



# THE BEACON

A Publication Of South Coast Corinthian Yacht Club

July 2004



**Commodore's Report**  
By Ron Tvenstrup

The SCCYC Handbook, with updated Bylaws House Rules, and Board/Chair job descriptions is in final stages of review. The "Bylaws & House Rules" committee is continuing to receive inputs from our Staff Commodores. The Board continues to address new Rules and Club policies to ensure the civility and mutual respect for Club Members. The Board has reviewed our insurance and liability to make sure the Club has been acting proactively to ensure our best interests. Having a Club that promotes the welcoming of all Members is a common goal of the Board.

Due to the One Design Weekend on 24-25 July, the General Membership meeting has been moved to Friday 23 July.

SCCYC is in search of cooks to show off their talents at upcoming dinners and brunches. Contact our social chair, Judy Gavin at [socialchair@scgy.org](mailto:socialchair@scgy.org) to volunteer your time and efforts. There are no prizes, but the rewards of everyone sampling your cooking are reward enough. If you can't cook, you can purchase a dish at a local restaurant or pizza shop to share.

Thanks go out to our new members who are stepping up to the plate and volunteering to cook for us. Bud and Betty Zucker provided lasagna for the 1<sup>st</sup> Friday dinner in June and Gary Calthrap (assisted by Judy Gavin) provided Thresher shark and pork chops for our June General Membership meeting.

The June General Membership meeting was followed up by a presentation on marine electronics given by Richard Curry (West Marine). We are looking for guest speakers for future membership meetings. Contact Vice Commodore, Carl Radusch or Judy Gavin with any suggestions.

Our Club continues to grow with the approval of our newest member: Robert Speiler. Robert is looking to organize a Lido 14 fleet within our Club. New prospective members include Kalina Noelle, sponsored by Carl Radusch and Sandy Bartiromo.

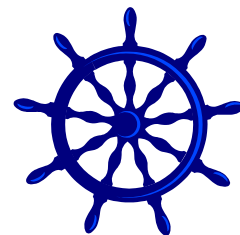
SCCYC Race Chair, Christine Speck, and PRO, Bob Kellock have continued to provide top quality race management for our races. Our next SCCYC hosted race will be the One Design Weekend on July 24-25 and we hope to see many Club members as well as the boating community participate.

A special Thank You goes out to all who donated for our Club ice machine. Thanks to Carl Radusch for organizing and installing the new ice machine. A plaque will be adhered to the ice machine listing the donors.

Dana Hutton and Kay Miller have continued to plan another Cruise to Dana Point in July. See the Cruise chair article for details.

Summer has come upon us and I look forward to seeing you all on the water.

Keep your sails full and throttles to the wall.





**Vice Commodore's Report**  
By Carl Radosch



**Rear Commodore's Report**  
By Sandy Bartiromo

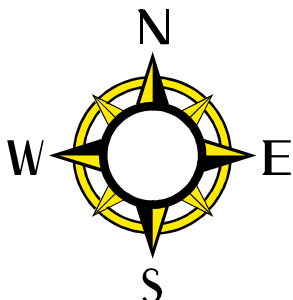
Without a doubt, the most exciting event in our lives right now is that we finally got the manufactured home up on the lot. I say "we" but we did not do anything but wait. That was the hardest part. Watching a 65-foot section being hauled up a mountain road and stopping at each bend was hard on the nerves. I thought at one point we were going to have to cut it in half to get it up there! However, the workers had brought along an amazing piece of equipment, which was a miniature diesel cat that had no seat and was operated by remote control with the operator walking along beside. Both pieces of the home are now along side of each other, and the next crew will be handling all the rest of the piecing together process.

Terry and Darlene have purchased a Newport 33 in Monterey, and I expect Becky and I will be helping them cruise down sometime next week. Terry called me and explained that he was having lasagna at the time, and then would take a nice shower aboard! The trip down is about 250 miles and we are hoping for good weather. Winds have been blowing from the South all week up there, but look like they are turning around.

The wooden chairs in the club are long overdue for refinishing. If anyone is willing to "adopt a chair" (or table) please don't be shy. Paul Muggleson knows of someone who has sandblasting equipment, but no one would object to the standard strip and varnish technique. Let me know what you think. I am about to put board member's names on chairs, but there will be some left over.

Does anyone know someone who would be willing to let us use a J105 for the Lipton Cup challenge next year? The crew must be made up entirely from individual yacht clubs.

Sparta received two new sails from Quantum in New Zealand this week, a medium #1 and a light #1. The exchange rate is really good right now. Anyone need sails?



The Club has an ambitious summer calendar that includes races, dinners, and guest speakers. There is a cruise to Dana Point on July 16<sup>th</sup>-19<sup>th</sup>, and a picnic at Burton Chase Park planned for August 15<sup>th</sup>.

Weekends at the Clubhouse have been lively and our ODs have been greeting visitors and several new members. Come by and join us.

Our heartfelt concern goes out to Steve Bragg, who has been hospitalized after a nasty fall. We hope to see Steve back at the Club soon.

We look forward to your assistance with the following activities:

- Hospitality for Race days
- Race Committee member
- Dinners/Brunches
- Speakers
- OD coverage

Please call me with your choice and we will work together to bring our events to fruition.

See you at the Club. Bring a friend!

**Membership Chair Report**  
By Trish LaVay

<b>Membership Statistics (67 members)</b>	
Flag Members	57
Life Members	3
Non-resident Members	6
Cruising Members	1
<b>New Members</b>	
Robert & Michelle Spieler	
<b>Member Resignations</b>	
N/A	
<b>Pending Applications</b>	
<b>Applicant</b>	<b>Sponsor[s]</b>
Kalina Noelle	Carl Radosch / Sandy Bartiromo



**Race Chair Report**  
By Christine Speck



July provides a few opportunities for distance racing for both PHRF and cruising classes.

SMWYC sponsors the Marina del Rey to San Diego race over the July 4<sup>th</sup> weekend. The challenge with this race is to get through the night of very light (or no) wind.

The following weekend, July 10th, Redondo Beach Yacht Club joins up with Shoreline Yacht Club for a race from King Harbor to the Queen Mary. I sure wish I could have worked that one into my schedule.

If you don't have a race on your schedule for the July 17<sup>th</sup> weekend, you should join up with SCCYC cruisers for a 4-day cruise to Dana Point and back. Check our web site or contact our Cruise Chair for details.

As we move into late July, SCCYC will be running the One Design Weekend on July 24<sup>th</sup> and 25<sup>th</sup>. It's 5 races on the buoys for one-design classes with a BBQ in between. I'll be recruiting volunteers for race committee and club hospitality. If you can't enter the race, then come help at the Club. Let me know what you'd like to sign up for.

Our racers have been busy in June. We had the usual entries in the Wednesday night Sunset series. Our Santana racers entered the CYC Cal Race Weekend, where Mike Cheda, John Thomas and Bruce Fleck on *Bandit* took first place in their class. *Sparta* did another set of races in the Long Beach Yacht Club Catalina Series and a couple of Sunset trips around the buoys. SCCYC swept the Stein Cat and Back Cruiser 30+ class. Jim Doherty on *Camelot IV* took first on the way over and Gary Speck on *Bella* took first on the way back. And finally, our 3-boat Lido fleet has been racing in the Thursday night Sunstroke series.

Hope to see you on the water.

**SCCYC Racers**

These are some of the SCCYC boats that have been spotted in races over the last month. If we've missed your boat or you plan to race in the next month, let us know at [beacon@sccyc.org](mailto:beacon@sccyc.org).

<i>Allez</i> , Lido 14	Gary Speck	Sunstroke Series
<i>Bandit</i> , Santana 20	Mike Cheda, Bruce Fleck, John Thomas	Sunset Series Cal Race Week
<i>Bella</i> , Ericson 32	Gary Speck	Stein Cat & Back
<i>Camelot IV</i> , Islander 36	Jim Doherty	Stein Cat & Back
<i>Faute de mieux</i> , Lido 14	Robert Spieler	Sunstroke Series
<i>Fearless Fosdick</i> , Lido 14	Tom Estlow	Sunstroke Series
<i>Gusto</i> , Santana 20	Clark Garrett, Lara Jacques, Jane Thomas	Sunset Series Cal Race Week
<i>Quamichan</i> , Davidson 44	Sandy/Greg Clark	Wet Wednesday Series
<i>Sparta III</i> , Ross 40	Carl Radusch	Sunset Series Cal Race Week

**Cruise Chair Report**  
By Kay Miller

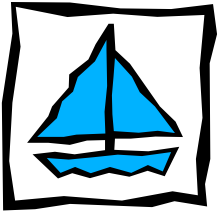
The Dana Point cruise from July 16<sup>th</sup> (Friday) through July 19<sup>th</sup> (Monday) is shaping up to be as much fun as the Queen Mary. I am hoping to get us berths at one of the Yacht Clubs in Alamitos Bay (Friday and Sunday nights) and at Dana Point (Saturday night).

Several SCCYC boats are already committed to this cruise. If you want to join us, I need to hear from you in the next day or two in order to inform our host Yacht Club how many boats will be involved.

Does anyone have a good restaurant recommendation in Dana Point for our group dinner? If so, please contact me @ (310) 821-0142 or [cruisechair@sccyc.org](mailto:cruisechair@sccyc.org).



<b>2004 Cruise Schedule</b>		
<u>Date</u>	<u>Destination</u>	<u>Details</u>
4/3-4/4	Queens Way Bay	Dingy to dinner on Queen Mary
5/1-5/2	Paradise Cove	Anchor overnight, visit by dinghy, party on boats
5/29-5/30	King Harbor	Corinthian Cup Cruise/Race
7/16-7/19	Dana Point	Mooring Friday & Saturday nights @ Long Beach
8/28-8/28	Isthmus	BBQ on beach Saturday night
9/25-9/26	Isthmus	Fletcher Cup Cruise/Race
10/9	Isthmus	Buccaneer Days



# Members' Adventures



## The Joker's Wild

By Joseph O'Connor

This year I again participated in the Corinthian Cup race in my good old boat, Surprise, a 1977 Catalina 27. I entered just to see if I could keep my last place standing. I did. I think it has something to do with a complete lack of bottom paint and old tired sails. Couldn't be the Skipper. I'm sure of that. Plus, on the first day there was extra weight aboard from an unexpected source. Read on to find out what was really slowing us down. Uh-huh.

At the end of the first day I was in King Harbor, tied up in a nice slip, staying overnight. I got to sleep around 10:00 p.m. or so. Nature called at around 3:30 a.m. and I went and used the head. I pumped away, making sure there was plenty of flushing action. I read somewhere that you should make sure you really flush well to keep things from corroding, so I do put some effort into it.

Now is the time to explain that I only have enough free time each week to use the boat on Sunday afternoons. Being that I live where I can sail year 'round, I go out every Sunday, almost without fail. It is so very rare to get a night off where I can stay overnight somewhere. Therefore, I don't really use the head on a regular basis. At the beginning of the day when I sail, I pump some seawater through the head into the holding tank, and at the end of the day I do it again. Just trying to keep everything flowing and working. I very rarely use the head to dispose of bodily wastes. Got it? So... if I'm only pumping some seawater through the head once a week, then I must not have to pump out the holding tank much, do I? Nah. In fact, I probably don't even have to look at the holding tank much. Right?

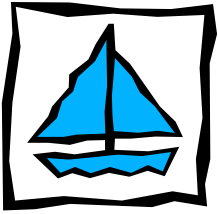
Back to that fateful night, May 29th, 2004, 3:30 a.m., King Harbor, slip V24. Oh, and one other detail. I have a power outlet in my bedroom at home with the usual upper and lower outlets. The upper outlet is always on, the lower is switched by a light switch near the interior door to the bedroom. I rarely like switch-controlled outlets, but it is a good way to turn on a light in a room without entering too far into the room. My wife, Linda, unknown to me, has determined that the outlet in question is merely broken. Not switched. Broken. So when she turns the outdoor light over the barbeque off, the other item on this two-switch box, she also makes sure that the "other" switch is also down, or off. No wonder the outlet never works for her.

To prepare for this boat trip I got out the rechargeable pump for my air mattress, plugged the charger in at the switched outlet, Linda came along checking lights, turned the outlet off, and voila, the charger was off so the pump did not charge.

Back to King Harbor... around 9:30 p.m. when I was preparing my bunk, I got out the air mattress, unfurled it, and attached the pump. It made such a pitifully anemic sound that I knew instantly I wasn't going to get a full air mattress, and I was right. I got about a third of a full air mattress, but you know what? it was going to do just fine. I was tired and it was what I had to work with and it was too late to charge the pump. I made up the bunk, flopped in there, and before you could say "Bob's your uncle" I was sound asleep. By the way, the 'Bob's your uncle' expression originates from A. J. Balfour, who in 1887 was unexpectedly promoted to Chief Secretary for Ireland by his uncle (Robert) Lord Salisbury

So, the scene is set: it is around 3:35 a.m., I've used the head, and I have pumped a goodly amount of seawater through the head and into the holding tank, which, by the way, is a bladder. Sort of symbolic, right? Anyway, I clean up and return to my bunk. I slide into the covers and as soon as I lay my head down I hear a faint whining sound, sort of like a congregation of mosquitos tuning up, or like a pump running in another boat and the noise is coming to me through the water and hull. I shift position to get both ears up to listen and the whining changes pitch ever so slightly. Just to test this out I move to starboard a bit. Sure enough the sound seems to change in pitch. Now I'm mystified. And I have another problem. I'm comfortable. I've already settled in. I don't want to get up and locate the source of the sound, I want to go to sleep. But I've learned over the years that the last thing you want to do on a boat is wait until the wee bitty sounds get to be big sounds. You want to fix the problem right away if needed.

OK, so I get up and go back to the head and jiggle the head handle. Just as computer problems can usually be solved by rebooting, mechanical problems can usually be solved by jiggling the handle. I jiggled the handle and the sound stopped. Ha! I got right back in my bunk, and as soon as my head hit the mattress the sound started up. I got up, went to the head, jiggled the handle again, stopped the sound, went back to my bunk, got one knee on the bunk, and the sound started. I was a bit deflated at that point, just like my air mattress. With big regrets, an image of the next part of the diagnostic process came into focus for me. I rolled back the air mattress, took the inspection hatch off of the forward dinette seat, and peered down into the area where the holding tank bladder is. Folks, at that moment, under the light of a flashlight with low batteries,



# Members' Adventures



I saw a sight you probably don't want to see. I will say right off that it wasn't as bad as you might be imagining right now. Total disaster had not struck. Yet. What I saw was actually somewhat funny, if you have the nerve to laugh at a sight like that, at that time of the night.

If you haven't seen the movie "Strange Brew" you should rent it. It's a bad movie, but there are some very funny sight gags in it that you just have to see. For instance: one of the lead characters gets trapped in a beer vat and the vat is then filled with beer in an attempt to drown him. Naturally, he can't swim. Naturally, he drinks all of the thousands of gallons of beer in the vat and thereby saves his own life. We get to see him full of all that beer, filling the interior of this giant vat, with a little bitty head and small arms and legs sticking out of this vast Macy's Thanksgiving Day Parade balloon that has become his body. And that's what my holding tank bladder looked like when I got my head in there to take a look at it. I assure you, you do not want to see a sight like that. Mamma mia! It was way more than full. It was ready to blow. Aye, Captain, she can't take much more of this! Scotty! Prepare to dump the warp core! Whoop, whoop, whoop...

I had a vague sense of what to do next and I automatically started doing it without first consulting my head. I opened the pump out seacock, reached over to the cupboard where the pump out handle is stored, fetched out the handle, inserted it in the pump out pump and had it ready to go -- and that's when my head caught up with me. Hey! my head said, you can't do that in a marina! You're about to pump raw holding tank effluent straight out of the boat! This is not what you want to do if you are being neighborly, not to mention that it is illegal! As it went, I found myself staring at the bladder and I found myself pumping. I kept looking at the bladder, which, through what I'm sure was an optical illusion, appeared to be getting bigger every instant, not smaller, and I pumped a few pumps. Then I stopped and listened.

Just those few pump cycles had stopped the noise. I closed the seacock, I put the handle away, I washed up, I put my bunk aright. I listened. All I heard was silence, so I jumped under the covers and was asleep in no time at all. Next morning I stopped off at the pump-out station and took care of business. Losing all that weight caused us to place a solid last. Just to tie this up for you sleuths who have been trying to imagine where the sound was coming from, the sound was coming from the joker valve in the head pump assembly. Sometimes described as an aortic joker valve, it's there for automatic back-flow prevention. Empirical evidence now shows that when you have a great deal of backpressure on the joker valve it makes noise. D'oh! The pressure on my joker valve caused by the

immensely bloated bladder was enough so that when I moved in the boat it caused just a bit less or more pressure as gravity moved the bladder slightly and so the noise changed. Jiggling the handle released a very small bit of pressure, but as soon as the bladder shifted, the pressure was there again.

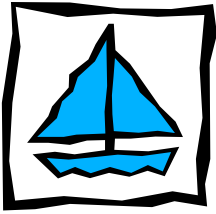
So, the moral of the story is: make sure that you inspect and empty your holding tank before a trip. Then, when your boat starts singing to you in the night it'll be from another problem, not the holding tank

## Superstitions By Bruce Fleck

Mike Cheda, John Thomas and I have been sailing together too long. I know it is too long because a count of our superstitions has reached our combined IQs. It starts before we even put the boat in the water, the first rule is - we cannot be wearing the same shirt. This is one of the oldest taboos we have, I am confident that it stemmed from a collective frugality. Who wants to pay for matching shirts? Once you assume this mind set it is easy to find examples of teams with matching shirts finishing behind you. Why? Because matching shirts are slow. Next, we have to put in after Clark Garret. Relying on others to participate in your juju is risky in itself, but so far Clark has cooperated. The next rite is for Mike to remark "Twitchy tonight" at about the time we pass the gas dock. I always have wanted to ask "What is twitchy tonight?" but have been leery of the answer, my stomach is not as strong as it used to be. One of our other oldest traditions is to split one Budweiser before the first race. I have no idea where this came from. I know why it is a Bud, John's dad worked for Anheuser Busch for many years and I think a certain number of cases fell off the truck each month. I will only mention one more, one shared by all sailors and racers. Never, ever, without exception, even if it is some snob from a rival yacht club, never, ever point and laugh at a twisted spinnaker. You all know the results of such behavior.

Three weeks ago we had a lengthy theological discussion on whether or not it was bad luck to write about our racing success in *The Beacon*. The race after the article came out we got a second but have moved back into first overall since then. So I am not sure how to read the tea leaves





# Members' Adventures



## Lone Ranger – Maiden Voyage By Peter and Sean Beale

Rick Horner's "new" boat Loan Ranger, looked magnificent when viewed in her slip from the Club balcony. "Just purchased her and am looking for a crew for next Wednesday's race". Sean and I signed up along with Katy who is looking for crewing positions at the Club (and is good news). It was not until Wednesday afternoon we learnt that Rick had only sailed her once and only with the jib, the boat had been on the slip for 3 years and...!

A quick tour of the boat showed the extent of the neglect. Flares expired in 1993; blocks were falling apart, keel bolts rusting. However Rick assured us the Genoa was OK, the sheets looked sound and, more important, the wind was perfect for sailing.

Rick and I headed to West Marine to purchase flares and other basic essentials leaving Sean and Katy to set up and test the spinnaker. It went up with no problem and was flying well, perhaps too well. Lone Ranger was moored stern to the dock and wind so there was plenty of room, or so they thought. Sailor's law # 2 is that when things go wrong everyone happens to be looking. (Law # 1 is related to Murphy). The spectator's attention was assisted by the loud crack made when the rotting stern lines snapped and Lone Ranger took off like a race horse out of the gate heading straight towards the opposite dock and startled boat owners. Fortunately Sean's time at UCLA teaching sailing had taught him quick reactions and he and Kate had the boat onto a reach and the spinnaker down in seconds avoiding other boats. According to the spectators, one of the best maneuvers they had ever seen.

Back at the dock and moored head to wind (with new dock lines) we put up the main to find that the first and last slides were broken. However the rest seemed OK and with such a good wind we agreed to head out cautiously and, if the boat held together, enter the race.

Departing under main Loan Ranger was fine. Then we unfurled Rick's genoa which looked more like a baggy heavy cruising sail designed for reaching rather than an upwind racing sail. The next thing we heard was a loud "twang" and realized that the roller reefing had somehow become disconnected from the forestay and the reefing line was undone and we had no way to reef the genoa. A "pit stop" at Burton Chase Park, bruises from flaying jib sheets, parts dropped into the water, cursing and finally the roller reefing was repaired and off we went again.

Our afternoon had started at 16:00 and we cleared the breakwater at 18:05 just 15 minutes before the start of our race. We got to the line five minutes before the start just as a squall hit the fleet. The boat was overpowered and due to a massif main sheet block, oversized sheet and with a stuck jamming cleat we could not release the main quickly to bear away and found ourselves heading straight towards an expensive "real" racer. Somehow we avoided it, put ourselves onto starboard, reefed the main and found ourselves in a perfect position for the start. We started the race going flat out with clear wind and in first position. Then we noticed the competition. "Rick, I don't think this is the cruising class!!!" They steamed past us with their brand new sails, properly dressed crews all sitting out on the rail.

We decide that a tack into clean air might help and at least save face until we met near the mark. The tack went fine but so did the weather jib sheet which flew off like a twisting snake. Rick clambered across to the leeward rail, which was then submerged with sea water, and fought the snake. The snake won and ended up twisted around the leeward sheet, the life lines and the staunchen. Sean took control and we eased all sheets and he undid the knots.

Back on track and full of enthusiasm, we noticed we were now in the company of the last group to start, the cruising class. This gave us something to beat. We could now concentrate on adjusting the sails, tweaking the traveler, checking the genoa sheet angle, looking for wind shifts, in fact all the normal racing items until...!

"The traveler block seems to be separating from the cockpit".

At this point we decided that discretion was the better part of valor and headed back.

We had a great sail in and having informed the committee boat of our retirement enjoyed the Corinthian Club's bar as we started to embellish the day's experience and plan the upgrades to the boat over a beer.





# O.D. SCHEDULE



The following schedule will be in effect as shown

Friday 1800-2200 Hrs. (Year-Round Hours)		Saturday 1200-1700 Hrs. (Summer Hours)		Sunday 1200-1700 Hrs. (Summer Hours)	
07/02	Harry Johnson*	07/03	Frank Kronwitter	07/04	Joanne Lehrman
07/09	Kay Miller	07/10	Dan Grabski	07/11	John Danahue**
07/16	Patrick Hafer	07/17	Mike Oliveau	07/18	Mike Cheda
07/23	Ron Tvenstrup	07/24	Ren Oden***	07/25	Steve Krug
07/30	Mark Spector	07/31	Carl Radusch	08/01	Steve Bragg
08/06	Jotham Schwartz	08/07	Gene O'Connell	08/08	Clark Garrett
08/13	John Thomas	08/14	Gary Magnuson	08/15	Dave Johnson
08/20	Chris Sampson	08/21	Gary Caltharp	08/22	Bud Zucker
08/27	Steve Weinman	08/28	Steve Mullen	08/29	Jerry Magnussen

\* 1st Friday Dinner @ the Club    \*\* 2nd Sunday Breakfast @ the Club    \*\*\* General Membership Meeting

If you cannot fulfill your duty on your assigned date, please get a replacement and notify Nancy Werner ([beacon@sccyc.org](mailto:beacon@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 up to \$50.

**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.

<sup>1</sup> Modification from last published Beacon OD List

<b>Board Of Directors</b>	<b>Commodore</b>	Ron Tvenstrup	310-821-0806	TheGeordieLass@aol.com
	<b>Vice Commodore</b>	Carl Radusch	310-489-3369	captsparta@yahoo.com
	<b>Rear Commodore</b>	Sandy Bartiromo	310-721-0244	sbarito02@yahoo.com
	<b>Jr. Staff Commodore</b>	Terry Stringfellow	661-835-9204	JrCommodore@sccyc.org
	<b>Fleet Captain</b>	Dana Hutton	310-902-0654	fleetcaptain@sccyc.org
	<b>Port Captain</b>	John Fischer	661-251-0066	sjfischer@aol.com
	<b>Secretary</b>	Tom Estlow	310-457-9691	Secretary@sccyc.org
	<b>Treasurer</b>	Steve Krug	310-827-2304	Treasurer@sccyc.org
	<b>Membership Chair</b>	Trish LaVay	310-581-1537	Membership@sccyc.org
	<b>Race Comm. Chair</b>	Christine Speck	310-306-2787	RaceChair@sccyc.org
	<b>House Chair</b>	Rick Horner	310-756-7425	HouseChair@sccyc.org
	<b>Club Staff</b>	<b>Judge Advocate</b>		
<b>Fleet Surgeon</b>		Sandy Clark	310-821-3596	sandy77026@aol.com
<b>Cruise Chair</b>		Kay Miller	310-821-0142	kaymiller@bnet.org
<b>Social Chair</b>		Judy Gavin	818-898-9201	SocialChair@sccyc.org
<b>Publicity Chair</b>		Gimmy Tranquillo	323-935-3898	gimmy@tranquillo.us
<b>Quartermaster</b>		Tom Estlow	310-457-9691	Quartermaster@sccyc.org
<b>The Beacon Editor</b>		Nancy Werner	310-322-9266	Beacon@sccyc.org
<b>Bar Manager</b>		Mark Tilford	310-580-9237	BarManager@sccyc.org
<b>Recycling Historian</b>		Harry Johnson	310-306-2787	
<b>Trophy Chair</b>		Dana Hutton	310-902-0654	fleetcaptain@sccyc.org
<b>Web Master</b>	Nancy Werner	310-322-9266	WebDesigner@sccyc.org	

**SOUTH COAST CORINTHIAN YACHT CLUB**

13445 Mindanao Way  
Marina del Rey, CA 90292  
(310) 306-2787  
[www.sccyc.org](http://www.sccyc.org)



MAILING ADDRESS

JULY		AUGUST	
02	First Friday Dinner (7 pm)	06	First Friday Dinner (7 pm)
11	Second Sunday Brunch (10 am)	08	Second Sunday Brunch (10 am)
	Board Meeting (4 pm)		Board Meeting (4 pm)
16-19	Cruise: Dana Point	14	Outlook Trophy
23	General Membership Meeting Dinner (7 pm)	27	General Membership Meeting Dinner (7 pm)
24-25	One Design Weekend	28-29	Cruise: Isthmus