

# Gal' Warnings

FEBRUARY 2008

VOLUME XXIII, ISSUE 2

## Commodore's Corner



By Sue Service

I just returned from a lovely week of sailing in Key West, Florida. I crew for Alice Leahey on her J/105 *Grace O'Malley* and we participated for the third year in Key West Race Week. It's a huge regatta, with ~250 boats from ~30 different countries. There are four race courses, each with 3-6 or so different classes. The J/105 class is the second biggest class at the regatta with 34 entries (the Melges 24 class is the largest with 46 entries). We are on the same course with the Melges 24 and the J/80s, and between all the sails flapping and helicopters buzzing overhead for action shots—you really have to shout to be heard during the starting sequence.

It's a really fun buzz at the dock before racing, with everyone milling about getting their boats and themselves ready. This event draws a lot of the big name boats and big name professional sailors. It's easy to get a little star-struck 'til you see they put on their sailing gloves one at a time, just like we all do J.



Photo by Sandy Penrod

**Spectacular sunset over the Marina del Rey main channel during the last daysail of 2007 as the WSA crew on Chekkers heads home**

of the season here in MdR. I hear that the Match Racing clinic was a great success.

I just attended the Women's Sailing Convention on Feb. 2. The first one I've attended,

I wasn't too sure what to expect. What I found was a big group of very enthusiastic, energetic women, ready to learn and ready to teach. My morning class was "docking" with WSA's own Fran Weber-Melville teaching. As many in WSA can attest, Fran is a wonderfully patient teacher who gave all of us

a hand at the helm, first "docking" against a buoy in the channel, then docking with the real thing. I really appreciate the support and encouragement she offered. I had been nervous about trying to dock, but she really instilled confidence in her students and made it fun!

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**Feb 12: ALL aboard the sailing vessel *Quest* for a virtual cruise to Fiji Islands with Jean Adam (no sunscreen required)**

**6:30 p.m. Social hour**

**7:30 p.m. Business meeting**

**8:00 p.m. Speaker**

In the afternoon, I took shore side classes, *Navigation 101* and *Diesels for Dummies*. Both classes were taught by smart and patient women who thoroughly explained their subjects and left plenty of time for student questions and participation.

At the evening dinner, we had assigned seating and were all mixed up with women from a variety of areas. This was great, as it enabled us to meet with sailors from all over So Cal and beyond, and make a lot of new friends. All in all, it was a very positive experience and I recommend it for all women sailors!

### Friendly Reminder...Renew Your WSA Membership Now!

Thanks to everyone who has renewed their WSA membership for 2008. You're now guaranteed another year of fun-and-sun filled, exciting WSA activities on the water (and off).

If you have yet to renew, just a friendly reminder that the renewal deadline to avoid a \$10 late fee is Feb. 12, the date of the February General Meeting at the SMWYC. By renewing before or at February's General Meeting, you won't miss any of the WSA activities that promise to make it a "great 2008."

Choose any of three easy ways to renew your WSA membership:

1. Complete the membership renewal and waiver form that were mailed to all WSA members. Complete both sides of the form, sign, enclose a check and mail to WSA. Or bring to the General Meeting on Feb. 12.
2. Membership renewal and waiver forms will be available at the General Meeting on Feb. 12 for "on-the-spot" renewals.
3. On the WSA Web site at [www.wsasmb.org](http://www.wsasmb.org), click the **Membership** link in the left-hand column, read the **Membership Dues** instructions and then click the **Membership Application with Waiver Form** link. Complete and sign both forms, enclose a check and mail to WSA. Or bring to the February General Meeting on Feb. 12.

### February 12 Speaker Preview: Jean Adam

*By Joan Chandler, Education Director*

Come to the General Meeting on Feb. 12 prepared to ignite your dreams of travel to far away places. Jean Adam returns to cover another chapter of the travels on the sailing vessel *Quest*. She and her husband, Scott, are in the middle of a multi-year "around-the-world" trip that began in late 2004.

This episode will describe the Fiji Islands complete with pictures, charts and interesting stories. Those of us who experienced Jean's recent presentation about Samoa and Tonga know that the Adams get off the beaten path and return with stories not found in the Michelin Guide.

Don't miss this!

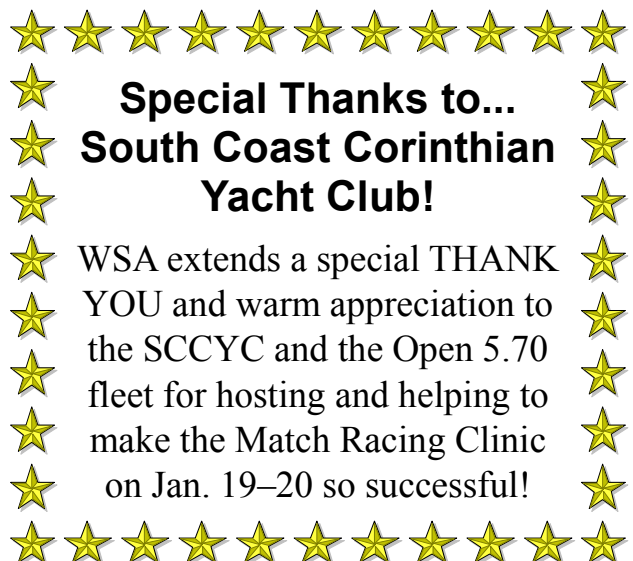
### Racers Recycle!

*By Sue Service, Commodore*

In collaboration with the Cal Yacht Club, we're going to try setting up recycling bins for the Midwinters Regatta on Feb. 16-17, so that sailors can have an opportunity to recycle their water bottles and beer cans after racing.

We'll need volunteers to pick up cans and bottles and take them to a recycling center. If you'd like to help, please e-mail me at

[commodore@wsasmb.org](mailto:commodore@wsasmb.org).



## 2007 Peggy Slater Memorial Trophy to WSA's Karyn Jones!

By Sue Service, Commodore



The Peggy Slater Memorial Trophy is one of the most prestigious awards for So Cal women sailors. It is awarded annually by the Southern California Yachting Association to a female involved in the sport of sailing who best demonstrates

outstanding contributions to the enhancement of women's participation in sailing or individual achievement in the sport of sailing.

I think we all know Karyn is well-deserving of this award. Congratulations Karyn! She joins the ranks of many other accomplished women sailors, including other WSA members—Marylyn Hoenemeyer in 2002 and Liz Hjorth in 1998.

## WSA Skippers' Meeting February 19

By Margaret Pommert, Cruise Co-Chair

Ahoy all WSA skippers! We're going to have our first WSA skippers' meeting on Tuesday, Feb. 19, from 7–9 p.m. It will be at the SCCYC, address shown below. Dana will be tending bar for us (Thanks Dana!) and we'll bring munchies.

This meeting is for all WSA skippers: race, daysail and cruise. We have some important items on the agenda plus a fun evening planned, so I really hope you can make it! Agenda:

1. You will elect a skipper liaison. This is a very important roll that helps ensure that you all are "heard" and everybody has a fun year.
2. We'll talk about the cruise schedule for 2008.
3. Suggestions and ideas for what's working well, and what we can improve on this year.
4. Get to know each other, and/or catch up with old friends!

### SOUTH COAST CORINTHIAN YC

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## Member Spotlight: Sue Service

By Peter Steinblums, Newsletter Editor



Moving to sunny California in 1992, Sue originates from "nowhere and everywhere—my Dad was a career military man and we moved every two to three years," she says. Attending high school in Subic Bay, Philippines, "I did everything I could to stay out on or in the water...sailing, scuba, and water skiing. The Navy base had a great sailing facility where I learned to sail in Lido 14s and Flying Scots."

Sue joined WSA six years ago after being asked to crew on a WSA entry in the Women's One Design Challenge Regatta. She has worked her way up the ladder to become WSA's 2008 Commodore and enjoys the sense of community and support that WSA offers.

Not currently a boat owner, Sue's "dream boat" is a Laser SB3, *Sailing World's* 2007 Boat of the Year. Racing is definitely in her blood. An experienced racer, Sue says, "I'm regular crew on a J/105, *Grace O'Malley*, and we do all the So Cal J/105 events, from San Diego to Santa Barbara. I also like the local Mdr races where I often crew with Joan Chandler on her J/14, or sometimes with Marylyn Hoenemeyer on her Martin 242. I also try to do dinghy regattas when I can, on either Lido 14s or Capri 14.2s."

As far as Sue's favorite races, she says, "I love Key West Race Week because of the location and all the big names and boats. I've done a little match racing, with Liz Hjorth in 2006 and Liz Baylis in 2007, and totally enjoyed that format. And Wednesday nights with the battery-operated blender on Joan's boat is always a fun time. Margaritas at the dock!"

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Is there a new race that Sue hopes to participate in someday? One word reply: "Transpac!!!" Other goals include to "keep learning new things and helping new racers along in the sport," she adds.

Although when Sue goes on the water it's usually to race, she has fond memories of several cruises. "During 1988 I bareboated a charter in the Whitsunday Islands in Australia...that was a lovely spot," she recalls. Another pleasant experience was a cruise from Bermuda to Nova Scotia. "While standing watch I watched about 30 dolphins play in the bow wave—the phosphorescent algae was lighting up our waves and their paths...it was really magical!"

Sue is a statistical geneticist by profession. Other than sailing she enjoys "mountain biking, tennis and...collecting antique teacups—NOT!"

## WSA Treasurer's 2007 Annual Report

*By Karen Kuchel, Treasurer*

Financially, 2007 was a good year for WSA. Our goal was to maintain positive cash flow and we were able to meet that goal.

In round numbers, our revenues were \$12,099 and our operating expenses were \$10,119 for a net income of \$1,980. Our largest source of income was member dues which totaled \$9,400. This was an increase over last year of \$700. The Summer Party and Installation Dinner generated \$2,178 in income. However, the cost for these functions was \$2,642, so dues monies were needed to support the additional \$464 cost. Other income sources included racing clinics and interest.

Our ongoing support of two annual racing events, the WOW/VAH and Linda Elias Memorial, totaled \$820. This amount also included our annual fee to ASMBYC for buoy maintenance in the Santa Monica Bay.

Other expenses included the annual Boat Parade (\$608), storage facilities (\$1,030), membership dues and donations to various yachting associations (\$700), the annual insurance premium (\$1,023), website maintenance and license (\$143), P.O. Box rental and postage/printing costs for membership materials (\$758), newsletter printing and mailing costs (\$317), and the cost of food and room rent for monthly meetings (\$2,078).

Hopefully, in 2008 we continue to grow in membership. Growth would mean increased support for activities that promote women's sailing, be it daysails, racing or cruising. Growth also ensures support for our ongoing programs that encourage women sailors to socialize, learn and build lasting relationships.

## Race Report

*By Michaela Draper and Kim Stuart  
Race Co-Chairs*

The 2008 racing season finally kicked off on Jan. 5, with Malibu and return, the first race in the Berger Series, hosted by DRYC. The wind forecast two days before the race called for more than 20 knots of breeze, but in traditional Malibu and return style, the wind gods had something else in store—less than 5 knots at the start—and as the day progressed, the wind shifted around but barely made it into double digits. All the usual suspects in the sled fleet showed up—Medicine Man, Magnitude 80 and Holua (with WSA member Barbara Duker aboard)—and all finishing late afternoon.

WSA Education Chair Joan Chandler was aboard the second place boat in the A sport fleet, *Huckleberry 2*, a Mumm 30 being sailed out of King Harbor and new to the area. Mary Stuyvesant sailed with Doug Steele, on his new Mumm 30, *Babe*, to third place in the A sportboat fleet. Monica Antola's Mumm 30, *Clockwork*, finished sixth in the A sportboat fleet.

In PHRF A, Paula Cameron's Soverel 33, *Trust Me*, was first in the class. Kim Stuart, sailing her Schock 35, *Voodoo Doll*, took fourth, with myself (Michaela Draper) and other WSA members Laura Guggenheimer, Christina Tarantola and Andrea Makshanoff, finishing after dark. Wayne Brandow's Olson 30, *Agua Cheetah*, with WSA Vice Commodore Diane Larson aboard, placed seventh in the class. More than half of the entrants failed to finish due to lack of wind—kudos to everyone who stayed the course and crossed the finish line.

Kelly Cantley took a first in the Sunkist Series, in Newport Beach, sailing her Lido 14, *Transitio*.

The SBYRC Champagne Series was held on Jan. 12 and 26. As of this writing, the final results

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have not been posted, though several WSA members participated as crew or skippers in the racing. With light winds on the first day, only two races were finished, but a steady Santa Ana on the second day of racing allowed the race committee to run the three races needed to complete the series.

George Biddle finished third in the SFVYC Topanga and return race on Jan. 19.

WSA, SCCYC and the Open 5.70 fleet held a Match Racing 101 clinic on Jan. 19 and 20. The first clinic of the year, participants came from as far as Ventura and Mission Viejo to attend. One of the participants, Lorenzo Ajello, wrote the article *Got a Match?* in this issue of *Gal' Warnings*. "The clinic was a fun and adrenalin filled success," said one observer from the committee boat.

Alice Leahey, with WSA Commodore Sue Service and Marylyn Hoenemyer as part of her crew, finished 11th in a 34-boat fleet of J-105s at Key West Race Week. Big congrats to their team

### Upcoming Race Events in February

WSA and SMWYC are co-hosting a Rules and Tactics Seminar on Feb. 9, with Brad Dellenbaugh, Head Umpire at the 32nd America's Cup in Valencia, Spain, as the instructor. This is a must for anyone looking to advance their racing program this year. To sign up, please go to [www.northu.com](http://www.northu.com).

Feb. 10 is the final Winter Sunset race of the series hosted by CYC. For more information, visit [www.calvachtclub.com](http://www.calvachtclub.com).

Midwinters will be held throughout Southern California on Feb. 16–17. Anyone in need of crew or looking to crew, please e-mail us at [racing@wsasmb.org](mailto:racing@wsasmb.org) and we'll be glad to pass the word along.

The Start Clinic hosted by SMWYC will be held Feb. 23. For more information, visit [www.smwyc.org](http://www.smwyc.org).

### Got a Match?

*By Lorenzo Ajello*

Most yacht racers with more than a passing interest in the sport know that the America's Cup competition is a series of match races. Few of us have actually engaged in a match race, however,



### Rules and Tactics Seminar February 9 at SMWYC

Learn to win! Brad Dellenbaugh, Head Umpire of the last America's Cup, will instruct a one-day Rules and Tactics Seminar at SMWYC on Saturday, Feb. 9, from 9 a.m.–5 p.m.

Co-hosted by WSA and SMWYC, don't miss this unique opportunity to bring your racing to a new level with instruction by a world-renowned pro!

Sign up and pay for the seminar online at [www.northu.com](http://www.northu.com) or reserve online and pay by check at the door.

with the bulk of our time on the water taken up by buoy and point-to-point racing. I had never participated in one until the Women's Sailing Association sponsored a clinic at South Coast Corinthian Yacht Club in Marina del Rey on Jan. 19-20.

Match racing is a round-robin competition consisting of "flights." Each flight is a series of two-boat races and each boat races every other boat once. The number of boats entered determines the number of flights. The top four boats advance to the semi-finals. The top finisher of the four chooses their opponent in the semis. The winners of the semi-final round meet in the final which is a best of three match (America's Cup finals are best of seven). The losers meet in the petit final to determine third and fourth place. In large enough fleets, boats fifth through eight have consolation matches. Some local match racing events include the Congressional Cup and Mayor's Cup (a women's event), the Ficker Cup and Prince of Wales (US Men's Championship).

Match racing is very different from standard fleet racing. The course is laid out according to time, not distance, and a match race is broken up into several components which are called the entry, pre-start, dial-up and the race which is windward-leeward. While the Racing Rules of

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Sailing are used, special rules reserved for match racing are used which are found in Appendix C of the RRS.

The most interesting, and most exciting, aspect of match racing is that the rules are set up to force boats to engage one another and force your opponent to foul you while you maintain control of them. Boat handling and control are paramount as competitors often race close together trying to draw the other into committing a foul. The penalty system is also vastly different from fleet racing as boats can choose when to take a penalty turn. Participants can be black flagged—disqualified by the umpires—for fouling too often, or too egregiously. The intensity that builds as two boats hunt and attack each other is palpable and delivers an experience you won't find in any fleet race.

The \$70 fee covered lunch for two days, dinner on Saturday and two days of classroom instruction as well as on-the-water instruction. The weekend culminated in a mini match-racing regatta. The clinic turned out to be the most expensive and involved ever put on by the WSA according to Kim Stuart, the association's Fleet Captain and one of the event organizers. Stuart and Michaela Draper, the other WSA Race Co-Chair, were inspired with the idea after attending a clinic in St. Maarten that was sponsored by WIMRA (Women's International Match Racing Association) in October 2007.

The WIMRA event, run by Liz Baylis, the US women's match-racing champion and Executive Director of WIMRA, and Bill Gladstone of North U., motivated them to bring what they had gleaned from that experience to the MDR racing community and began planning in December after the ASMBYC schedule was announced. WSA members Karyn Jones and Milka Alexandrino, along with six other volunteers, several support boats and volunteer umpires were recruited to help with the event.

The biggest coup was convincing Liz Baylis to fly down to instruct the clinic as well as help umpire the regatta. Baylis has been a driving force behind women's match racing and successfully lobbied the IOC to include women's match racing in the 2012 Summer Games, the first time match racing of any kind has been an Olympic event. Her knowledge and ability is nothing short of spectacular and she really made classroom instruction easy on a group who looked as though

they hadn't seen the inside of a classroom since the 20th Century. Liz Hjorth, a former Mayor's Cup champion, and Stine Cacavas, helped with the classroom instruction as well.

Five Open 5.70s were secured with the help of Jerome Samarcelli, responsible for bringing that fleet into existence in North America as well as putting the boats away in the rain. "We chose the Open 5.70 because they're all brand new and exactly alike which creates a level playing field," Stuart said. The 5.70s proved an excellent choice as they were nimble, easy to control and a lot of fun to race. Winds of 6–8 knots on Saturday provided us with an easy time running the drills we were assigned. All 20 participants were given equal opportunities to drive—and with the breeze picking up to 13 knots for our mini-regatta on Sunday—everyone had smiles stretched across their faces for the afternoon. The end of both days was accompanied by a debrief and a hospitable bar back at SCCYC.

I hope the WSA makes this clinic a yearly event and recommend it to anyone interested in match racing or simply improving your sailing IQ. It was informative, of great value and simply so much fun. Match racing is one of those things that can't be explained sufficiently to anyone, you just have to try it for yourself.

Links:

[www.northu.com](http://www.northu.com)

[www.wimra.org](http://www.wimra.org)

[www.isaf.org](http://www.isaf.org)

## Racing in the Cruiser Class!!!

*By Kim Stuart, Fleet Captain*

So, there we were—or rather there I was—on a cruiser race hosted by SFVYC on Feb. 2, sailing on WSA member George Biddle's Hunter, *Prometheus*. My first cruiser class race. Grill bolted to the stern rail, along with a little outboard motor. Roller furling headsail. Dodger on the boat—in position! How strange this seemed to me when we left the dock. Interesting sailing instructions as well, a single page that seemed easy to understand, or at least easier than some I've seen at big regattas where the SIs can run into nearly 10 pages.

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Little did I realize that I was in for an eye-opening day, and what a fun one at that!

The cruising class has been revamping their ratings system lately, and I'll admit, I've only half followed along the chain of e-mails describing how they handle additions, subtractions, time owed for winning, time changes after every regatta; it's a lot to keep up with, even if I didn't have a lot to keep track of already.

The start was a little odd—we didn't realize until the very last minute that they had combined classes—the Holder 20 Class was a no-show and the Open 5.70s decided they would rather race with boats more than twice their size as opposed to being the only two boats in a class that fizzled out; though after the race no one was sure why the Holders hadn't turned out for racing.

We finally started and had a few issues—nothing new to racers—but finally found a groove as the wind was actually blowing nicely at about 6–8 knots and off we went. Rounded the weather mark, headed up to the Santa Monica bell buoy, then back down to the committee boat. Left that, as with all the marks in the race, to starboard, and headed back to the weather mark again.

Awesome, we'd clawed our way—albeit gently—back into the race, and were ahead of the boats that George said we needed to beat.

Alas, as we were not the leading boat on the course, we followed those ahead of us around the weather mark. Unfortunately, the RC still had the B mark on the course, even though the Open 5.70s were racing with the cruisers, and we were supposed to go to the A mark. But then again, everyone was supposed to go to the A mark. *Turn Key*, a J-92, led half the fleet around the wrong mark.

SCCYC Commodore, Stu Coleman, and crew Shari, led the rest of the fleet around the correct mark, though none of the boats in front of them realized it at the time. Boats finished, horns were sounded and it wasn't until we got to SCCYC—who hosts the SFVYC hospitality events—that anyone realized there was an issue.

In fine cruiser class form, a solution was reached—half the fleet had gone to the correct mark, the other half to the wrong mark. A quick two class break was made between these groups and boats were scored according to the mark they had rounded. Talk about being able to please everyone!

It's a really nice thing to see how amicable a class can be run, and how fun and inviting the class members can be to each other. Stu grilled some fantastic brats and dogs back at the club, and the awards were truly a hilarious mix of the funny and the good.

Midwinters is next on my personal racing calendar, and with it, I will go back to the dog-eat-dog world of one design, where collisions and protests are a way of life...one that I know well, and that I understand.

But with any luck, March 1 will see me on one of the cruiser boats racing in the next SFVYC race—having fun, kicking back in a different environment. I'm looking forward to it, and I hope to see more WSA members out getting the chance to enjoy this type of racing. Trust me, you'll be glad you're doing it!

Oh, the side note—Jerome Sammarcelli, Open 5.70 fleet rep, ended up winning the B (as in went to B mark instead of A) Class. Stu and Shari won the A (yes, that mark!) Class.

## What Goes Around... Comes Around

*By Mary Stuyvesant*

As much as I love racing—what I truly love about the racing in Marina del Rey is the *community*. The sailors in this marina are truly welcoming to anyone who expresses an interest in learning to sail and to race. Most of you reading this have participated and benefited in this unique community via WSA. I know I have—the first race I did as a part of this community was the Linda Elias Memorial One Design Regatta, sailing for WSA with Joan Chandler at the helm.

I hadn't sailed, been on a boat or raced for many years and Monica Antola asked me to fill in for a practice—Joan saw how excited I was to be back on a boat and to race and graciously invited me to be the 11th—utility, squirrel and ballast on the boat. She and a great group of sailors including Monica, Kelly Cantley, Kim Stuart, Wayne Brandow, Kathy Patterson, Doug Steele and many more welcomed, cheered and coached me back to the racing I loved as a kid on the east coast.

There is a fantastic fleet of racers in Marina del Rey. It's an active group year-round and in

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conversations with Sue Service—on boats and over cocktails or both—we have come to believe that these racers should become more involved in WSA and that WSA should become more involved in the fleet. WSA is a goldmine of developing sailors and potential racing crew. And the racing community of the marina offers unbelievable resources and rewards to new racers.

WSA has decided to create a small program of mentoring within the local race community. We will pair a small number of WSA members fairly new to racing with more experienced racers. These racers will introduce you to the larger racing community, help you network for rides to race and to learn to understand what is happening during a race (sometimes things go fast—or not so fast) and how to help a new racer become a successful crew member. And who knows? Maybe someday—boat owner and skipper.

We can't guarantee you rides, we can only give you the tools to get started and be successful on the boat. Then it's up to you. Participants will also be expected to be active in WSA and to volunteer for Race Committee on at least one major regatta this season. We are still shaping the program and would be very interested in having input from potential mentors and mentorees on what would make this a successful campaign.

This is probably not a program for you if this is your first season of sailing. But if you have some experience sailing and you want to get started in racing or improve your skills, we would love to have you participate and help us develop this program. If you are an experienced racer we invite you to become a mentor help us get this program started in WSA. Think of the available skilled crew pool we are creating!

I now have three Linda Elias Memorial One Design Regattas under my belt and have gone from ballast to spin trim. From April to October I am lucky enough to get out on the water 3–4 days a week. Not a week goes by that somebody does not help me to get better at making a boat go faster. I hope more of you will also have that opportunity to both coach and be coached in this incredible racing community.

If you are interested in becoming either a mentor or a mentoree in this program, please email [wsamentor@gmail.com](mailto:wsamentor@gmail.com).

## April Cruise to Two Harbors with SCCYC

*By Margaret Pommert, Cruise Co-Chair*

The first cruise of the season will be a joint cruise to Two Harbors with our friends at SCCYC. The weekend of April 4, 5 and 6 is the perfect time to enjoy a quiet visit to the island; the worst of winter storms are gone, but long before the summer crowds! This cruise will include a friendly game of horseshoes and happy hour at the historic Banning House Lodge with members of SCCYC.

The Banning House Lodge was built in 1910 as the summer home for the pioneering Banning brothers, owners of Santa Catalina Island. Now a charming, Craftsman-style bed and breakfast, the Banning House Lodge offers sweeping views of the Isthmus of Catalina and Catalina Harbor from its romantic, hilltop perch above Two Harbors.

The rest of the cruise calendar for the year will be published right after it's finalized during the WSA skippers' meeting on Feb. 19. Stay tuned for more fun and adventure!



Fireplace Room of the Banning House Lodge



Photo by Mike Gitchell

View from the Top—Two Harbors

## February 2008

## Upcoming Calendar of Events

9 Sat	North U. Rules and Tactics Seminar – WSA/SMWYC Race Management Seminar – CYC
10 Sun	Winter Sunset Series – CYC
12 Tue	WSA General Meeting – SMWYC, 6:30 PM
16-17 Sat/Sun	SCYA Midwinter Regatta – MdR
19 Tue	WSA Skippers' Meeting – SCCYC, 7–9 PM
23 Sat	Start Clinic – SMWYC
26 Tue	WSA Board Meeting

## March 2008

8 Sat	Berger # 2, Bill Stein # 2 Topanga & Return – DRYC
11 Tue	WSA General Meeting – SMWYC, 6:30 PM
15-16 Sat/Sun	MdR Opening Day
20 Thu	NOSA Ensenada Race Seminar – SMWYC
22 Sat	Les Storrs Regatta – SCCYC
25 Tue	WSA Board Meeting
26 Wed	ASMBYC Racers' Forum Seminar– CYC
27 Thu	Racing Rules 102 Seminar – SMWYC
29-30 Sat/Sun	Spring Keelboat Regatta – CYC

**Racers:** Be sure to review a copy of the 2008 ASMBYC calendar.  
Get your copy at <http://www.asmbyc.org>

**Daysails:** Daysails are on Saturdays and Sundays, and are not on this calendar.  
Contact Dianne Christman [wsadaysails@gmail.com](mailto:wsadaysails@gmail.com) for up-to-date info!



Wayne Brandow **2007 Sportsman of the Year**  
Association of Santa Monica Bay Yacht Clubs

## 2008 WSA Board and Committee Chairs

### *Commodore*

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### *Vice Commodore*

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### *Secretary*

Andrea Makshanoff

### *Treasurer*

Karen Kuchel

### *J/S Commodore*

Laura Guggenheimer  
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### *Cruise Co-Chairs*

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### *Daysail Chair*

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### *Membership Chair*

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### *Historian*

Sandra Canalis



## **WOMEN'S SAILING ASSOCIATION OF SANTA MONICA BAY, INC.**

**P.O. Box 10034**

**Marina del Rey, CA 90295**

### **MISSION STATEMENT:**

- To promote and support women's Sailing based on the following principles:
- To provide education opportunities;
- To provide information on gaining access to Races, cruises and other Santa Monica Bay activities;
- To support "Youth in Sailing" community Service programs;
- To Support established sailing programs For women; and
- To enhance networking opportunities.

<http://www.wsasmb.org> Women's Sailing Association of Santa Monica Bay