



1961

Sail Tales

The Redondo Beach Yacht Club
210 Yacht Club Way, Redondo Beach, Ca 90277
www.redondobeachyachtclub.org; 310.374.4838



2011

Volume V Issue 7

July 2011



News From the Helm

Commodore Craig Miller

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Sail Fleet	Rich McDaniel
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Greetings from the Helm!

We have bought four Sabots this month—the core of a fleet of Sabots which we’ll eventually use to start up a junior sailing program. For the time being, though, club members are welcome to rent them for a small fee beginning some time in August. We’ll let you know.

We’ve named our first fleet boats “R” “B” “Y” and “C” (thank you Carlos for the idea). Soon we are planning to construct a floating deck for Sabot and chase-boat storage and for guest-dinghy tie-up. Our clubhouse will overlook the floating deck so members can watch the action.

Meanwhile, we’re heading into the second half of 2011 with a full schedule of sailing activities and social events that I hope all of our members have been, and will continue to be, enjoying this summer. These programs would not be possible if not for the hard work and commitment of our volunteers. To all of you, my sincere gratitude.

During the next six months, we will also be concentrating on our power fleet. Cruising and fishing events to be planned throughout the remainder of the year will help round out the club and complete the effort to cover the broad interests of our diverse club membership. Thank you all.



Racing Stripes

Vice Commodore Patrick Shuss

The finale of the June Cup were on Tuesday, July 5th. Series results can be found on our website at

<http://www.redondobeachyachtclub.org/> and photos of our First-Place trophy winners on the next page. Competition had been fierce and conditions had been excellent. Congratulations to the winners!

The First Tri-Club Raft-Up wasn't a total bust. Rumors of a big government crackdown on boaters enjoying themselves never materialized. I brought my boat *Kat Atomic* up from Cab-rillo for the weekend. The other two clubs pulled out at the last minute but that just left more food and drink for our RBYC members, who continued to consume even after the boat had gone back to San Pedro on Sunday. The weather cooperated and the nights were warm and still. We had adventures and misadventures, but the weekend passed without injury except for some after-effects of over-indulgence. The ride back to SP was gifted with great weather and dolphins.

Upcoming on July 9 is the Queen Mary Race in cooperation with the Shoreline Yacht Club (SYC). This is a very fun race that is kind of like a mini-Newport-to-Ensenada race. It usually has all kind of conditions-from struggling in light winds around Point Vicente to blasting past Angel's Gate at Hurricane Gulch. It is mostly a downwind run past the wonderful Palos Verdes Peninsula. Have fun dodging the commercial traffic in Los Angeles and Long Beach harbors.

Thread the needle through the boats anchored in the lee of Oil Island White. Finish the race at the stern of the Queen Mary and visit SYC for their fine hospitality and awards ceremony. This is one of our best-attended Saturday races of the year and a

great chance to visit a fine yacht club in Long Beach. Even if you're not racing, support the clubs and join in the festivities!

Kat Atomic at play





Congratulations to the June Cup First Place Winners! (from top left)

Spinnaker A: Mary Stuyvesant
Huckleberry2

Spinnaker B: Nancy Roe *Bad Wolf*

Mariner's Class: Margaret Shaw *Meimi II*
John Ellinwood and Patrick Shuss bring out the June Cup Trophy.



And congratulations also to those intrepid women who helmed 4 or more races in the series:

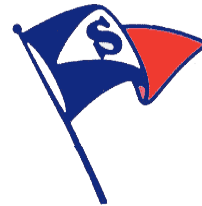
- | | |
|------------------|----------------------------|
| Kim Stuart | <i>White Knight</i> |
| Suzanne Cottrell | <i>Tigger</i> |
| Kristy Lenehan | <i>Bella Vita</i> |
| Merry Cheer Heck | <i>Hot Rum & Nitro</i> |
| Karen Kuhn | <i>No Way!</i> |
| Kelly Cantley | <i>Bella Luna</i> |
| Dorian Harris | <i>Caliente</i> |

Any boat that can outsail your own boat is (a) crewed by professionals, (b) dangerously light and underbuilt, or (c) a hot high-tech expensive racing boat.
Chuck Gustafson



2011 Redondo Beach Series

NOTICE OF SERIES of Six Saturday Yacht Races Sponsored by Redondo Beach Yacht Club (QMR is co-sponsored by SYCLB)



FEBRUARY 5 – PALOS VERDES BLT – A Beat-Leeward-Triangle course from K to an inflatable. Distance 8–17 nm. The race starts at 1300 hrs and lasts about 3 hrs. Fee \$16

APRIL 9 – LIGHTHOUSE RACE from K to a temp. mark off perhaps Portuguese Pt. and return. Distance is 9–17 nm. Race starts at 1300 hrs and lasts about 3 hrs. Fee \$16

MAY 7 – 37 FATHOM RACE from K to an inflatable in 37 fathoms and the R-10 bell. Distance is 10 – 18 nm. The race starts at 1300 hrs and lasts about 3 hrs. Fee \$16

JULY 9 – QUEEN MARY REGATTA* – One-way blast to Co-Sponsor Shoreline YC via “Hurricane Gulch”. Everyone sails 23 nm. Noon start from S mark. Fee \$30 (late, \$35)

AUGUST 6 – JOHN WALTI MEMORIAL REGATTA –One up-down BUOY race* and one RLC race. Distance is 2.4 - 7 nm each race. Race #1 starts at 1300 hrs. Fee \$16

AUGUST 20 – JOHN PARKER MEMORIAL – Uses an inflatable outside of F. Distance is 8 – 16 nm. Starts at S mark at 1300 hours. About 2.5 hrs. (Music at RBYC) Fee \$16

CLASSES – **PHRF-A** (Area RLC<150, 12-18 nm), **PHRF-B** (Area RLC>=150, 10-16 nm). If 3 entries **CAL-20** (courses of 8-14 nm), or **MAR-242** (**PHRF-B** courses), or **MARINER** (non-spinnaker class, courses of 8-14 nm, cruiser-adjusted rating.)

RULES – Boats in **PHRF-A,-B** shall be members of PHRF, meet Std PHRF Specifications & PHRF Equipment (Category 4 race). Except where *, use Area RLC ratings. **ONE DESIGN** class rules and safety equip. apply. **MARINERS**: need crew of 2+, anchor, chain and rode, no free-flying headsail, no whisker pole > 1.4J, may add cruiser adjs.

RULES APPLYING TO ALL BOATS: have either VHF marine ch. 78 or a cellphone; Racing Rules of Sailing (omit RRS 35, 77); rules in this NOR, in the race NOR and SI, rules stated at entry or hailed under **L** flag. If they conflict, latest rules.

SCORING – At least four races not abandoned or cancelled will constitute the series. Series entrants are those who start all but at most one race of those completed. Others shall be removed from the series spreadsheet, and the series entrants rescored using RRS Low Point Scoring and RRS A8 and A9. Each entrant shall throw out one worst score from completed races, and the total of his remaining scores shall be ranked. Series trophies will be awarded in December: one if 3-4 in class, two if 5-7. The winning boat of each class will be immortalized on the Redondo Beach Series Perpetual.

RACE INFO John Ellinwood 310-645-9550 jwellin@sbcglobal.net. **RBYC** 310-374-4838

HOT JULY 23, 2011
CARIBBEAN FEATURING
NIGHTS "KATT"
PROFESSIONAL
STILT
WALKER

\$20.00
PER PERSON
SPECIALTY DRINKS
\$4.00

AT THE REDONDO BEACH
YACHT CLUB

3:00PM - 6:00PM
MUSIC, COCKTAILS & CARIBBEAN STILT WALKER
SPECIALTY DRINKS ARE MAI TAI'S & RUM PUNCH

6:00PM DINNER - DANCING TO FOLLOW
REGGAE BOYS SALAD, JAMAICAN JERK CHICKEN,
CARIBBEAN PORK CHOPS, PEAS N' RICE
GRILLED TROPICAL FRUIT, JOHNNY CAKES
RUM CAKE FOR DESSERT

ALL ARE WELCOME!
RSVP: JILL LINDSEY
310.937.5952
RSVP BY JULY 21ST
EVERYTING GONNA BE IRIE MON!

“Expect the Unexpected”

“When anyone asks me how I can best describe my experience of nearly forty years at sea, I merely say uneventful. Of course there have been winter gales and storms and fog and the like, but in all my experience, I have never been in an accident of any sort worth speaking about. I have seen but one vessel in distress in all my years at sea...

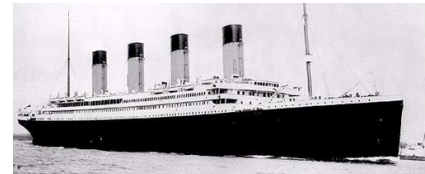
I never saw a wreck and have never been wrecked, nor was I ever in any predicament that threatened to end in disaster of any sort.”

- from a presentation by E.J. Smith, 1907

(A slide copied from the 2011 Transpac Weather Intensive Symposium given by meteorologist Lee Chesneau. Used with permission.)



Captain of the *Titanic*



Tsunami Debris

Scientists say the first bits of debris from Japan are due to reach the West Coast in a year's time after being carried by currents toward Washington, Oregon and California. They will then turn toward Hawaii and back again toward Asia, circulating in what is known as the North Pacific Gyre, said Mr Ebbesmeyer.

"It's very challenging to move through these to consider these boats run on propellers and that these fishing nets or other debris can be dangerous to the vessels that are actually trying to do the work," Ensign Vernon Dennis told ABC News.

"So getting through some of these obstacles doesn't make much sense if you are going to actually cause more debris by having your own vessel become stuck in one of these waterways."

Read more: <http://tinyurl.com/DM-051111>



Off the Palos Verdes Shore 33° 40' 50.9"N 118° 21' 19.63"W

by Octavio Carranza on F dock, reprinted by permission from *Latitudes and Attitudes Magazine*

Wilhelm, Greg, Spencer, Parker and I were making what we thought would be a simple delivery for a friend, of a 33-foot US Boats sailboat from San Pedro to Redondo Beach.

The NOAA weather forecast and passageweather.com both said that we should expect winds of 10-20 knots from the southwest. Perfect. I thought. We'll just sail right into the harbor at Redondo on a broad reach. That didn't happen. The winds turned out to be northwest making it an uphill run. But, that's just the world of sailing. You can study weather forecasts until you are blue in the face but in the end the weather is going to do what the weather is going to do.

We motor-sailed out of the harbor to light winds and menacing rain clouds. As we zig-zagged through the lobster traps not far from the harbor entrance, the engine started revving up and down by itself and we were losing power. I checked. The air filter had popped off. I put it back on and the engine revved steady. Thirty minutes later it failed altogether. Luckily for us, the wind had picked up and we were moving mostly forward. We were going to have enough wind to get us to Redondo, engine or not. This is a sailboat after all.

My buddy, Wilhelm, was at the helm. He was doing a great job keeping us close to the wind so we could make it around Pt. Vicente (33°43.51 N 118 24.75W) with the least possible tacking. The wind had picked up to about 15-20 knots with some scattered showers. We were heeling but not excessively, just nice Southern California winter sailing.

"Octavio, I think in about another 15 minutes we can tack and make it around the

point without having to tack again," said Wilhelm at the helm. Greg and Spencer were down in the salon, drinking and eating, and Spencer's eleven-year-old nephew, Parker, was under the cockpit dodger recovering from seasickness. I was kneeling in the cockpit, on the starboard side when suddenly we heard a CRACK so loud that there was no doubt in anyone's mind that things just got ugly.

I yelled, "Holy shit, we were just dismasted!" The mast had fallen clear off on the port side while we were on our starboard tack. Greg and Spencer rushed out of the cabin. "Look!," said Greg, "The mast is in the water! The mast is in the water!"

"Everyone okay?" I asked. Good. Everyone was okay.

"The mast is in the water! The mast is in the water!"

I went down below and hailed a mayday call on the radio. That's when I realized that the VHF antenna was on the mast floating alongside the boat. Okay, I used my cell phone. "What is your emergency?" asked the 911 operator. "We're off of Palos Verdes and we've just been dismasted!" Brief silence. "You do know what a mast is, don't you?" Okay, she said, I'll transfer you to the county Sheriff. "No!" I interjected, "I need the Coast Guard." I'll transfer you to the Coast Guard."

"The mast is in the water! The mast is in the water!"

"Coast Guard Los Angeles?"... "We've been dismasted and we're adrift off of PV. Everyone is okay."

"How many on board?"

"Five, including one child."

“This would be a good time to put on your life-jackets.”

“Everyone! Put on your life-jackets!”

Everyone did.

During this entire exchange, the still-attached mast was hitting the hull of the boat from the movement of the five-foot NW swells and the 20-knot wind. We decided it was best to cut the mast free so there was no risk of it puncturing the hull. By now, every one of us had enough adrenalin running through our veins to rile a sedated African elephant.

The wind had, by now, turned us around so we were drifting somewhat parallel to land. The fallen mast (and sails) were dragging in the water on our port side and, like I said, banging up against the hull. Then something extraordinary happened. Spencer sprang out of the salon holding brand new, bright yellow, shiny bolt cutters he’d found..

We took some time to assess the situation and everyone agreed we had to cut the mast loose. We were all staying as calm as we could at a million miles an hour.

I crawled back astern and handed the shiny yellow bolt cutters to Wilhelm who stood steady. We decided to cut the rig off in an orderly fashion to avoid any possible recoil—stern, bow, and then the side-stays. Wilhelm cut the backstay, the first of the rigging to release this massive piece of aluminum. Great! No tension. Then I took the cutters and crawled up to the foredeck, I was ‘hitting the deck’ pretty often since we had no mast to stabilize the weight of the keel, and we were sideways to the swell so it was really rocking.

Okay, so I made it to the bow. First cut the front stay, and then the rope that attached to the jib at the foot. “Excellent—and the jib is in the water!” I never thought I would say those exact words with such enthusiasm.

Okay, cut the side stays, and cut, and cut, and off goes the mast.

“We are (mostly) free of the mast!”

Only thing keeping the mast and sails attached to the boat was a jib sheet. Wilhelm suggested that we should use the mast and sails as a sea anchor---to steady the boat. You have got to love Wilhelm for his logic. A sea anchor would definitely stabilize us. Greg tied the jib sheet to the bow cleat---and---it worked! We were stabilized!

Just when we were about to give Wilhelm the “hip, hip hoorays,” the tension from the mast and the rolling swells, snapped the steering cable rendering steering impossible. Add that one to the list. So, with no steering we could not counter our new sea anchor to the wind so I took out my handy black Swiss Army knife (One Hand Trekker model) and cut through the jib sheet, and off it went to its new home 1500 feet down. (33° 40’50.69”N 118° 21’19.63”W) Phew

Okay so no engine, no mast, no steering, lee shore. About thirty minutes later, we were happy to see Baywatch show up with their roaring engines, but unfortunately without Pamela Anderson. Well at least they towed us back to safety in the San Pedro harbor.

Recap: Engine failed—Bad. Dismasted—Bad. Steering cable snapped—Bad. A calm and confident crew—Good. Brand new shiny yellow bolt cutters—Good. No one hurt—Fu**ing Spectacular.

(Writer’s note. We concluded that the dismasting resulted from a shroud coming loose from a swage. There was enough tension from the starboard tack to pull it out)

You can out-think the ocean, but you can’t out-slug the ocean
Sign at U.S. Naval Academy



Expect the Unexpected

Franja Steagall competing in the Rock to Rock paddle board race from Catalina to Palos Verdes, waits for a freighter, who probably never saw her, to pass. (Even with the delay she still won her class.)

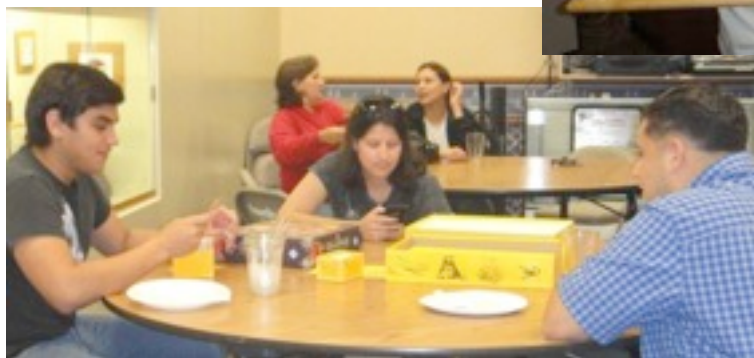


Waves are not measured in feet or inches, they are measured in increments of fear.
Buzzy Trent

A man who is not afraid of the sea will soon be drowned, he said, for he will be going out on a day he shouldn't. But we do be afraid of the sea, and we do only be drowned now and again. John Synge



RBVC's weekly Friday Night dinner special and this time it's Commodore Craig's (locally) Famous Pizza



Copper is low-risk to marine life, new antifouling study reveals

By International Boat Industry Magazine / Bob Greenwood

New scientific research has cast doubt on the widely-held belief that copper-based antifoulings are a serious risk to marine organisms. The findings of new tests carried out by UK-government agency CEFAS (Centre for Environment, Fisheries and Aquaculture) on behalf of CEAP (the Copper Antifouling Environmental Programme which is supported by copper producers) were released on November 15 at METS.

According to CEFAS science director Dr Mike Waldock, who presented his group's findings, even though copper has been used as an effective means of keeping boat hulls clear of the marine growth that impairs performance, "there's an enormous science base, but the fundamental issues haven't been addressed."

Dr Waldock told IBI: "Some regulations are loaded in the wrong direction. For example, California is minded to ban copper, but (the regulators) haven't got the risk assessment right."

He added: "In the past the measured total units of copper dissolved in water had been shown to be harmful to life, but a previously unknown ratio of copper gets bound up in complexing agents." These agents render what turns out to be about 80 per cent of the total

amount of copper present virtually harmless, he explained. It's only the remaining 20 per cent of labile (unstable copper) that is injurious.

"Previously tests were done in clean sea water, when all the copper types were measured. It was like looking at apples and oranges and coming up with a risk assessment," said Dr Waldock.

Field tests were carried out under varying conditions by CEFA at four locations around the coast of the UK, including the Hamble river, which with 5,000 boats moored has one of the highest boating densities in the world. They were corroborated by parallel tests in Finland that produced near-identical results.

CEAP has since presented the CEFAS findings to a French inquiry body which is expected to produce a report perhaps late next year that could influence the EC Commission in its framing of a new Biocidal Products Directive (EU).

Duncan Norman concluded: "We wouldn't give copper an entirely clean bill of health, but it's far less harmful than was previously thought. The message is: 'use sensibly'."

Le Proatype: The Power Of Positive Sinking



A putter for catamaran lovers, designed by, among others, America's Cup and trimaran racer Loick Peyron of France. In purple prose to match the shoes in this picture, their website calls the putter "A symbiotic puzzle of European innovation, Japanese technology, Australian experience and California cool.

<http://sailracewin.blogspot.com/2011/06/golf-course-au-la-rge-le-proatype.html>

Great Membership Perks!

With a RBYC membership card, you can enjoy the privileges of yacht club membership from San Diego to Channel Islands and New York. What is it worth to be able to walk into the Bahia Corinthian Yacht Club, in Newport Beach, the Long Beach Yacht Club, and the Santa Monica Windjammers Yacht Club in Marina del Rey.

Those are just a few of the reciprocals we have to date. If you haven't yet joined, now's a great time to do it while the sailing season is in full-swing.

Check the website <http://www.redondobeachyachtclub.org/> for an application form or contact Jr. Staff Commodore Kathi Sheridan (818-326-1433) with your membership questions.

Reciprocals

Alamitos Bay YC	Long Beach	Morro Bay YC	Morro Bay
American Legion YC	Newport Beach	Navy YC	Alamitos Bay
Bahia Corinthian YC	Corona del Mar	Navy YC	Coronado
Balboa Basin YC	Newport Beach	Navy YC	Ventura
Buccaneer YC	San Pedro	Oceanside YC	Oceanside
Cabrillo Beach YC	San Pedro	Pacific Corinthian YC	Oxnard
Cerritos Bahia YC	Long Beach	Pacific Mariner's YC	Marina del Rey
Channel Islands YC	Oxnard	Pierpont Bay YC,	Ventura
Chula Vista YC	Chula Vista	San Fernando Valley YC	Van Nuys
Coronado Cays YC	San Diego	San Luis YC	Avila Beach
Corsair YC	Long Beach	S. M. Windjammers YC	Marina del Rey
Dana West YC	Dana Point	Seal Beach YC	Long Beach
Hollywood YC		Shoreline YC	Long Beach
Hurricane Gulch YC	San Pedro	Silver Gate YC	San Diego
Lake Mission Viejo YC	Mission Viejo	South Shore YC	Newport Beach
Lido Isle YC	Newport Beach	Ventura YC	Ventura
Little Ships Fleet YC	Long Beach	West Coast YC	Dana Pt Harbor
Long Beach YC	Long Beach	Woodmere Bay YC	New York
Mission Bay YC	San Diego		

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*Time to get rid of that two-masted dinghy
you have stored in your garage?*

We're having a Swap Meet On Saturday, July 30th.

- When:* Saturday, July 30th.
- Time:* We'll start at 8 a.m. and stick around until 3 p.m.
Sellers can set up whenever you get there.
- Where:* In the parking lot around RBYC
- How Much?* Spaces are free for Club members
\$20 for non-club members.



Plan Ahead Let us know if you need a space and we'll reserve it for you. Or, feel free to just arrive and take your chances on a space. (No promises, though). This is the Saturday that ends the Santa Barbara to King Harbor race so there should be lots of activity and maybe even people looking to replace parts.

*Don't want to bother selling it yourself?
We'll take it!*

Donate your stuff to RBYC. Call us (424-241-0322) and we'll arrange to come pick up your oars, anchors, chain, line, pictures, books, charts, two-masted dinghy, or anything else that's taking up space in your garage or storage.

Proceeds will go to Club activities and to fund our Junior Sailing Program.



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Happy July Birthday

July 2	Robert Warnacutt
July 12	Donna Thorpe
July 13	Ken Buth
July 15	Ski Tarnowski

Free birthday stuff

Terranea's Catalina Kitchen restaurant offers a free dinner (surf and turf \$48 value) to patrons on their birthday. See details;
<http://www.terranea.com/southern-california-dining.php>

Catalina Express is offering a free round trip ride to Catalina Island on your birthday. You have to leave on your birthday but have 30 days to return. Preregister at www.catalinaexpress.com



Editorial

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<http://www.redondobeachyachtclub.org/>

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Submissions to *Sail Tales* are welcome and encouraged. They can be in any form except video. If you hate writing but have something to say, call the editor and tell her about it. She'll write it up for you, send it to you to confirm, and put it into the publication. **Deadline** for all submissions in whatever form is the weekend after the Board's monthly meeting, so that would be the last weekend each month. It is firm. Except if the editor is informed ahead of time so space can be reserved.



Sail Tales is now accepting advertising.

For members, first three months is free. Non-members, \$10 a month for a business card-sized ad. Check with editor for other rates.

RBYC Membership table at the KHYC Seafair. (from left) Leslie Lunsford, Patrick Shuss, and Virginia Bowling



The Quartermaster Ana MacKenzie

Prices listed are for the limited stock on hand (and are subject to editor's error). New stock may reflect price increases.

Burgee \$30

Bullion \$40

Pin \$ 5

Nametag \$20

To order, call Ana at 310-379-3365



RBYC Logo polo shirts, ladies tops, caps and other specialized logo wear such as windbreakers and sweatshirts, can all be ordered from Director Steve Hofbauer at avship11@yahoo.com or 661-609-7456.

Save The Date!

July Events

- 4 Party at Commodore Craig's boat, end of C Dock. (with fireworks view)
- 5 Tuesday night racing and dinner
- 8 Friday night dinner before the Queen Mary Race
- 9 Queen Mary Race from Redondo to Long Beach harbor (see flyer)
- 12 Tuesday night racing and dinner
- 15 Game night and Friday night dinner
Mexican Train, Mahjong and board games
- ~~16~~ Ship 11 fundraising dinner
Postponed - 405 Closure this week end. Ugh!
- 19 Tuesday night racing and dinner
- 23 Caribbean night (See Flyer)
- 19 Tuesday night racing and dinner
- 30 Club swap meet. 8 a.m.-3 p.m. (flyer)

August Events

- 5 Friday night dinner
- 6 Walti Race (rescheduled after tsunami)
- 9 Tuesday night racing and dinner
- 12 Game night and Friday night dinner
Mexican Train, Mahjong and board games
- 16 Tuesday night racing and dinner
- 19 Friday night dinner
- 20 John Parker Memorial Race & dinner
- 23 Tuesday night racing and dinner
- 26 Friday night dinner
- 27 Welcome dinner for all new members and their sponsors
- 28 Mystery Cruise - 11 a.m. - 5 p.m. \$40.
Details later. (but not too many)
- 30 Tuesday night racing and dinner



50 Years of Commodores

1961 Mitchell Dazey
1962 Lynn Kauffold
1963 David Bradley
1964 David Bradley
1965 David Bradley
1966 Robert McJones
1967 Richard Ohst
1968 James Sharp
1969 John Walti
1970 John Walti

1971 Joseph Luli
1972 Bill Larson
1973 John Walti
1974 Lee Robinson
1975 Frank Hine
1976 John Ellinwood
1977 Ron Gifford
1978 John Bianco
1979 Jack Nowlan
1980 Gail Hine

1981 Gail Hine
1982 Gary Beebe
1983 Gerald (Jerry) Martin
1984 Lew Gade
1985 Aili Larson
1986 John Ellinwood
1987 Ralph Harboe
1988 Zoltan Katinszky
1989 Bill Dall
1990 Dean Shepherd

1991 Clara Allen
1992 Bruce Nelson
1993 Gary Tingstad
1994 John Ellinwood
1995 Suzanne Butler
1996 Gene Moni
1997 Lake David Hegner
1998 Lake David Hegner
1999 Bruce Neighbors
2000 Rob Langford

2001 Jim Robertson
2002 Charlie Birkes
2003 Bill Brogan
2004 Carlos A. DeBonis
2005 Kyle Wilfong
2006 Jim Murrell
2007 Don Laverty
2008 Mike Devine
2009 Ron Cotta
2010 Kathi Sheridan

2011 Craig Miller



*And Thank You to all of these
Staff Commodores
who continue to serve
the RBYC so well.*

1976, 1986, 1994	John Ellinwood
1991	Clara Allen
1993	Gary Tingstad
1997, 1998	Lake David Hegner
1999	Bruce Neighbors
2003	Bill Brogan
2005	Kyle Wilfong
2006	Jim Murrell
2007	Don Laverty
2008	Mike Devine
2009	Ron Cotta
2010	Kathi Sheridan

