

THE BEACON

FEBRUARY 2007

A PUBLICATION OF THE SOUTH COAST CORINTHIAN YACHT CLUB

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COMMODORE'S REPORT

by Jerry Magnussen

Participation

SCCYC is often referred to as a "Volunteer" yacht club. This is followed by a few details relating to reduced fees, etc. I would like to suggest that a "Participation" yacht club is an alternate way to look at our club. To volunteer means to do something without pay. To participate means to actively do something. I would stress the emphasis on the active. To volunteer may have a connotation about your desire to do something good, but it doesn't stress the active element that is found in the word participation.

I like the sound of being a participant. When I hear it, I sense energy, goals, performance and achievement. Being a volunteer sounds good too, but it does not distinguish between the active and the passive nature of a task.

Active participation, sounds like an oxymoron, I think is a way that our club could increase the resources brought to the club in the form of member contribution. I would propose that focusing on this difference could make a real difference in our club this year. Just get out there and participate. Make a point to team up with another member or friend on tasks like organizing a dinner or perhaps a fundraiser. Dream up your own original way to participate in the club. You don't need to wait to be asked. I anticipate your level of enjoyment at the club will go up as you associate more frequently with members and spend more time at the club.

Now, I know what your next question is going to be, so I will mention two great opportunities to become a "Participant". One is the preparation of the clubhouse for our 75th anniversary celebration on Opening Day this March. We have an opportunity to shine this year and we want to do our best to showcase how proud we are of being the oldest yacht club in Marina del Rey. We have ideas that were started last year regarding the celebration and we could use more input from you on how to best present the club.

In addition to the planning phase, there is obviously a need for participation in the physical preparation of the clubhouse. Painting, cleaning and perhaps purchasing some new items would all be welcome ways of participating. Start planning now. Two months is not a long time to get this task done.

The second opportunity for participation that I will mention is coming up in April. On April 22nd, SCCYC will sponsor the Second Annual MS Sail in conjunction with the National Multiple Sclerosis Society's MS Walk.

MS Sail is an extremely visible way to show the community that we are concerned about worthwhile, charitable causes and that we are not just a yacht club pursuing our own pleasure. Again, the event is centered around participation.

If you are familiar with the MS Walk event, it is easy to understand the MS Sail event. Participants in the MS Walk, sign up to walk with other walkers on the scheduled day of the event. During the weeks leading up to the event, each walker scours the workplace and neighborhood for sponsors wanting to contribute money to this worthwhile cause. Some donations are based on miles walked and some are just a fixed donation of some amount.

MS Sail starts the same way with boat owners signing up to sail/power instead of walking. Skippers will look for donors for the event. Those donating to the MS Sail have the benefit of being invited onboard by their skipper for the MS Sail event on Sunday, April 22nd. Last year the event started at the SCCYC guest dock and rounded the bell buoy at the Santa Monica Pier with a return to SCCYC. This is a great way to encourage people to donate by sharing with them an opportunity to participate in this charitable sailing event on the water.

Your participation in these events is critical to our success as the oldest, friendliest yacht club in our community. I look forward to seeing and hearing about your new level of participation.

I will see you at the club. — *Jerry*



VICE COMMODORE'S REPORT

by Stu Coleman

Fresh from my two weeks as a square rig sailor, it's back to working in Hollywood, teaching sailing, racing sailboats and catching up on club business. Thanks go out to our cooks, Gary, Dan and Harry for putting the effort into some great dinners at the clubhouse. Thanks also to Tracey, Mark Gary, Bruce, Ted and the rest who ran the hospitality for our SFVYC hospitality days. It's great to have the participation that gets things done and cements our reputation as the friendliest club around.

Shari and I had a great race last weekend, arriving at Shiprock in a little over 4.5 hours and finishing the 47 mile course in under 8 hours. We finished 3rd out of 20 boats in the Mariner's scoring of the first of the PSSA doublehanded races. I expect to race Reliance on the distance races this season rather than the buoys and we'll see you on the water!

And, I'm pleased to announce, that after scoring a 97 on the USCG Rules of the Road exam, I'm the club's newest Captain!



REAR COMMODORE'S REPORT

by Tracey Kenney

With Valentines Day around the corner, I realized that we are already well into 2007. This will be a very special year for SCCYC, with many great reasons to be a part of our club.

For those who are not aware, our Opening Day on Sunday March 18th, will be the **75th Anniversary of South Coast Corinthian Yacht Club!** We are the oldest yacht club in the Marina, and have a lot to be proud of! Sandy Bartiromo has been hard at work for many months planning special details. This celebration will require lots of volunteers to help make SCCYC's Opening Day worthy of a 75th Anniversary. Donations for Opening Day are also welcome! Don't be shy about letting Sandy know you are ready to help. Please find time to stop by in your grubbies to make SCCYC sparkle during Club Clean Up Weekend on March 10th and 11th.

As a yacht club, we continue to have many diverse interests within our membership. The "on-the-water" activities include our cruises, the new paddle fleet, cruising for sail and power boats, fishing and (of course) racing. Some of the "landed" ideas include museum excursions, a ski trip, hikes, tastings (i.e. -port, beer or your favorite beverage), and a chili cook off. *What would you like to participate in?*

To ensure we have many well attended SCCYC cruises, I'm planning an SCCYC Cruise Planning Party, using a theme I borrowed from SBYC, called "007 - License to Chill". The party will include a taco bar & related libations. Details about date & time will be posted on the SCCYC website as soon as a date has been selected. We want to hear from you!

Finally, I'm officially taking over as OD Chair. Having an OD manning the club on Friday, Saturday and Sunday is a vital function for SCCYC. Be creative with your shift! Consider finding a particular day to do a special OD event, i.e. Cinco de Mayo on Saturday May 5th. Last year the Tillfords did movie afternoon, with popcorn & great films all day. I will do my best to accommodate everyone's schedule. This means you must let me know if you have any special scheduling needs or requests.

How we can make SCCYC a great place for you in 2007??? If you've noticed in my article, there is a common theme – Communicate with us – Participate – Have FUN – Be proud of SCCYC!!! The entire board can be reached via the contacts at the end of the Beacon. See you at the club.

— Tracey

Membership Report

ACTIVE MEMBERS	79
Flag Members	66
Life Members	5
Non Resident Members	5
Cruising Members	0
Honorary Members	2

MEMBERS Candidates **1**

Jerr Dunlap

Crossing the Bar

Bob Kingsbury

We all mourn the loss of our oldest member, Bob Kingsbury, whose absence at opening day will be sorely felt. No more 'round the docks he'll be seen, as he's left for Fiddler's Green.



QUARTERMASTER'S CORNER

New 2007 Pricing!

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

(we have to order these in bulk so please tell Sandy if you want to purchase one.)

We hope to expand our offerings, so if you have a sellable idea please talk to me and we can work out the details.



The Lady Washington, during an educational sail with elementary school students in San Diego Harbor

FALLING IN LOVE WITH A LADY

by Stu Coleman

It was 10:30am on the first Sunday in January and I had stowed my sea bags, signed into ship's articles, been given a tour of the galley and heads and was now at the port side foremast shrouds with a rag in one hand and a squeeze bottle of tar in the other. For the next three hours, I apply tar to the shrouds, ratlines and deadeyes as well as to my hands, wrists and nose. Meanwhile, other crewmembers are tarring the standing rigging, on the topmasts, seventy feet in the air. We are stood down to clean up for lunch and I scrub almost 90 percent of the tar off myself, unable to extract the ring of tar around my nails that marks me now as a member of the crew of the tall ship, *Lady Washington*.

After a hearty lunch of clam chowder and cornbread, the eighteen members of the crew change from our work clothes to our "funnies," the 18th century styled sailors garb that is our uniform for the public. Around 40 passengers each board the topsail ketch, *Hawaiian Chieftain*, the 1812 Privateer Schooner, *Lynx*, and our brig and we motor out of Rainbow Harbor in Long Beach, as crew go aloft to cast off gaskets on the furled square sails.

The orders start ringing out from Tyson, the first mate: "Hands to set the fore topsail, hands to sheets, gear, halliards, and braces, sing out when when ready!" "Ready port gear, ready starboard gear, ready sheets, ready halliard, ready port braces, ready starboard braces," came the cries from from the crew as we position ourselves around the pinrail and foremast cleats, with our lines unbelayed and ready for the commands to unfurl the sail, haul and brace and then move on to next sail to set. We set 8 sails in all.

Outside of the Long Beach breakwater, the three boats play a cat and mouse game trying to establish the weather gauge until the range closes enough for the cannons to start firing. Our gunner, Nick, runs from the 2 cannons in in the waist to the the two swivel guns aft, sponging, reloading and firing, trying to get that disabling shot on the opponents transom. Meanwhile, we are busy hauling the braces, swinging the yards around as we tack or wear ship through maneuvers. The other boats gang up on us, but a fun time is had by all and we begin striking sails and returning to our dock. "Cast your sheets, haul your clews, lower your yards, haul your bunts" and dozens of other commands are called are replied to in unison with an "aye" for salty effect and to reflect comprehension.

After our passengers are unloaded, it's a few maintenance items, then dinner and evening muster, with the ship's company stood down from the day around 7pm. At 7:30, It's off to Irish pub for a few pints of Guinness with other volunteer crewmembers, Kyle and Preston. At 9:30pm it's time to hit the rack, a bunk, 74" long, 24" wide with 24" of headroom. I fall quickly asleep to the rhythm of the snorers in the hold.

Reveille comes a little before 7am on Monday morning and the 18 crew quickly pile into the Ggalley/hold for breakfast and a muster. The new chore assignments are posted and I've drawn "Trash and Brass": changing our trash bags, hauling it to the dumpster and then polishing the dozen or so brass items on deck. During my fifteen days aboard, I feel lucky to draw this chore often. Cleaning and scrubbing the heads is at best, stinky, and hosing and scrubbing down the decks with the firehose usually results in getting extraordinarily wet. As the most junior member of the crew, it also becomes my responsibility to raise the flags by 8am and stow them at sunset.

After chores, we change into our funnies for our morning educational sail. The students are late in arriving but once aboard we teach them how to belay a line to the belaying pins, how to coil the line, and how to work as a group heaving on a line. The kids are broken into 3 teams where they rotate among the teaching stations: sea trade in



The schoolchildren get a safety briefing before casting off from the motoryacht, Medea

the 18th century, life of a sailor, and responsibilities of an officer. As a re-creation of a ship that was sailed from Boston around the cape to present day Washington state, it's great to see the students get an appreciation of what life was like nearly 230 years ago sailing aboard a tall ship.

After disgorging our students it's time for lunch, then a sail to refuel in San Pedro, dodging container ships and lobster pots the whole way. As we motor back to our berth the ship's bell begins ringing the plaintive signal of a man overboard. Crew



After Climbing 60 feet up the main shrouds, you have to climb up 6 feet of futtock shrouds, hanging on backwards for dear life.

into an abandon ship drill. It's only my second day on the boat and it's reassuring to get a sense of the crew's adeptness at responding to emergencies. We rig our six fenders, 4 mooring lines and dock. Again, it's dinner, evening muster and then stood down to find another establishment serving Guinness.

Tuesday morning, it's 7am reveille, breakfast, muster, chores and preparing the ship for the 9am squeakers. After teaching line handling, I observe the Officers class taught by 3 different crew members as they rotate the stations and that afternoon I enjoy teaching the "Life of an Officer" class twice, extolling the virtues of reading and writing in the art of navigation, the use of the compass and chart, the function of the traverse board and the art of dead reckoning using a chip log and an hourglass. The kids are attentive and enthusiastic.

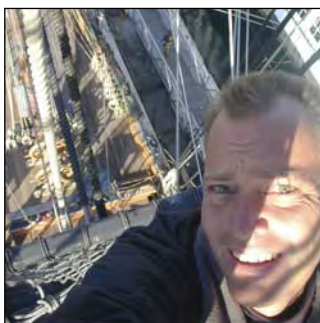
It's quite a change going from teaching adults how to sail, to teaching children what it means to be sailor. It's an even bigger change to go from being skipper of my own yacht to being the most junior deckhand on a 110 foot tallship with 11 sails and 156 lines, none of which are labeled. I'm slowly learning the ropes.

That night, it's sea-stowing the vessel, tying down everything in the hold and on deck for our transit to San Diego the following day. The biggest challenge is securing our 20 foot boarding ramp along the mainmast shrouds and securing it for an unknown sea state.

The 3-6pm watch during the transit was uneventful as we motored down the coast of Orange County. The midnight to 3am watch was magical, standing on the quarter-deck, looking over the expanse of main deck out to the bowsprit as I manned the large wooden tiller steering a course into the moonlit purple clouds. After an hour it was off to the rounds of boat checks, inspecting the bilges, running the pumps, crawling into the engine compartment to log the readings from the myriad of dials. On the half hour it was plotting our Lat/Lon on the chart.

We arrived on Thursday in San Diego and side-tied to the motoryacht, *Medea*, which is moored to the the ferryboat,

racers to their stations, recovery tackle is rigged and our errant life-ring is brought back aboard. The crew return to the hold for hot tea and coffee when the bell rings again, this time it's a fire-fighting drill with both pumps and hoses armed and flowing which becomes a manual bilge pump drill that escalates



The View from the maintop looking down 60+ feet to the deck of the H.M.S. Surprise

Berkeley, that houses the San Diego Maritime museum, our ever gracious hosts in San Diego. While we used the shore heads aboard the *Berkeley*, the thrill was using the shower/head aboard the *H.M.S. Surprise* after the museum closed. A hot shower

every other night felt great but it was a giddy feeling to be toweling off, looking out the gunport of Jack Aubrey's ship. Even more fun was climbing the rigging of the *Surprise* (especially once over the futtock shrouds and on the maintop).

Friday morning (After finding Guinness in the Gaslamp district the night before) it's a 6am roll and go as we need to motor over to Coronado Island to pick up our students for the day. We slip our mooring lines as the sun begins to glow in the East.

The routine settles in: kids on, sail, teach, kids off, lunch kids on, sail, teach, kids off, up the ratlines, out on the yards, furl the sails, maintenance chores until dinner, then muster, then out for some stout beverages.

Saturday and Sunday it's back to cannon battles with the *Lynx*, Hawaiian Chieftain, and also the *Californian*. I'm getting faster at belaying and coiling but during the lulls in battle activity, I launch into my chantey repertoire with, *Maggie May*, *High Barbary* (nee Californie) and others. The battles are fun in San Diego bay among the recreational boats, a spinnaker race and the Navy's modern warships steaming in and out of the harbor.

Monday being a holiday, there were no "ed" sails so it was ship' maintenance all day. I joined the fore-topsail party, climbing up to the fore topsail yards to untie the old fore-topsail and then bend on the repaired fore-topsail. Spending 3+ hours 60 feet up in the air with 15 knot winds and 40 degree temperatures was challenging but, it was really rewarding to clamber down on deck, and haul out the sheets to see that the clewlines, buntlines and reeflines had been rove right, and our sail was ready for the next day.

More education sails, more classes, public tours, a few evening gatherings on the *Lynx* and the *Californian* where the crews mingled and drank. More morning chores and afternoon maintenance. Nightly dinners, then musters then stood down to enjoy a sailor's freedom in a town beckoning with bars and bon homie. New crew came aboard and I showed them the ropes and passed over my flag duties. Another weekend of cannon battle sails and singing chanteys and all of a sudden, it was over. Fifteen days on the *Lady* had flown by and I was saddened to leave my new friends that I shared every meal, every breeze and every chantey and joke I could muster. And after putting hours into repairing and cleaning my beautiful floating home, I was sad to leave my new love, *The Lady Washington*. — Stu



Wearing "funnies", coiling lines and chatting with passengers is all in a days work.

SAILING HAIKU

by Harry Johnson

Morning dew on deck,
Dock lines neatly coiled and taut.
Welcome, come aboard.

Check off to do list.
Synchronize chronometers.
Discuss the weather:

Neap tide is ebbing,
Small swells promise to increase.
Prevailing breezes,

Make our day easy
And predictable, which is
The way we like it.

Cushions are in place,
Proper flags are flying aft,
Instruments guide us

Out of the channel
And northwest to Topanga,
Far enough but close,

A frequent destination
Along our familiar coast
A good point of sail.

Close-hauled fly upwind,
Faces braced by the springtime
Chill of twelve-knot winds.

Returning on a
Broad reach is warm and steady;
Time to spread our feast.

The crew breaks out chow
And beverages to slake our
Salty thirst at sea.

Ample breezes and
Good company, make our day.
Take us home downwind.

Inside the jetty
We sail down the channel with
Canvas wing on wing,

Eschewing power
For the peace and quiet of
The main and jenny.

Fellow skippers wave,
Sharing the common pleasure
We've experienced.

There's no better way
To stay busy, do nothing,
And be in nature,



Than trimming sheets,
Practicing smoothly tacking,
Working as a team.

Furling sails, batten
Hatches, secure the dock lines
And hose her hull down.

She's a beauty,
Everyone agrees, she cuts
Through the water with ease.

Until the next time
We leave her clean and secured
In her sheltered berth.



**PULCE'S
LIDO
ROUNDUP**
by Peter Beale

The **Newport American Legion event** had two Del Rey boats present. The wind was reasonable 7-10 knots and we had five short races with variable courses. Steve and Kristina dominated the day beating two ex National Champions to first place out of nine starters. Steve also launched out of Balboa which turned out to be a good thing for him as a 50ft motor yacht blocked the entrance to the lift out hoist delaying, for a short time, our departure. The American Legion does not serve breakfast on Saturday but Amie and I use a great beach front café 3 minutes walk away. Parking is on the street, on 6 hour meters, at a dollar an hour. At this time of the year it is easy, but in the summer it gets tricky which makes Balboa a better launch site. Balboa has free street parking. I store up coins when I know I am going to the Legion club as there is no where close to the club to get change. There was a lot of discussion about the Lido Nationals. Newport is really

planning to a major event to celebrate the anniversary and we can expect publicity soon. The race committee is going to use the "gate" system at the leeward mark. For those who do not know about this, it means there are two leeward marks and you have to pass between them but have the choice of rounding either the port or starboard buoy. This helps one avoid following a great group of boats into the turn and having congestion and overlap protests. They used this system in a couple of the races yesterday. I wonder if we might ask for this during the Thursday night races to get some practice? In the first race Amie and I led to the first windward buoy but were overtaken by Steve and another "A" sailor on the down wind leg and after two laps came in third. Races 2,3 and 4 I had starting problems, 360 turns etc. We clawed our way up from last to two 6th and one 4th place. Steve was involved in a couple of the start congestions but somehow managed to maneuver his boat out of them. On the last race we managed to avoid the start problem and led the fleet to the finish.

Alamitos Bay Boxing Day regatta was a great event in light winds. 63 boats started at different times over an hour period and we

chased each other to be first over the line after about 1 1/2 hours. A committee boat tracked with the leader and then at the pre determined time set up the finishing line. Towards the end we were racing against 32 footers, fins, lasers, sabots, Etchels, Melges, Cal 25s etc. Interesting at the later marks! Managed to come in 23rd and second lido B. Free food served afterwards and lots of prizes. Sadly we were the only Corinthian or Del Rey boat but they like us being there. For those of you that missed it, sailing on **Westlake** is "different" but fun.

One moment strong gusts, the next dead calm. Tack on a shift and it changes 20 degrees half way though. Approaching the club house; dead run to doldrums to close fetch within 30yds. I healed too much on a tack and filled up, Tracey capsized but finished the race, Tom drove his mast into a tree and the mast now has a new shape and Kelly and Steve met on a Port and Starboard, took chunks out of their boats and Steve's tiller extension connected just below his eye leaving a cut, lots of blood and a bruise!!! Good way to finish 2006 racing. (Article was condensed from 3 Lido Fleet Emails - Editor)



O.D. SCHEDULE

& Club Events

Friday 1800 - 2200 Hrs (Year Round Hours)	Saturday 1200-1600 Hrs (Fall/Winter Hours)	Sunday 1200-1600 Hrs (Fall/Winter Hours)
2/09 Steve Mullen	2/10 Mike Oliveau	2/11 Sam Pepkowitz
2/16 Sherry Barone	2/17 Michael Fitzmaurice SCYA MidWinters	2/18 Sandy Clark SCYA MidWinters
2/23 Mike Cheda	2/24 Jim Doherty Membership Meeting & Dinner	2/25 Geoff Downer
3/02 Tom Estlow First Friday Dinner	3/03 Dana Hutton	3/04 John Fischer Board Meeting 6pm
3/09 Tracey Kenney	3/10 Sandy Bartiromo SFVYC Race Hospitality	3/11 Gil Gfelner Club Clean-Up
3/16 Rick Horner	3/17 Peter Gonzales MDR Opening Day	3/18 Peter Gonzales SCCYC Opening Day
3/23 Karyn Jones Membership Meeting & Dinner	3/24 Mike O'Brien Les Storrs Series & Club Hospitality	3/25 Peter Gonzales Les Storrs Series & Club Hospitality
3/30 Gary Magnussen	3/31 Shari Landon SFVYC Race Hospitality	04/01 Frank Kronwitter Board Meeting 6pm

If you cannot fulfill your duty on your assigned date, please get a replacement and notify Tracy Kenney (odchair@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 \$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.

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

Jan 5	First Friday Dinner	Gary Speck	July 6	First Friday Dinner	_____
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	_____
Feb 24	Membership Meeting	_____	Aug 3	First Friday Dinner	_____
March 2	First Friday Dinner	_____	Aug 25	Membership Meeting	Stu Coleman
March 23	Membership Meeting	_____	Aug 26	Outlook Trophy Hospitality	_____
Mar 24-25	Les Storrs Race Hospitality	_____	Sept 7	First Friday Dinner	_____
April 6	First Friday Dinner	_____	Sept 21	Membership Meeting	_____
April 20	Membership Meeting	_____	Sept 23	Fletcher Cup Race Hospitality	_____
April 21	Lido Invitational Hospitality	_____	Oct 5	First Friday Dinner	_____
May 4	First Friday Dinner	_____	Oct 19	Membership Meeting	_____
May 19	Membership Meeting	_____	Oct 20	Two for One Race Hospitality	_____
May 27	Corinthian Cup Race Hospitality	_____	Nov 2	First Friday Dinner	_____
June 1	First Friday Dinner	_____	Nov 17	Membership Meeting	_____
June 23	Membership Meeting	_____	Dec 1	Installation Dinner	Bridge Officers



SOUTH COAST CORINTHIAN YACHT CLUB

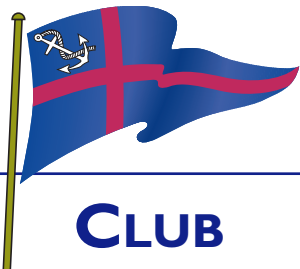
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