist. —*Stu*

# ONE-DESIGN WEEKEND DRAWS FOUR CLASSES AND PERFECT WEATHER

by Stu Coleman

**T**he annual SCCYC One Design Weekend regatta was held under 8-12 knot winds in warm, sunny skies on Saturday and Sunday, July 21-22, 2007. A Total of 27 One-Design Boats and 2 PHRF sailed for glory and pint glasses.

With the encouragement of the Schock 35 fleet, the race committee set up 2 inflatables upwind, 2 inflatables for leeward gates and 2 for the start and finish lines with the entire course off of



Less than 5 seconds to go until the gun fires and the close packed Martin 242s cross the line.

the Olympic circle (With the exception of "F" mark on Saturday.) With the winds fairly constant at 220° on Saturday and 240° on Sunday, mark set boats had a thankfully easy time keeping the lines and course square to the wind.

Steve Murphy and his Schock 35 crew on *JoAnn* scored 3 out of 5 bullets, clinching that class title. Thanks go to him from the R/C for mediating some potential protests and expediting

the trophy ceremony.

Mike George and his *Rochambeau* team eased ahead of his former boat, *Nine Lives*, to win the Martin 242 class

Tracey Kenney won the Open 5.70 class with one point with the tiebreaker for second place going to Jerome Samarcelli over Nic Vale.



The Schock 35s in the prestart was like the Dial-Up in the America's Cup — Not for the faint hearted



Eventual Winner, JoAnn, closes in on Veloce

Jerry Haney aboard *Joy Ride* won the Saturday only J/80 class with 2 bullets over Bob Hayward.

The Race Committee was aboard the mighty Beneteau 331, *Reliance*, with veteran, Bob Kellock sharing PRO duties with me. Also aboard was flag thrower, Shari Landon, gunner, Dylan Porter, and the official scorer, Samantha Carlson. Tom and Karmen Estlow helmed the Boston Whaler keeping the gates square, Gary Speck aboard C-Scape kept the windward marks set and S/C Sandy B. and PMYC's Andy Kopetzky helped with the start finish line on Saturday. It was a great team effort on the water that resulted in five great races.

## SCCYC One-Design Weekend July 21-22 Top Finishers

Place	Sail No	Name	Type	Own/Skip	Club
1st	42439	JoAnn	Schock 35	S. Murphy	SIBYC
2nd	97789	Mako	Schock 35	D. Michaelis	SIBYC
3rd	97979	Power Play	Schock 35	S. Arkle	SCCYC
4th	87780	Perfect Circle	Schock 35	F. Young	SBYRC
1st	304	Rock, Paper, Scissors	M 242	M. George	CYC/SMWYC
2nd	46522	9 Lives	M 242	P. Zambriski	KHYC
3rd	121	Lucky Jack	M 242	K. Klaemer	SMWYC
4th	179	Wombat	M 242	J. Artof	DRYC
1st	USA 169	Hat Trick	O 5.70	T. Kenney	SCCYC
2nd	USA 214	Chupacabric	O 5.70	J. Sammarcelli	SCCYC
3rd	56477	Boracic	O 5.70	N. Vale	SCCYC
1st	USA 585	Joy Ride	J 80	J. Haney	CYC
2nd	7333	Blue Jay	J 80	B. Hayward	SMWYC

# The 32nd America's Cup – Valencia – 2007

by Harry Johnson

Spain is very hot in the summer. I didn't need a calculator to translate Celsius to Fahrenheit when simple walking soaked me with sweat. After an overnight, three-leg trip from LA to Valencia, I spent my first full day on the ground walking all around the port, which had been expanded to the tune of a billion dollars especially for the Cup. Hundreds of leisure berths and restaurants were added. An enormous breakwater protecting the new entrance was laid out, along with a dozen massive headquarter buildings for the syndicates participating in the run for the cup. The people were friendly, I enjoyed practicing my meager Spanish, and of course, being around boats is always a kick, no matter where I am.

My tour had arranged for a so-called VIP boat for the very first race, the Team China viewing yacht. I had made a couple of friends who were on the same tour and it was a relief to speak English with them all day long. We boarded the sixty-foot cruiser and found places up top, near the food and drinks. Once we cleared the breakwater though, it was clear that something to hold on to was more important than proximity to nourishment. With 800 spectator boats crowding around the starting box, the chop was so violent and continual I hardly moved from my spot. One of the women from our group would periodically fetch drinks and check out the TV, telling us how big *Alinghi's* lead was – thanks, Lisa. That's another thing. Here we were on a Very Expensive viewing boat on the right side of the line and, wouldn't you know it, the racers took off for the favored left side and were never closer



*Alinghi ahead approaching the mark*



*The Busy Puerto de Valencia has plenty of room for Long Yachts, Megayachts and Superyachts*

than a mile to us all afternoon. It turned out to be more of an event than an actual race one could watch. It was like being at the Kentucky Derby or some other unique occasion, where just being there was as important as the race itself.

With the wisdom of that first day's experience under my belt, I chose not to go out on the water for the second race, which was scheduled to be on an ordinary boat, with snacks and drinks for sale. And wouldn't you know it, the race was delayed almost two hours and I was so glad I chose to remain on land in front of a big TV screen, surrounded what seemed to be the entire population of New Zealand. They were a bit rowdy, but nowhere near the soccer hooligan level I feared. They drank and cheered as the Kiwi boat took honors that day. After the convincing Swiss victory of the preceding day, it was quite a surprise that Team New Zealand won race two.

When I first arrived in Valencia I was rooting for the Kiwis because I wanted to visit the island down under again for the next cup as I did at Christmastime of 2003. But when I started talking to people and listening to gossip, it turned out that the word on the water was that the Kiwis, if they won, were planning on reinstating nationality rules and not allowing a challenge for several years so they

could show off the Cup and gloat for a while. Whether or not this was true I had no way of knowing, but since almost all the Europeans were rooting for Alinghi and the crowds were 90% European, I caved in to peer pressure, switched allegiances and began rooting for the Swiss.

After a rest day, I chose to watch the third race on land as well, this time in an open amphitheatre on a 40-foot screen with Spanish narration. It was stiflingly hot, around 95, and I didn't understand a word of the broadcast, but it was fun being with fans from all over the world and watching the cheers erupt from different parts of the crowd as the lead changed hands several times. New Zealand staved off a comeback by Alinghi to win that exciting race, too, and everyone was in shock. The Kiwis had looked pretty lame on day one, and now they were ahead! It didn't really matter to me at this point because I was having too much fun being among the throngs of people.

I enjoyed luxuriating in the enormous hotel breakfast every morning, reading the *International Herald Tribune* and talking to strangers, like the French couple who had retired there from Paris, and the young Polish girl working in Spain for the summer. My American friends and I went out to dinner frequently. We ate at small, crowded, outdoor tapas places on nar-

row streets and there was plenty of non-alcoholic cerveza for this reporter to stay sober, enjoy the taste, and keep up with the party animals. I met Jim Pugh of Reichel-Pugh Yacht Design and had a brief conversation with Andy Green, one of the on-the-water announcers from the Versus coverage. The most fun was at the *Alinghi* compound, where I met and kidded around with former America's Cup bowman Geordie Shaver, who was doing the online announcing for the virtual telecasts. I discovered who he was when I was "helming" a virtual boat with a TV screen in front of me when the wheel next to me was put in the hands of a five-year-old boy. I said, "I feel guilty racing a child," and Geordie replied, "Oh, his father knows a thing or two." I didn't know until shortly afterward,



Ernesto Bertarelli's other yacht

when talking to his charming wife, that I was joshing with a world class sailor and veteran of three Cup campaigns.

Another surprise was that one of my new traveling acquaintances turned out to be Bruce Rosen, an aeronautical designer who had been contacted by Dennis Connor decades ago in search of something new in boat design. How they connected was unclear, but the result was Bruce designing a software program for hull design called "Splash," which had been utilized by a half dozen of the teams in Valencia. My humble Northrop Grumman friend turned out to be a rather key man behind the scenes. The other couple in our group, who said they spotted Paul Cayard at the port, were from Dallas, which I thought was appropriate, since the Swiss Cup defenders were nowhere near an ocean either!

But the best part of the trip, as it always is for me, is being around boats. I watched the harbormaster pull sailing yachts over as they entered the port and make them register and show passports, etc., similarly to the security we've become used to at airports. There were police boats everywhere. Jets from the Spanish Air Force swooped past us in formation over and over again. The hundred plus foot yachts from around the world were of every stripe you could imagine. I was particularly interested in those new models where all the rigging was below decks – imagine a two-masted, enormous sailboat with a professional crew and not a winch in sight!? Watching their captains back them into berths made me vow to be more confident sliding into my slip.

After a lovely train ride up the coast, from which I saw the boats preparing for race 4, I spent two days in Barcelona hawking my bull-fighter screenplay to some new friends and dining with an L.A. friend who had married a Spanish girl and was visiting his in-laws. I spent one final day in Madrid to see their three museums, including Picasso's legendary painting, "Guernica," and the Museo Prado full of Goyas and El Grecos. It was an exciting trip, but the racing itself is much better viewed on television. I enjoyed viewing the last two races on TV back in L.A. and I was glad Alinghi won.

It was recently announced that the 33rd America's Cup will also take place in Valencia in 2009, a short period between races, but chosen because the continent will be World Cup crazy in the summer of 2010. Four challengers have already signed on, among them Desafio Español, a team which unexpectedly made the semi-finals this year. They are the so-called challenger of record, along with Team Shosholoza from S. Africa, Team New Zealand and a new group from the UK called Team



Harry and Geordie crewing the flat yacht

Origin, flying the burgee of the Royal Thames Yacht Club. The boat protocol will be different as well, with the new class being larger and faster and requiring more crew. It should be very competitive and interesting. Larry Ellison has begun complicated legal action against the *Alinghi* and its leader, Ernesto Bertarelli, which remains unresolved as of this writing. It would be a shame not to have an American boat in competition, but the surly reputation of the primary backer of Oracle/BMW makes it hard to root for him, even though his boat is flying the stars and stripes. This conundrum was summarized by one of my new American friends in Valencia, who said, the word 'Oracle' stands for One Rich A--hole Called Larry Ellison. It'll be interesting to see how Team Oracle's recently signed CEO, Russell Coutts, gets along with his new boss.

— See you on the water.



The Elusive Cup - Out of Reach of Most

# L<sub>14</sub> LIDO ROUNDUP

by Peter Beale

## Sunstroke Series July 19th 2007

The winds started out reasonably strong but died during the evening, to light and tricky.

Stuart ran the committee boat with great precision and set a good start line, square to the wind, and a reasonably long leg to the windward mark making it possible to recover from a poor start. While we were beating to windward in the second race he managed to move the leeward mark closer to the finish line and out of the doldrums, and also shorten the finish line. The National start line is only a little longer than the combined widths of the boats starting, so a short line is good practice for us.

Unfortunately we were missing Tracey who called in with ongoing shoulder problems, as well as Bruce (jury duty), John and Steve. Even so we had 6 boats at the start line; Tom and Karmen, Kelly and Mary Stuyvesant, Don and Nicki Rambo, Peter and Amie and two new boats; a green boat with Julian Soto and Tucker Strausser and a blue boat "Phaster" with Guile, both boats from DRYC. Both new boats showed moments of speed and could become good competitors.

Kelly took on Tracey's normal role of "Agent Provocateur" with Peter. Actually in the first race she copied Tracey and lead from start to finish. Peter tried a port start and got caught to leeward of all the other boats on starboard and had to play catch up. By the leeward mark Peter was in second place but somehow gave up two places on the beat back to the finish line.

On the second race Kelly once again lead to the weather mark. There was an interesting tacking duel between Tom, Julian, Guile and Peter. Kelly's lead at the mark was not as long as in the first race. On the downwind leg Amie noted some stronger gusts coming down the south side of the course. Peter went



Close Action Among the Lido 14s During the Fleet 2 Invitational, July 28, 2007

across to them and rode them down to catch Kelly just before the leeward mark, where she conceded an overlap. However she fought well to the finish, which was close.

The start of the third race had Kelly involved in some difficulty with the green boat. Peter, Tom and Guile had a short tacking contest and Peter made it to the weather mark first. Tom was close behind on the Peter on the downwind leg, showing signs of speed, but somehow lost out in the beat from the leeward mark to the finish.

For the last race Stuart set course 1, a beat to the windward buoy and a run back to the finish. Not a long enough course to be able to recover from messing up the start. The tacking was close and Peter just lead Kelly around the windward buoy. It was then that Kelly discovered a new interpretation for rule 18 and hit Peter's boat square amidships in the middle of his jibe. She protested, and then after a brief discussion, did the Corinthian thing, a 720 turn, but still managed to finish third.

The (unofficial) crew's race back to the club was won handsomely by Amie.

At the Club, Stuart convened an "informal" protest meeting (is this a first for Lido Sunstroke races) and effectively invited all those present at the bar (from behind which he magisterially held the meeting) to participate. Sections of Rule 18 were read and, after a short debate, the consensus of opinion was that Kelly had done both the Corinthian and proper thing by doing the 720 turn and that Peter's result held.

Another great evening of sailing, and thanks to all who make it happen.

## High Sierra-Fresno YC 2007 Regatta July 11th 2007

We were on a long port tack crossing Huntington Lake in the 2007 Fresno YC High Sierra regatta. Both Bernadette and I were hiked out as hard as we could go, the wind was somewhere in the 14 knot range, and I was commenting that even though she had passed us, how good it was to see Tracey in third place and in front of ace Lido 14 sailors such as John P.

There was a distant shout of "Starboard" and then a long black carbon fiber battering ram was racing towards us at a speed in excess of 20 knots, carried as a bow sprit on the front of a spinnaker driven by a planing International 14. I had seconds to react. It was not obvious whether the sailors were driving the boat or if the boat had taken control. I rather think the latter. I decided that any change of course we did was more dangerous than letting them choose which side to go. They whistled past to leeward, missing us by inches, and then their luck failed. Another Lido 14 was frightened by the speed and "starboard" shrill, into bearing away and jibbing. The International 14, or the skipper, could not cope with the required change of course so rather than ram the Lido, they did a spectacular capsized.

Huntington Lake is up in the central California Mountains at 7,200 ft. It is about 3 1/2 miles long and sits in a valley surrounded by tall pines. Every day at about 9:30 the wind starts and one can almost guarantee great winds of around 14 knots all day. The wind funnels down



*Peter and Kelly revel in their 1-2 finishes* the length of the lake giving long beats to windward and spectacular runs back. We had three races over two days, some 6 hours plus of hard sailing and, within that, maybe 20 minutes of 5 knot tricky winds.

There were 150 boats broken up into 6 starting groups. Our start was number 5 and consisted of 34 Lido 14s, 17 in each of the A and B fleets.

Marina del Rey's Lido Fleet 2 was represented by Tracey and ace tactician Robin in the A fleet. Tracey has recently won a B fleet regatta and this was her second event racing with the "champions" with their intimidating gold lettering on their sails.

We had 4 boats in the B fleet, Kelly and Ann (also ace tactician), Gary Schaffel and Diane, Tom and Karman and Bernadette crewing with me.

This year was Gary's, 30th for attending the High Sierra regatta.

It is, to say the least, therapeutic to be on the starting line with 34 lido 14's in high winds. The quality of the crews was competitive and everyone wanted the perceived best position at the leeward end of the line and to be going at maximum speed. The initial confusion must have caused Bernadette heart palpitations. It was her very first race, her third or fourth time in a boat and she had reluctantly agreed to crew as my regular crew(s) all were busy with "civilian" duties. She had heard from Eric about the chaos of the 2006 regatta, where my main sheet block had pulled out of the centerboard casing 3 times and we ended up racing with it held down with lines to the hiking straps. She had heard about us filling up with water a couple of times on the tacks, she had heard about the near "death" rolls as we ran down the lake and she had seen how tired we were on the return. (Maybe that

is why the regular crews all vanished?)

However she turned out to be a natural sailor, tacking as though she had done it all her life, keeping us healed downwind and somehow balancing us during the violent gusts and, except for one partial submarine, we had a dry regatta. Her final comment was that sailing is really great fun and invigorating and that she was amazed by the energy and focused concentration required for such long periods of time. She hopes others will invite her to crew.

Both Kelly with Anne and we were racing down wind when a ski boat's wake passed in front of us as a gust hit from behind. The lido's bow went through the wake pouring significant water over the bow and into the boat. Both Anne and Bernadette bailed like crazy and neither of us lost a place.

***...a long black carbon fiber battering ram was racing towards us at a speed in excess of 20 knots...***

Tom and Karmen had the memory of a 2006 capsizing in the 50F water. However with their new boat they seemed to be much more in control this year and ended with a very respectable 9th. Garry and Diane came in third, Kelly and Anne, who have only been sailing a lido for a very short while, placed 2nd.

In the mean time the A fleet was having its own dramas. In the first race the multi National Champion, Stuart Robinson was leading the fleet when his boom broke. Somehow he made a splint with his paddle and bound it to the two parts of the boom with duct tape. Despite this set back he finished 5th in that race! He did not start the second race but in the true Lido spirit, Dave Carroll and friends somehow joined the boom with the body of a spotlight and got them back in the Sunday race. In the mean time our Tracey and Robin were having moments of brilliance when they were challenging the Gold lettered sails and then missed whatever magic it is that the champions have, and fell back. Even so they came in with a handsome 9th place out of 17, in Tracey's second A Fleet regatta. Kurt and Anne Wiese, in their distinctive yellow Lido, dominated

the first position followed by John Papadopoulos with Stacie, and Ken and Sandy Campbell were third.

We followed Kurt back part of the way home and he drives as he sails, ... Fast!! He also had a blow out on one of his trailer tires at the top of the Grapevine, which reminds me that I have to buy a spare. Once again Robin came to the rescue and helped change the wheel while great trucks roared past a few inches away.

On Sunday morning the race committee posted the results of the two Saturday races. Bernadette and I were tied for first place with Dave Carroll, historically a great A sailor and apparently now back in the B fleet. It was hard to believe that we were close to him and that he had demoted himself.

The Sunday race started very well and for a short period we lead the fleet. Alas it did not take long for the Gold lettered sails to get past us and then Tracey and Robin found a lift that catapulted them past us to third place. Soon afterwards the International 14 zoomed by and then capsized. We spent the race covering and watching for Dave Carroll who we had to beat to win the B Regatta. On the first run Kelly picked up high pressure from behind and caught up to us, and for some time it looked as though she might pass. At the same time, by covering us, she slowed us down allowing Dave Carroll to get closer.

The 2+ hour race was tense but we managed to hold off Kelly and Dave to win the race and the Lido B Fleet regatta with three first places. Once ashore we found that Dave had informed the race committee, before the race, that he was in the A fleet and we had not needed to put ourselves through the torture of covering him.

I think it is reflective of the high competitive and quality nature of our CYC Marina del Rey Thursday night race series with Tracey, Steve, John, Mike, Bruce, Tom, Kelly and all, any of who can win on any given night, that Fleet 2 had 1st, 2nd, 3rd and 9th place in the B regatta and 9th in the A.

I have no hesitation of saying that the High Sierra is one of the really great regattas and is run exceptionally well by the Fresno YC volunteers.

— Peter Beale, July 11th 2007



Ben Spector , Hiking his Way to Victory

## Spector Wins 2007 Club 420 National Championship

by Mark Spector

Ben Spector, SCCYC member, wins 2007 Club 420 National Championship Junior Division at Wayzata Yacht Club, Minnesota

Ben Spector of SCCYC & CYC, and Louis Padnos of Macatawa Bay Yacht Club have won the 2007 Club 420 National Championship Junior Division hosted July 19-22, 2007 by Wayzata Yacht Club in Minnesota. <http://www.wyc.org/420/>

In the overall 2007 Club 420 results, Ben and Lewis finished 7th place out of 70 entries. The wind conditions varied from no wind the first day of racing, to steady but shifty 10 knots plus wind over race days 2 & 3.

The kids have worked very hard the last six weeks under New Zealand coaches Simon Cook (2002 470 World's champion) and Stephen Keen (current New Zealand 470 Olympic competitor). The practice locations have been Macatawa Bay Michigan, Chicago, Bayview New Jersey, and Rogers Williams University Rhode Island.

The kids next 420 regattas are the Hyannis Yacht Club Regatta July 27-29 in Mass., and the Buzzards Bay Regatta at the New Bedford Yacht Club Aug 3-5 in Mass. August returns Ben and Louis to California for the 420 Pacific Coast Championships, Team Racing, and North American Championship.



SCCYC CRUISE CALENDAR

August 17-19

"Catalina Commodores Cruise" to Cat Harbor

September 22-23

Cruise Saturday to the Isthmus and Race Back Sunday in Fletcher Cup



Bruce and The Hitchhiker Team at Long Beach Race Week

## SCCYC Racers Compete in LBRW

by Bruce Fleck

Long Beach Race week found several SCCYC flag members successfully competing in various classes. Altogether there were more than 120 boats racing on three separate courses.

Kelly Cantley and Steve Arkle, both Lido 14 fleet 2 members, raced *Power Play* to a first in the Schock 35 Pacific Coast Championship. They got three firsts in the seven races, finishing four points ahead of the second place boat.

I raced with Doug Johnstone on his Laser 28, *Hitchhiker*. We got 5 firsts out of seven races and finished six points ahead of the second place boat in the PHRF five fleet of nine boats. We actually beat SCCYC member Nick Vale on his green Open 5.70.



### QUARTERMASTER'S CORNER

We have a plethora of great South Coast Corinthian Yacht Club logo wear available in the Ship's Store. If you can't find your size, place a request on the cork board near the Beer Cooler and we will get it ordered for you.

- Golf shirt .....\$28.00
- T Shirt .....\$18.00
- T Shirt (Long Sleeve) .....\$20.00
- Sweatshirt .....\$25.00  
(\$2.00 surcharge for any 2XL & up)
- Windbreaker Jacket .....\$65.00
- Baseball Cap .....\$20.00
- Hat Bands .....\$10.00
- Brief Case .....\$20.00
- Bouillons .....\$30.00
- Golf Towels .....\$10.00
- Burgees .....\$20.00
- License Plate Holder .....\$10.00
- Canvas Tote .....\$15.00
- Zippered Tote .....\$15.00
- Club House Throw Blanket....\$35.00





# O.D. SCHEDULE

## & Club Events

Friday 1800 - 2200 Hrs (Year Round Hours)	Saturday 1200-1700 Hrs (Spring Hours)	Sunday 1200-1700 Hrs (Spring Hours)
8/3 Dana Hutton First Friday Dinner	8/4 Stu Coleman	8/5 Shari Landon Board Meeting
8/10 Karyn Jones	8/11 Peter Gonzales	8/12 Pam Christopher
8/17 Clark Garret Cruise to Catalina	8/18 Ron Judkins SFVYC Hospitality	8/19 Jerry Magnussen Cruise from Catalina
8/24 Bob Kellock	8/25 Tracey Kenney Membership Dinner	8/26 Trish LaVay Outlook Trophy
8/31 Gray Marshall	9/1 Jennie McCarthy	9/2 Carlos Miller
9/7 Peter Beale First Friday Dinner	9/8 Mike O'Brien SFVYC Hospitality	9/9 Mike Oliveau Board Meeting
9/14 Dylan Porter	9/15 Mike Sikov	9/16 Brian Mason
9/21 John Staff Membership Dinner	9/22 Gimmy Tranquillo Fletcher Cup Cruise	9/23 Sparkle Fletcher Cup Race
9/28 Mark Register	9/29 Gary Schaffel ASMBYC Champs	9/30 Willy Smith ASMBYC Champs
10/5 Mark Spector First Friday Dinner	10/6 Jerome Samarcelli	10/7 Robert Symer

If you cannot fulfill your duty on your assigned date, please get a replacement and notify Tracy Kenney (rearcommodore@scyc.org) of your replacement. It is your responsibility to fulfill your duty or find a replacement; otherwise you may be assessed a donation of one arm or leg.

**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.

### Sign Up for One Dinner! Call 310 821-6407 to RSVP

Jan 5	First Friday Dinner	Gary Speck	July 6	First Friday Dinner	Jerr Dunlop
Jan 27	Membership Meeting	Dan Grabski	July 20	Membership Meeting	_____
Feb 2	First Friday Dinner	Harry Johnson	July 21-22	O/D Weekend Race Hospitality	Jim & Maureen Doherty
Feb 24	Membership Meeting	Jim & Maureen Doherty	Aug 3	First Friday Dinner	Peter & Kathy Gonzales
March 2	First Friday Dinner	Tom & Karmen Estlow	Aug 25	Membership Meeting	Stu Coleman
March 23	Membership Meeting	Stu Coleman	Aug 26	Outlook Trophy Hospitality	_____
Mar 24-25	Les Storrs Race Hospitality	Mike O'Brien	Sept 7	First Friday Dinner	_____
April 6	First Friday Dinner	Robert Symer	Sept 21	Membership Meeting	_____
April 14	Lido Invitational Hospitality	Lido Fleet 2	Sept 23	Fletcher Cup Race Hospitality	_____
April 20	Membership Meeting	Jerry Magnussen	Oct 5	First Friday Dinner	_____
May 4	First Friday Dinner	Barbara Widawski	Oct 19	Membership Meeting	_____
May 19	Membership Meeting	Stu Coleman	Oct 20	Two for One Race Hospitality	_____
May 27	Corinthian Cup Race Hospitality	Mike O'Brien	Nov 2	First Friday Dinner	_____
June 1	First Friday Dinner	Mike Priest	Nov 17	Membership Meeting	_____
June 23	Membership Meeting	Shari Landon	Dec 1	Installation Dinner	Stu Coleman



# SOUTH COAST CORINTHIAN YACHT CLUB

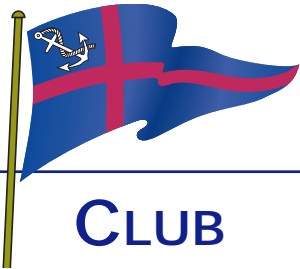
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