



THE BEACON

APRIL 2008

A PUBLICATION OF THE SOUTH COAST CORINTHIAN YACHT CLUB

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Sparkle and the Powerplay crew prepare to round the leeward mark in the Les Storrs



COMMODORE'S REPORT

by Stu Coleman

March was a great month for our club with a wonderful opening day ceremony, a successful Les Storrs Regatta, some fabulous dinners, some great parties and great participation from our membership. It's the members and not the facilities that make the yacht club what it is and I am very proud of our membership. But, our facilities are improving with the best looking hoist in the marina, our new television and my new crazy plans to Tiki-fy the bar area.

Speaking of participation, thanks to Mel Widawski for becoming our Clean Boating Chair and leading our club's efforts in the Dockwalking program last weekend to help make the Bay and our waters cleaner for all and in the process, bringing the club up to 31 out of a possible 81 points toward our SCYA Club of the Year recognition.



The Widawskis Post-Dockwalk



The sunset cannon ceremony is a great tradition and fun for the locals!

Special thanks go to Dana Hutton for organizing the hospitality for our grand Opening Day ceremonies and to Sandy Bartiromo for keeping our protocols in line. I have reprinted my address from the March 16th ceremony for all to catch up. Speaking of opening days, Shari and I have attended 8 ceremonies to date, with 10 more on our calendar and it was nice to escape to the Isthmus last weekend and leave the blazer behind. Thanks to Sandy B for organizing this weekend's cruise to the Isthmus without friends from WSA and many other great cruises this season. It's hard to believe my term is a third over, but I look forward to working with all of you in bringing SCCYC forward for the rest of this year!



The Isthmus is verdant (and empty) in Spring



REAR COMMODORE'S REPORT

by Tom Estlow

Things have calmed down now that we have gone through our Opening Day Ceremonies, our clean up for opening day, and completed the first Regatta of the year, the Les Storrs.

First there are many thanks to go around for the stellar clean up the weekend before Opening Day. Tracey snapped the whip while Robert Symer did more than yeoman duty as our Port Captain, which included the painting of the Club's hoist. Jim and Maureen were seen scrubbing chairs and walls and other assorted duties. Dana with Bob Via was caught up with 'mister clean'. S/C Jerry Magnussen was even seen in some dust or something, while our third term 'Planter Captain', El Poncho Coleman was seen tidying up the greenery in front of the Club.

Gary Magnuson did his annual window job, S/C Sandy Clark, Shari Landon, Karmen and a few others that came in under the radar really made the Club sparkle.

Sunday's Opening Day was a huge success and many compliments go to our Commodore who almost had them dancing in the aisles and Shari who had the best 'National Anthem' rendition in the Marina. And thanks to the usual suspects that showed to take the chairs and tables downstairs and then again back upstairs and straighten up the Club.

The Les Storrs went off without wind, but Bruce (Race Chair) Fleck had the whole operation in hand, and with 32 boats it matched last year's turnout.

Our new large screen TV is up and running thanks to the mounting efforts of our tireless Port Capain, Robert Symer. You can see that there is a lot of activity at your Club, so why not come on down and be a part of it. We would love to see you on the balcony for some of the best sunsets in the Marina.— Tom Estlow Rear-Commodore



The New TV Shows Wide Screen Racing



Lift it, swing it,
lower it.

No bouncing!

A Hoist Etiquette Primer

By Bruce Fleck

As much as possible try to not bounce the boat. When lifting take up the slack in the harness, check that all looks well then lift it. Only stop if you see an obvious problem. When lowering on to the trailer, lower till just over the trailer and stop. Check that everything is lined up correctly, get some muscle to help insure the boat drops evenly then lower the boat onto the trailer in one motion. This is becoming a hot button because our maintenance company tells us that bouncing burns out the motor and the break. Very expensive to repair.

Below is a collection of other good ideas for those of use using the hoist:

1. *When coming in ahead of a number of other boats, get your boat out of the way as quickly as possible. That means change clothes and fold your sails after lifting out.*
2. *Do not hose off while hanging on the hoist when other boats are waiting.*
3. *When finished, raise the hook as much as possible, less cable exposed to the weather means less maintenance will be needed.*
4. *Leave the crane so that the arm is over the water not over the dock. This helps keep the bird do off the dock.*
5. *Roll the dock hose back up.*
6. *If there are boats from out of town that have to lift out allow them to cut in line. They have a lot more work to do to get road ready and a long drive ahead. Be gracious, maybe they will return the favor when you are at their club.*
7. *Did you know there are two sets of controls? One at the base of the hoist we all use and another just above the dock hose. Sometimes when short handed these are useful.*
8. *Lock up when you are done. If there is any doubt about other boats coming behind you, assume they are not coming and please lock up the hoist and the gates.*

Is Your Boat Double Covered?

Ask your agent, read your policy

By Bruce Fleck.

If you have a separate “boating” insurance policy you might be paying for coverage you do not need. Most homeowners, renters or condominium policies will cover your liability for launching, sailing and racing your boat. From now on I will just refer to all these policy types and “Homeowners”. But please, before you cancel your boating policy talk to your agent and read your policy. Let me help you read your policy, Section II of your policy is the Liability coverage. Section I is your property coverage and your boat is not covered unless you keep it at home with lots of other provisions. Generally damage to the boat from any peril, wind, hail, fire, theft is not covered by your homeowners policy. You might be covered if you store the boat in side of the house. (Useful?)

Back to Section II, Liability. The section starts out in a very straight forward fashion, they will pay for any amounts you become liable for and, very importantly, they will pay to defend you in a law suit. In many cases the legal defense costs more than the actual liability. Next comes the exclusions. For example, they exclude your business activities, makes sense right? Skip a



little way in to the exclusions and you will find “Watercraft”. Watercraft are excluded! But wait, there are a list of exceptions to the watercraft exclusion. One of the key exceptions is for boats owned or rented under 26 feet in length. Check to see if it specifies powered or un-powered. My understanding is that, in general, the liability you could incur by racing your Lido, Santana 20, Open 5.70 or Columbia 22 is covered if you have a homeowners policy. My Safeco renters policy even mentions “speed events” for watercraft. It excludes coverage for such events unless you are a sail boat of less than 26 feet without regard to power.

Bottom line, read your policy, talk to your agent and, the first rule of buying insurance, don’t duplicate coverage. Insuring the same risk two or more times will never benefit you. All insurance policies address this possibility and never allow the insured to be reimbursed for more than the loss. So if you have your liability covered by two different policies you cannot collect twice. You can pay double premium but you cannot collect double your loss.

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32 Boats Race Round the Buoys in Five Classes in 2008 Les Storrs Series

By Stu Coleman

South Coast Corinthian Yacht Club opened the Spring racing season in Marina Del Rey last weekend in March with the Les Storrs Sailing Regatta. Thirty two boats filled out 5 fleets for one day of round the buoy racing, abbreviated this year to allow for a race-free Easter Sunday. We actually had 35 entries, but only 32 boats started the first race, matching last year's 32 boat turnout.

The boats were divided into PHRF A and B classes, Martin 242, Open 5.70 and a potpourri PHRF C class for the Holder 20s, the Santana 20, *Bandit*, and *Taku* representing the Cruiser contingent.

Saturday saw sunny skies with light, shifty winds that caused the first race start to be postponed until 12:45. With winds finally settling in around 255°, The windward mark was "E" and the racers set out on 4, 3 and 2 mile courses.

The Farr 44, *Bravurra*, edged out *Powerplay* in a tiebreaker for first place in the PHRF "A" fleet with John Staff and his



PHRF "A" Winner Ghosting Along

Plankton crew rounding out the top three.

In the "B" fleet, it was 1-2-3 for both races with Curt Johnson and the J/80 *Avet* crew unloading 2 chambers, Jack Mayer and his *Traveler* team a consistent second and Don Hedges *Turnkey* attracting kelp to stick to third place.

In the Open 5.70 fleet, it was close racing with SCCYC Vice Commodore, Tracey Kenney's *Hat Trick* finishing seconds ahead of Nik Vale's *Boracic* in both races with new members, Team Festa aboard *Havic* clinching bronze honors.

In the 13 boat strong Martin 242 fleet, it was CYC's Hathaway crew aboard *Strange Crew* with 2



KHYC's Zambriski Leads the Martins towards the Mark

guns to clinch first place while KHYC's Paul Zambriski's *PauHana* won the tie-breaker over over Brack Drucker's *Velerito* to take the Silver. Jim Durden's *Zip* crew took 4th with Mike George on *All In* took 5th place, despite both nabbing 3rd place finishes in a race apiece. The Martin 242 class was given a short race with three beats and three spinnaker sets the really let crew work show the skill in winning in this very competitive one-design class.

With three Holder 20s a Santana 20 and a 34' cruising boat rounding out the fleets, the group was started together on 2-mile courses for both races with the Holders scored separately as a fleet.

Avery Stewart from Ventura Yacht Club complimented the corinthian spirit of the Van Heel clan and the provided Holder 20 as he accepted his first place trophy for winning the class as a guest visiting skipper. Ray Van Heel and *Problem Child* took second with Glen Van Heel and his *Badonka Badonka Butt* Boat taking third (He changes the boat name for every race I think). Race Chair, Bruce Fleck and his team of *Bandits*, swept the Santana Fleet and the pot pourri class and it was great to see our friends



Wouldn't be a Beacon without the Open 5.70s

Christian and Adolph from SFVYC racing the Opus 34', *Taku*, around the buoys to claim the uncontested Cruiser Trophy.

Principal Race Officer was yours truly, Stu Coleman, under the Aristotlean tutelage of Bob Kellock, aboard the mighty Beneteau 331, *Reliance* with Shari Landon throwing flags and scoring, and brand new gunner, Chris Zimmer, starting and finishing the races. Team Ukulele was Tom Estlow and Gary Speck aboard the mark-set boat, *C-Scape*. Hospitality was provided by Transpac Veteran, Elizabeth James assisted by Steve Mullen and the bar was ably lead by

Mike Cheda and his girlfriend for the post-race festivities. Twenty six satin etched pint glass trophies were awarded at the SCCYC clubhouse Saturday with others going to the R/C and hospitality staff that makes SCCYC such a great club to race with and post-race party with!



Cutting it close around our new APS inflatable mark

PHRF A Fleet

1st	Bravura	Farr 44	Katz	DRYC
2nd	PowerPlay	Schock 35	Steve Arkle	SCCYC
3rd	Plankton	Viper	John Staff	SCCYC

PHRF B Fleet

1st	Avet	J 80	Curt Johnson	CYC
2nd	Traveler	Express	Jack Mayer	DRYC
3rd	Turn Key	J 92	Don Hedges	SFVYC

Open 5.70

1st	Hat Trick	Tracey Kenney	SCCYC
2nd	Boracic	Nik Vale	SCCYC
3rd	Havic	Rich Festa	SCCYC

Martin 242

1st	Strange Crew	Hathaway	CYC
2nd	Panhana	Zambriski	KHYC
3rd	Velerito	Brack Drucker	CYC

Holder 20

1st	The Saint	Avery Stewart	VYC
2nd	Problem Child	Ray Van Heel	SFVYC
3rd	Badonka	Glen Van Heel	SFVYC

Santana 20

1st	Bandit	Cheda/Thomas/Fleck	SCCYC
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Cruising

1st	Taku	Brorsen	SFVYC
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Boat Insurance

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Second rule of buying insurance is; do not buy coverage for any risk you can afford to bear yourself. If it is a risk like automobile liability where almost none of us could afford a million dollar judgment, go ahead buy the policy. Understand that the premium you pay is based upon actuarial studies of the likely hood of you having an accident plus the cost of doing business. That is, the premium must cover a lot more than just your chance of having an accident. The premium must also cover the agents commission, the costs of administering the business (my salary), the cost of adjusting claims and in general include a whole lot of stuff that does not directly benefit you. Paying the risk premium should not bother you. At the end of a lifetime you will break even. Paying the premium for the insurance company to do business is another matter. Do not do it unless you really need the insurance. Some examples of insurance you do not need? Contact lens insurance, hull insurance for a Lido that cost you \$500, theft coverage on your 15 year old Civic. Think of not buying insurance for these risks as self insurance and put a few dollars in a separate savings account to be used to cover any un-fortuitous losses.

— Play safe. Bruce



LIDO ROUNDUP
by Stu Coleman

Saturday, April 5th will see SCCYC host the Fourth Annual Lido 14 Fleet 2 Invitational in the sailing zone of the MDR exit channel. The Lido 14 fleet has grown to over 20 boats

in Marina Del Rey through the revitalization of Fleet 2 and the support of South Coast Corinthian Yacht Club and the Lido 14 class organization.

At the Harry Wood Regatta March 30th at Balboa Yacht Club, Kelly Cantley sailed with Farr 40 sailor and PHRF president, Zoltan Katinszky to take second place in the Lido "B" fleet while the Team Estlow put in a solid performance.

At the W.D. Schock Regatta on March 1-2, Schocking winds propelled Kelly to Victory in Fleet B with teammate Anne Eggers, edging out Team Estlow 3 bullets to 2 for the tiebreaker.

The Sunstroke series, hosted by California Yacht Club starts in 4 short weeks on Thursday, May 1st. It's time to buy a Lido or line up your crew or skipper for the season and get ready to win!



Opening Day Speech March 16, 2008

By Captain Stu Coleman / Photos by Yayoi

It is a great honor to be standing up here, celebrating our 76 years of yachting in Santa Monica Bay.

When I joined this club I became the editor of our newsletter, *The Beacon* (and still am). I then became the webmaster for this yacht club and once I figured that out, I became the webmaster of ASMBYC. Moving from a house in the Hollywood Hills to an apartment here in the Marina on the water, I missed gardening, so I became the planter captain here at the yacht club. Once the membership saw my enthusiasm, they encouraged me up the ladder and here I stand before you still wearing these many hats. and in keeping with the Spirit of '76, I will wear one more hat as I introduce our board of directors. (Hat Trick!)

Allow me to work my way down the stairs:
She owns and races a Lido 14 AND an Open 5.70
She's the Fiery Fleet Captain of Lido Fleet 2
The financial advisor who is all the wiser

Our Vice Commodore, Tracey Kenney

From Schooners to Sloops to Trailer Sailor
This Man has sailed all over,
Now with his Lido on his trailer, he is our Russell Rover.

Our Rear Commodore, Tom Estlow.

From Mare's Tail to Mackerel Skies,
Seen here to Dubai,
Sailing from Sparta to Columbia,
He's got great hair, His lights are on

Our Jr. Staff Commodore, Jerry Magnussen

She was our Yachtsman of the year in 2007, sailing on
Schock 35s, Martin 242s, Lido 14s and just about any
other boat that would float

When she's not at "The Office" she is usually out racing
Our Fleet Captain, Kelly Cantley

"Where is Kelly?...Kelly is racing in a Shock 35 High Point Event down in Cabrillo Beach this weekend."

He Races a Star, but he is our own brilliant point of light.
Always painting, building, and repairing,
His gentle nature, never swearing
He's always right, He's dyno-mite

Our Port Captain, Robert Symer.



From corresponding to recording,
To any bar he's fording.
He can turn minutes into hours.
And we are happy he is ours,

Our Secretary, J. T. Alex.

With a voice so true and clear
She is always quite near.
She's been sailing as long as we've been together.
On the Beneteau and our Lido, in all sorts of weather,
She's my money honey,

Our Treasurer, Shari Landon

Wizzened and Cranky, Our Transpac Veteran
Sails a lot, on his trusty Camelot,
Whenever we race, we trade for first,
No wine, only Bud, will quench his thirst.

Our Membership Chair, Jim Doherty

A laugh so genuine, A smile so wide,
On the protest committee, he's our pride,
From Bandito to Bandit
At the leeward mark, it's his gambit,

Our Race Chair Bruce Fleck

A Lido, A Whaler, A C-Dory
Always ready with a story
Often a markset, never a mark,
Keeping our club lit and out of the dark

Our House Chair, Gary Speck

Now that I've broken tradition with the extended introductions, I will attempt to make my remarks brief respecting 76 years of tradition while looking back to our founding fathers noble attitudes of the founding of this country as we celebrate our 76 years of yachting on Santa Monica Bay.

When we look back at the challenges face by our founding fathers in 1776 we can understand their patient sufferance that the colonies endured with their history of repeated injuries and usurpations King George made upon the colonies and while I could paint parallels with this injuries and usurpations that real estate developers are placing upon our marinas up and down this beautiful, sailing friendly coast of California, I will instead look to our naval



The standing crowd is recognized heritage to draw parallels to our current sailing climate.

John Paul Jones is perhaps best known for saying, "I have not yet begun to fight," but a more favorite quote of mine is "I wish to have no connection with any ship that does not sail fast; for I intend to go in harm's way" This is appropriate for me after being struck by a port tack boat, And I think if I was a little faster, I would not have been in harms' way.

And while John Paul Jones is perhaps the best known naval hero of the revolution, It is John Barry who is the true father of the American Navy.

My favorite quote from him is "I serve my country for nothing". And that is the spirit and remuneration that all of us wearing stars and insignia receive. To give back to yachting, more than we take. But, to quote our founding father, George Washington, "May a suitable recompense always attend your bravery." And to volunteer to lead any group takes a great deal of bravery.

But when it comes to sailing, I look to the bravery of those who see the red pennant of small craft warning and look at it as beacon to go sailing.



The Usual Delicacies and a Great Centerpiece.

Yesterday, motoring from MVYC back to SMWYC in 25 knots of wind, it was encouraging to see the enthusiasm of youth, as we saw Julian Soto from DRYC, on his Laser, reaching up the main channel, overtaking our Lifeguard boat and it reminded me of the Greek playwright from the age of Pericles, Aeschylus, when he said, "I'm not afraid of storms, for I'm learning to sail my ship."

And I salute all of you who have taken the mantle of leadership, fearless in sailing through the storms of discord and discomfort, in dealing with a varied membership with a varied agenda and battling the intransigence of real estate developers who threaten to usurp our yachting culture...



Irish Coffees warm up the crowd.

It's a funny story how I came to be a part of this yachting culture. Both of my grandfathers were sailors. One sailed in Newport, Rhode Island as a youth and one sailed to the Bahamas where he was caught in a hurricane and shipwrecked on the lonely island of Inagua.

Again, it is a funny story how I came into yachting. In 1970, I sailed in a Sunfish aboard Westlake and I did not sail again for 30 years

25 Years ago I was the lead singer in a punk rock band in Washington, D.C.

Nine years ago, I was performing at a concert at the Hollywood Palladium. And then, I took my first sailing lesson. And then, I realized what I had moved to California to be. A sailor

Like many of you, I had tasted the sweetness of the wind in my hair, granted much reduced, and took to sailing like a fish to water. I raced and sailed, became an ASA instructor,



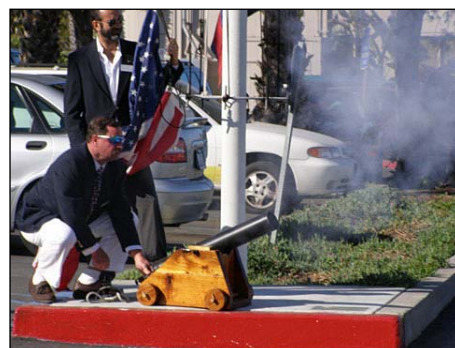
The Color Guard Looked Sharp!

taught over 100 people how to sail, got my Captain's license and now endeavor to bring more more people into the joys of sailing.

And in bring more people into sailing, next Saturday, we will be running our Les Storrs Series race for PHRF and one design racers and on April 5th we will be running our 4th annual Lido Invitational for Lido 14s, Capri 14s and Lasers while also running post race hospitality for our friends from SFVYC for their April Fools Cruiser class Race. Then we will look forward to our annual Memorial Day Race to King Harbor and Back with our friends from Redondo Beach Yacht Club at the end of May.

And to, credit Admiral George Anderson in August 1961, when he was taking about the U.S. Navy, South Coast Corinthian Yacht Club has both a tradition and a future, and we look with pride and confidence in both directions.

Port Captain, Our brilliant Star, Is our club free of weeds, and ready to inaugurate our 2008 season of yachting? Master-At-Arms, Raise the Burgee and signal its zenith. *(Bang!)*



It's great when it goes Bang!

SCCYC Thistle Racing at Bahia Corinthian Yacht Club

by Brian Mason

The 75th annual Southern California Yachting Association Mid-Winter Regatta, hailed as the largest regatta in the country, with racing being held from Santa Barbara in the north to San Diego to the south, and east to Phoenix, Arizona, found Fleet 68 racing in the Newport Harbor turning basin under the auspices of the Bahia Corinthian Yacht Club.

With Bob Bevan and Jeff Lenhart forsaking their Thistle to toss the khyber at the Queen Mary's Annual Scottish Festival and Games, five Thistles made their way to the turning basin on February 16th to brave those challenges man and the elements would provide. The elements provided clear skies and 70 degree temperatures, highly variable 4 to 12 knot winds with erratic wind shifts, and a strong tidal current that was going out for the first race, and coming in the last two. Man provided a race course complete with 150 foot long dredging scow (with tug) anchored next to the start line; 2 100+ foot 4 story tall tour boats, assorted large power and sail boats crossing the course, plus another 100 racing boats - Lasers, Sabots and Finns racing nearby, and the Tiki II, a 70 foot tour boat with live band stopping just upwind to watch the finishes. All this in an area of good-sized municipal water reservoir! Just to make the racing more exciting, we started ahead of the Harbor 20s, and with the short course and twice arounds, we were able to overlap and wound up going around together anyway.

With boat yard representatives and attorney's sensing the impending carnage and passing out business cards, the first of five races started at high noon in a nice 6 knot wind. Team Mason on 3500, sailing light, quickly worked their way to the front, only to realize what they thought was their windward mark, actually was Newport Harbor Yacht Clubs leeward mark. Quickly tacking away from an armada of Lasers and Sabots coming down upon them; 3500 still managed to reach the weather mark behind 1483, Team Benjamin's beautiful woodie. The rest of the race saw little change, only hinting of the carnage to come.

As Race Two found a little more breeze, Benjamin and Mason worked their way up to the weather mark together, followed closely by the rest of the fleet. After many position changes the fleet was led into the final leeward mark by Benjamin and Mason, with Benjamin getting to the mark ahead of the Harbor 20 fleet. Mason found himself caught up rounding with 4 Harbor 20's when a starboard tack Harbor 20 crashed into the pack creating a 6-boat collision, and moving 3500 to the back of the pack. The rest of the fleet managed to sail around

the six boats as they drifted towards a very low bridge into the Back Bay.

Race Three came with 10 to 12 knot winds and close racing between, Teams Troin, Donnelly, Larzelere, and Benjamin. Team Mason was pre-occupied counting gel coat cracks and filing boatyard business cards to be much of a factor in this one. I'm told the race was close.

Race Four started with winds around 12 knots and dropping slightly as the race progressed. A very late wind shift before the start made a port tack pin end start highly desirable, particularly as the line could barely be crossed on starboard tack. Team Larzelere in their beautiful new Cobalt Blue 4001 pulled a textbook port-tack start - only to be taken up by a 25 foot fishing boat heading back to the launch ramp! The fleet stayed close throughout the race until Team Troin discovered just how solidly a Harbor



Dockside Rigged and ready to go at BCYC

20 is built (and only from acoustic evidence). Team Mason was in the hunt until two Harbor 20's collided directly in front of them at the weather mark, providing a 40-foot obstacle to sail around. Team Benjamin pulled out the win, with Larzelere, Donnelly and Mason finishing within 3 seconds of each other.

Race Five started in about 9 knots of dying wind and the Tiki II provided the music and windbreak just upwind of the start. 3500, found the conditions to their liking and pulled in the win with Benjamin and the fleet finishing quickly thereafter. Post race analysis was held at Newport Harbor Yacht Club, with the help of their famous Mai Tai memory enhancers and continued at BCYC.

Congratulations to Brooks Benjamin and crew Paul Loubet aboard the beautiful wooden 1483, proving a well executed, conservative race plan that avoids congested mark roundings can get you home first and without the sound of crunching fiberglass ringing in your ears! And a big thank you to Bahia Corinthian Yacht Club, which despite very trying conditions, provided some great racing and hospitality.



O.D. SCHEDULE

& Club Events

Friday 1800 - 2200 Hrs (Year Round Hours)	Saturday 1200-1700 Hrs (Summer Hours)	Sunday 1200-1700 Hrs (Summer Hours)
4/4 Clark Garrett First Friday Dinner	4/5 Peter Gonzalez Lido Invitational SFVYC Hospitality	4/6 Bruce Fleck Board Meeting
4/11 Don Golding	4/12 Rick Horner	4/13 Ron Ikejere
4/18 Dana Hutton	4/19 Stu Coleman Membership Dinner	4/20 Karyn Jones
4/25 Trish LaVay	4/26 Michelle Shanks	4/27 Ron Judkins
5/2 Gary Magnuson First Friday Dinner	5/3 Bob Kellock	5/4 Jerry Magnussen Board Meeting
5/9 Tracey Kenney	5/10 Lee Casey DRYC Berger/Stein	5/11 Mike Priest Mother's Day
5/16 Gray Marshall	5/17 Brian Mason	5/18 Kay Miller
5/23 Carl Radosch Membership Meeting	24 Sam Pepkowitz Corinthian Cup	25 Mike Sikov Corinthian Cup
5/30 Dylan Porter	5/31 Paul May	6/1 Chris Zimmer Board Meeting
6/6 Gary Speck First Friday Dinner	6/7 Willie Smith	6/8 Don Baker

If you cannot fulfill your duty on your assigned date, please get a replacement and notify Tom Estlow (rearcommodore@sccyc.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 to RSVP

Jan 4	First Friday Dinner	Harry Johnson	July 4	First Friday Dinner	_____
Jan 19	Membership Meeting	Bruce Fleck	July 19	Membership Meeting	_____
Feb 1	First Friday Dinner	Rick Horner	July 19-20	O/D Weekend Race Hospitality	_____
Feb 23	Membership Meeting	Tracey Kenney	Aug 1	First Friday Dinner	_____
March 7	First Friday Dinner	Tracey Kenney	Aug 23	Membership Meeting	_____
March 21	Membership Meeting	Tracey Kenney	Aug 24	Outlook Trophy Hospitality	_____
Mar 22	Les Storrs Race Hospitality	Elizabeth James	Sept 5	First Friday Dinner	_____
April 4	First Friday Dinner	Harry Johnson	Sept 19	Membership Meeting	_____
April 5	Lido Invitational Hospitality	Karmen Estlow/Mark Register	Oct 3	First Friday Dinner	_____
April 19	Membership Meeting	Bruce Fleck	Oct 12	Two for One Race Hospitality	_____
May 2	First Friday Dinner	_____	Oct 18	Annual Business Meeting	_____
May 17	Membership Meeting	_____	Oct 26	Campbell Cup Hospitality	_____
May 25	Corinthian Cup Race Hospitality	_____	Nov 7	First Friday Dinner	_____
June 6	First Friday Dinner	_____	Nov 15	Annual Election Meeting	_____
June 21	Membership Meeting	_____	Dec 7	Installation Dinner	Shanghai Red's



SOUTH COAST CORINTHIAN YACHT CLUB

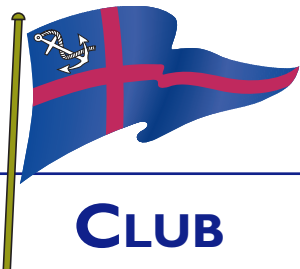
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