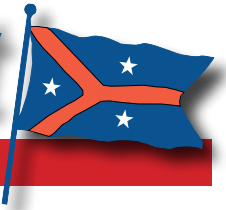


The PCYA Pennant



Official Publication of the Pacific Coast Yachting Association • Vol 7, No. 1 • Spring 2009

Jesse L. Carr Championship Regatta Coming Up in May



NOTICE OF RACE **JESSE L. CARR** **CHAMPIONSHIP REGATTA**

May 22nd – May 24th, 2009

Mission Bay Yacht Club
San Diego, California

Organizing authority

The organizing authority is the Pacific Coast Yachting Association (PCYA), in conjunction with the Mission Bay Yacht Club, and the San Diego Soling Fleet.

Continued on page 12-14

2009 PCYA OFFICERS INSTALLED

The Pacific Coast Yachting Association is pleased to announce that a new Board of Directors was installed for 2009. The election and installation of officers took place on January 9, 2009 during the annual meeting of PCYA at the Del Rey Yacht Club in Marina Del Rey, California.

After the election of officers, PCYA Staff Commodore (1981) **Arthur DeFever**, Senior PCYA Staff Commodore in attendance conducted the brief installation ceremony.

Member associations represented at the meeting were: The Pacific International Yachting Association (PIYA) representing British Columbia, Canada and the Pacific Northwest. The Pacific Inter-Club Yacht Association (PICYA) representing Northern California.

Continued on page 2

PCYA New Officers for 2009 - contined from p. 1

The Southern California Yachting Association (SCYA) representing clubs in that region.

The Yacht Racing Union of Southern California (YRUSC).

The Santa Monica Bay Power Fleet. (SMBPF).

The Southern California Cruiser Association (SCCA).

The San Diego Association of Yacht Clubs (SDAYC).

The elected officers for 2009 are:

- Commodore **Martin Livingston** from SMBPF and a member of the Del Rey Yacht Club.
- Vice Commodore **Joan Marsh-Clune** of PICYA and a member of the Pittsburg Yacht Club.
- Rear Commodore **Guy Walters** of PIYA and a member of the Royal Vancouver Yacht Club.
- Secretary/Treasurer **David 'Woody' Wood** of the San Diego Cruiser Association (SDCA) and member of the Point Loma Yacht Club.

In addition, two appointed officers will serve for 2009:

- Port Captain **JD Smith** of SCCA and Staff Commodore of PCYA who will be responsible for the Barusch/Castagna Predicted Log Regatta for 2009.
- Fleet Captain **John Walton** of YRUSC and member of the Mission Bay Yacht Club who will be responsible for the Jesse L. Carr Pacific Coast Championship Regatta in 2009.

Also, serving ex-officio will be Junior Staff Commodore **Cleve Hardaker** of SCYA and member of the Silver Gate Yacht Club.



LtoR: Cleve Hardaker (seated), David Wood, Guy Walters, Joan Marsh-Clune, Martin Livingston.

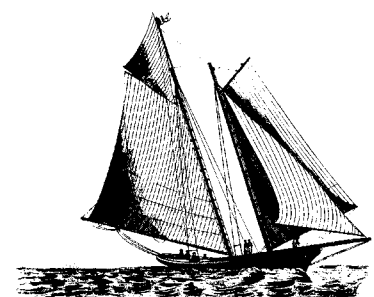
2008 Charles A. Langlais Award - Ernie Rideout



Ninety-one year old Ernie Rideout of the Santa Cruz Yacht Club accepting the 2008 Langlais Award from PCYA Jr. Staff Commodore Cleve Hardaker at the PICYA change-of-watch at the St. Francis Yacht Club in January 2009.

The committee of judges voted unanimously to make Ernie Rideout the recipient of the 2008 Langlais award. His seventy-five years of sailing began in 1934 crewing aboard one of the glorious "R" boats on San Francisco Bay racing against Charles Langlais aboard his boat the "Lady Gay."

Ernie's impressive resume includes every aspect of the sport of sailing from crewing and skippering to instructing to organizing. His most recent accomplishment, at age 90, was to skipper his Santana 22 "Maybe" to victory in the 2008 National Championship Regatta.



GARRETT HORDER AWARD



Jeannie Irwin (SDAYC) & Paul Dodson (CYC)

The Pacific Coast Yachting Association (PCYA) is very pleased to announce that the 2008 Garrett Horder Trophy has been awarded to the **Coronado Yacht Club Junior Sailing Foundation**. The San Diego Association of Yacht Clubs (SDAYC) nominated the successful program. The award was presented at the general meeting of PCYA in Marina del Rey at the Del Rey Yacht Club on January 9, 2009.

Submissions came from all of the regions under PCYA jurisdiction from British Columbia to San Diego. Programs nominated this year came primarily from sail associations although the International Power Boat Association (IPBA) weighed in with their nomination to balance things out. Nominated Junior Sailing programs came from large clubs and small. PCYA is very pleased that so many clubs are striving to excel in the critical arena of youth boating.

Other Nominees were:

- International Power Boat

Association (IPBA) nominated the Sail Sand Point program supported by the Corinthian Yacht Club of Seattle.

- Pacific Inter-Club Yacht Association (PICYA) nominated the Encinal Yacht Club Junior Sailing Foundation supported by the Encinal Yacht Club.

- Pacific International Yachting Association (PIYA) has nominated the Mobile Optimist Sailing School program supported by British Columbia Sailing and the Royal Vancouver Yacht Club.

- Southern California Yachting Association (SCYA) nominated the Newport Harbor Yacht Club Junior Sailing program supported by the Newport Harbor Yacht Club.

- Yacht Racing Association of San Francisco (YRASFS) nominated the South Beach Yacht Club Junior Sailing Foundation supported by the South Beach Yacht Club.

- Yacht Racing Union of Southern California (YRUSC) nominated the Huntington Harbor Yacht Club Youth Sail-



ing Program supported by the Huntington Harbor Yacht Club.

The trophy, a famous Currier and Ives print of the sail/steam vessel "San Francisco," is over one hundred years old and occu-

pies a prominent mantel location at St. Francis Yacht Club. The original trophy will remain at the St. Francis Yacht Club. Each year an engraved plaque inscribed with the name of the honored program is added to the list of awardees. A "take home" copy of the trophy was presented to representatives of the Coronado Yacht Club and SDAYC.

International Power Boat Association

Gulf of Georgia
North Puget Sound
South Puget Sound



<http://www.ipbalogracing.org/default.htm>

Heavy Weather Race 2009

February 14, 2009, saw the 75th running of Bremerton Yacht Club's Heavy Weather Log Race. This year's contest was significant in a couple of respects with the most important being the significant increase in the number of contestants entered (35 competitors as compared to a historical low of 26 last year). The other being the multitude of relatively less than spectacular scores for a mid-winter day race on flat water, constantly ebbing tide, no wind and clear visibility - certainly NOT a heavy weather kind of day. Ya gotta wonder!

On the social side (after all, LOG RACING IS A SOCIAL EVENT), Heavy Weather Weekend kicked off Friday evening with a hosted social hour followed by dinner and an evening at the "Casino" in the clubhouse. Saturday morning dawned with that fine Pacific Northwest weather being greatly

Continued on p. 4

Southern California Yachting Association



www.SCYA.org

SCYA represents 95 clubs in Southern and Central California, Arizona and Nevada. SCYA serves as a Regional Sailing Association (RSA) for US SAILING, representing those areas and Utah. SCYA, with PICYA, provides financial support and volunteer Directors for RBOC.

SCYA coordinates with five 'Harbor Associations' to publish an annual Racing Calendar with Dockside magazine.

The SCYA Installation Dinner was January 10, at Del Rey YC. The 2009 Flag Officers were installed: Commodore **Pete Patman**, Vice **Thom Page**, and Rear **Chuck Iverson**.

The 20th Annual SCYA Women's Sailing Convention was held February 7th at Bahia Corinthian YC, and included about 25 workshops, with outstanding instructors.

The 80th Annual SCYA Mid-winter Regatta was February 21 & 22, with around 600 entries at over two-dozen yacht clubs in the Southwest.

Seminars are underway for Racing Rules, Ham Radio, Race Management, and Small Boat Instructor certification.

SCYA Service Center Director, **Vicki Ericksen** retired after many years of contribution to our sport. Welcome aboard to our new Service Center Director, **LeDean Mills**.



IPBA - Heavy Weather - cont'd from pg. 3 appreciated by the contestants during log check-in. The social side continued Saturday evening with a post race social hour in the clubhouse again followed by dinner. The evening's entertainment program commenced with a skit contest between yacht clubs to the theme of "Show-boat." The Tacoma YC thespian effort overcame the challengers and they walked away with the highly sought after "Rubber Clam Gun" trophy for their victory. Socially speaking, the weekend wound up with Sunday morning breakfast followed by the awards presentation.

Back to the log racing side on Saturday - After being "logged in" and receiving their observers (while enjoying a continental breakfast), the 35 contestants returned to their boats and cast off for a day of "heavy weather" log racing. This year's course was only 18.5 nm long but included two trips through Port Washington Narrows and a round trip

through Rich Passage where the published ebbing current predictions for these two stretches of water ranged from 2.5 knots up to 3.9 knots. Unfortunately for most of us, real life current conditions in some of the high flow areas did not match the predictions and the scores certainly showed that.

Surprisingly, nobody finished under 1.0% (and that's with the handicap factor included), only six contestants came in under 2.0%, four were under 3.0% and most of the remaining 25 contestants finished up with scores in the 3.0% and 4.0% ranges.

Taking Overall honors was **Jerry Downer** on NORWESTER from Gig Harbor YC with a score of 1.1133% and was followed very closely by 2nd place Overall finisher **Jim Anderson** on FIDALGO, also of GHYC with a 1.1348% score. Rounding out the top three Overall places was the only other entry from GHYC **George Babbitt** on GENERAL QUARTERS scoring 1.3354%. Obviously, the



Jerry and Shirley Downer, the Overall Champions of the 2009 Bremerton Y.C. Heavy Weather contest are surrounded by 2nd Overall **Jim and Linda Anderson (L)** and 3rd Overall, **George and Louise Babbitt (R)**. They are all from Gig Harbor Yacht Club!



Royal Victoria Yacht Club Swiftsure Race

May 23-25, 2009

History of Swiftsure

The Swiftsure International Yacht Race is the premier sailing event in the Pacific Northwest that takes place in Victoria, British Columbia. This Race is hosted by the Royal Victoria Yacht Club.

Racers can choose from four different courses offering nine different races. The first recorded sailing race in Victoria took place in the 1850s between the Royal Navy and local residents. In 1930, six boats sailed 140 nautical miles to the Swiftsure Bank and back, resulting in today's race.

Swiftsure's longer courses host the Swiftsure Lightship Classic Race, Cape Flattery Races, and the Juan de Fuca Races. The Swiftsure Lightship Classic Race is 140 nautical miles to the Swiftsure Bank at the beginning of the Juan de Fuca Strait. The Swiftsure lightship station became the midway mark for this race. The Cape Flattery Races of 103 nautical miles were born in 1988. The rounding mark for these races is located at Neah Bay, located on the northwest tip of the Olympic Peninsula in Wash-

ington State. This course length is almost exactly half way between the longer (Swiftsure Bank) and shorter (Juan de Fuca Race) courses, and is a very popular course, still attracting some of the larger yachts. The Juan de Fuca Race was established in 1962 when skippers of smaller boats complained about going to the bank. The Juan de Fuca Race rounds at Clallam Bay, located 15 miles west of Port Angeles.

Swiftsure also offers two Inshore Races: the Classics Race and the Rosedale Rock Race. The Inshore course is 18 nautical miles, with the rounding mark at Peddar Bay. The course is the same for both races, but the Classics race is restricted to any yachts that were designed prior to January 1975. The Rosedale Rock Race allows any yachts that were designed after January 1975. The Classics Race was born in 2004 (following the return of several classic yachts in 2003, in celebration of the 60th running of Swiftsure), while the Rosedale Rock race was not established for another two years.

The Inshore Races allow the sailors to return to the Inner Harbour in time for the Saturday night events, to enjoy a Chili dinner, trophy presentation, and music, all paced to allow everyone ample time to share their Swiftsure stories.

In years past, the party atmosphere at Ship Point grew to the point where the crowd of public viewers actually shut down Government Street. 1983 saw the combination of the Swiftsure International Yacht

Race with Victoria Day celebrations. This arrangement lasted until 1991, when a canned music rock concert was offered and a crowd of 30,000 to 40,000 people were attracted to downtown Victoria, and perhaps arrests for disorderly and drunken behavior helped bring to an end to this once good idea! (Donna F. Randall, 2005 Times Colonist Supplement).

Today, the partying atmosphere has been contained to the Bimini at Ship Point on Thursday and Friday nights prior to the race. The Bimini provides the racers live music and a bar, serving the infamous Bimini Twist. In 2009, the Swiftsure Committee decided to open the Bimini to the public during the slow times during the weekend. With this change, the committee also added a limited bar menu for both the racers and the public.

Starting in 1955, the Eatons Window on the corner of Douglas and View housed a physical chart of the Swiftsure race course and displayed the location of each boat, based on skippers reporting their positions via VHF radio at various times throughout the race. Given technological advancements, the Swiftsure Technology Committee was able to build their own race tracker that could be seen on the internet via the Swiftsure web site in 2006. This development was facilitated by use of transponders in 2006, following a test the previous year via the yachts in the Classics Inshore Race. In 2006, transponders were supplied

Swiftsure - continued from p. 5

to all of the yachts registered in the Swiftsure Lightship Classic, and Cape Flattery Race, making Swiftsure the largest offshore racing fleet to deploy this technology.

The transponders emit transmissions every 30 minutes, providing a location to each boat that has a transponder on board. The transmissions are then relayed to the race tracker, where viewers can see the location of the boats. This feature has been very popular with the racers families and friends, as they can see where they are during the race.

May 23-25, 2009 will bring us the 66th Annual Swiftsure International Yacht Race. Come down to Victorias Inner Harbour to see all the excitement, view the spectacular boats, and mingle with the crew. For more information go to the Swiftsure website at <http://www.swiftsure.org> or contact the Swiftsure Office at 250-592-9098 or via email at swiftsure.info@rvyc.bc.ca



Recreational Boaters Of California (RBOC) **Celebrating 40 years Years of Advocacy**

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



Left to Right: Jerry Desmond Sr., RBOC director Cleve Hardaker, RBOC past president Lenora Clark, Jerry Desmond Jr., 2009 PICYA Commodore Bill Needham.

Back in 1965 several concerned boaters in Northern California led by Ward Cleaveland formed an organization they called Boat Owners Associated Together, Inc. By connecting with like-minded boaters, commodores of yacht clubs, and others, the organization incorporated as a statewide group in 1968 — hence our 40th anniversary.

In 1971 these boaters hired a professional legislative attorney, **Jerry Desmond**, who provided guidance and knowledge as the group waded through the many bills that were affecting recreational boating.

The large east coast marine associated organization The Boat Owners Associated Together, Inc.'s name seemed to cause some confusion here on the West Coast. So the West Coast group decided to change their name in 1982 to reflect their efforts and became Recreational Boaters of California — RBOC!

As BoatU.S. grew and became a more nationally recognized organization and a presence in California, both organizations realized they could benefit one another, and so a cooperative agreement was reached in 1992. RBOC would provide important information about California boating legislation to BoatU.S., and BoatU.S. would provide RBOC with information and heads-up about federal legislative issues! A great partnership has evolved between the organizations! RBOC Today?

The 19 directors, along with **Jerry Jr.** who joined his father's firm to become Desmond & Desmond, professional lobbyists in the Capitol, work to promote recreational boaters' interests, protect boaters from restrictive or adverse laws, and enhance boating opportunities.

Recreational Boaters of California does this by reviewing all proposed laws that affect boaters, writing beneficial laws, opposing bad laws, and keeping the government from taking boaters' tax dollars for non-boating reasons. It publishes the BOAT BRIEF twice year (most recent editon appears in this PCYA PENNANT) and distributes it to all California boating organizations.



RBOC

Protecting your boating interests.

WINTER 2009

925 L Street • Suite 220
Sacramento CA 95814

www.rbo.org

Current Key Issues

► Preservation of the Independent Cal Boating

RBOC is working to prevent the adoption of Governor Schwarzenegger's proposal to eliminate the independent Cal Boating and to merge its functions into Department of State Parks and Recreation.

The Governor's proposal to eliminate the independent Cal Boating could still be pursued as a *formal reorganization proposal*. This would trigger a three-month period for the Little Hoover Commission and the Legislature to review the proposal. Cal Boating would be gone unless the Legislature rejects the proposal within that time period.

RBOC asks boaters to immediately contact the Governor and their legislators to oppose the proposed elimination of Cal Boating. For the latest developments – and how you can help with emails and letters – visit www.rbo.org.

► Boater-generated Fees and Taxes

RBOC is advocating the protection of boater-generated fees and taxes for programs and services benefitting boaters, and is lobbying to prevent the erosion of programs and services financed by these funds.

The recently-enacted state budget deal loans \$29 million in boater funds to assist with the state budget. The budget for Cal Boating is reduced for the fiscal year that begins on July 1.

BOATER BRIEF

► Alternative Fuel Initiative and Boating Impact

RBOC awaits the results of the recent state workshop and a pending alternative fuels report to determine the impact on boating. These efforts follow the passage of AB 118 [Nunez] of 2007. Boat registration fees partially support this program.

► Anti-fouling Paint Alternatives

RBOC seek decisions on alternatives to copper-based anti-fouling paint that are based upon good science and that are affordable and effective for California boaters.

► Aquatic Invasive Species

RBOC is monitoring emerging new boat inspection requirements at some lakes and waterways that are designed to stop the spread of quagga / zebra mussels. RBOC is also monitoring the newly-formed California Invasive Species Council that will be providing policy level direction and planning for the mitigation of harmful invasive species infestations throughout the state and for the prevention of other introductions.

► Abandoned and Derelict Vessels

RBOC will be supporting AB 166 [Lieu]. The bill would create a state boat surrender program to help rid our waterways of abandoned vessels and hazards to navigation.

► Boating Access

RBOC continues to review and monitor proposals state-wide that might limit boating access.

RBOC has...

1. Successfully supported 2008 legislation so that the USEPA was not required to adopt regulations requiring all recreational boaters to obtain a permit to operate their boats. ***Otherwise, boaters as of September 2008 would be paying hundreds of dollars for a permit.***

2. Defeated several proposals from 1982 through 2005 to increase state boat registration fees. ***Otherwise, boat registration fees would be more than \$100 a year, rather than the current \$15 every two years.***

What is RBOC?

RBOC—Recreational Boaters of California—is celebrating its 40th Anniversary as a statewide government advocacy organization which since 1968 has continued its commitment to promoting the enjoyment, protection and responsible use of our waterways.

It is led by 19 volunteer boating officers and directors from all over the state. These directors, along with Jerry Desmond Jr., professional lobbyist in the Capitol, work to promote recreational boaters' interests, protect boaters from restrictive or adverse laws, and enhance boating opportunities.

RBOC reviews all proposed regulations and proposed legislation that affect boaters and tries to keep the government from taking boaters' tax dollars for non-boating reasons.

Go to website: rbo.org for the latest info on these boating issues.

PICYA Coat-of Arms

By S/C Dedrick Denison

The Staff Commodores of PICYA worked together to develop a fine new logo (a distinguished new Coat of Arms for our Organization) that acknowledges the traditions of this esteemed yachting association, recognizes the founding year of the organization 110 years ago in 1896, and places PICYA in an excellent position as it moves into the future.

The Coat of Arms is circular, with a border extending around the entire circumference. This border contains the title "Pacific Inter-Club Yacht Association" together with the year of its founding: 1896. The 1896 date is quite significant, as PICYA was formed on May 1, 1896 as a non-profit, mutual benefit corporation. From that day, PICYA has grown to its current size as an active association of 104 clubs and boating organizations throughout Northern California whose common bond is recreational boating.

PICYA continues to provide a mechanism for boating organizations to work together to solve our mutual problems. It promotes fellowship among yacht clubs and maximizes opportunities to meet and exchange information with other members.

The center of the Coat of Arms contains both an anchor and the PICYA burgee. The anchor that is prominently displayed in the artwork is the traditional, universal symbol of boating strength and stability - both of which are also hallmarks of PICYA as an organization.

The particular type of anchor set forth in the Coat of Arms is a well-known type of anchor,

which is commonly referred to as a "fisherman" and is also known as a "kedge." The anchor is a hook design, which describes a category of anchor that utilizes a relatively small fluke surface on a heavy, narrow arm to penetrate deeply into the bottom of the waterway. As we all know, this type of anchor is quite useful as one of the strong arms of the anchor penetrates the seabed to hold the



yacht firm. The anchor is popular as an especially effective anchor in storm conditions, and has a well-earned reputation for use in a variety of situations including rock, hard bottoms, hard sand, kelp or eel grass.

Another element in the new Coat of Arms is also well recognized. It is the PICYA burgee. Article VII of the PICYA By-laws sets forth the official description of our burgee as the distinguishing signal of the Association to be flown by Member Clubs and Organizations.

Our By-laws provide the specific details for the burgee. It is described as a triangular burgee, with the fly length one and one half times the hoist. The device shall consist of a blue field dissected by a white stripe with three stars in the outer field. The outer edge of the white stripe is to begin

at a point equal to three-quarters of the hoist length measured outward along the lower edge of the flag, and extend upward to a point equal to one-half of the hoist length measured outward along the upper edge of the flag. The width of the white stripe shall be equal to one-sixth of the hoist.

The white stars, single point upward are to be an equal distance apart, parallel to the white stripe, at a distance equal to the width of the stripe. The width of the stars shall be approximately 80% of the width of the stripe. The five stars on the burgee are also significant. The stars signify the five charter members of PICYA upon the formation of the Organization on May 12, 1896. They joined together to begin PICYA in San Francisco to improve communication between yacht clubs, to provide uniform racing rules, and to encourage yachting.

The charter members were: California Yacht Club (founded 1893) Corinthian Yacht Club (founded 1886) Encinal Yacht Club (founded 1890) Pacific Yacht Club (founded 1873) San Francisco Yacht Club (founded 1869)

The PICYA Board of Directors approved the logo as the new Coat of Arms at the Board Meeting on March 20, 2006. Commodore **Manny Mier** presented the new Coat of Arms to the PICYA Delegates at their meeting on April 13, 2006, at Sausalito Yacht Club.

For more information on the Pacific Inter-Club Yacht Association go to:

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





Southern California Cruiser Association

<http://www.predictedlog.org/scca/scca.html>
Download SCCA Rule Book

SCCA's TOP TEN SKIPPERS: (L to R) Dale King, George Jackman, Tom Scott, Paul Williams (standing in for Tom Collins), Craig Ryan, John Walker, Tom Chandler, Daryl Creighton, Bill Findley, JD Smith

Commodore's Comments

We are just catching our breath after the Installation and Awards Dinner at Shoreline Yacht Club January 24th. We had a great turnout and everyone looked terrific in his or her "finery." The guests were very complimentary about the "Surf and Turf" (stuffed prawns and filet mignon) dinner served by Chef Rick and his staff. Saturday, February 21st, SCCA we conducted a Seminar regarding Predicted Log Racing at Shoreline Yacht Club Long Beach. The SCYA Mid-Winter Predicted Log Race was held on Sunday, February 22nd, starting and finishing near Shoreline Marina, Long Beach.

On March 6th the Skipper's Meeting was held at LBYC for the Season Opener predicted log race scheduled for Saturday, March 7th, starting and finishing near Alamitos Bay. The course was about 18 miles long and allowed use of all instruments except those relating to speed or time. This was a great opportunity to invite as a guest a fellow boater that may be interested in our sport since it started and finished in Long Beach without an overnight stay.

Vice Commodore **Marla Brown** already has the next Installation and Awards Dinner scheduled at Cabrillo Yacht Club January 9th, 2010!

Rear Commodore **Daryl Creighton** is going to assume "Skipper's Log" editor and publishing responsibilities in the near future. We are looking forward to an enjoyable and action packed 2009!

Dale King, Commodore SCCA

2009 Regional/National Contest Schedule

Date	Contest Name	Location
June 25-27	Barusch/Castagna Cup	Newport Beach, CA

2009 SCCA Contest Schedule - Spring Series

Date	Contest Name	Host	Location	Brugman?
April 3	Easter Catalina	HYC	LB/Avalon	Yes
May 1	Marina Cup	DRYC	LB/MDR	No
May 2	Pritikin	DRYC	SM Bay	Yes
June 5	Sharkie	SYC	LB/Newport	No
June 6	BCYC Inv.	BCYC	Newport	Yes

MEMBER YACHT CLUBS

- Bahia Corinthian Yacht Club
- Cabrillo Beach Yacht Club
- California Yacht Club
- Catalina Island Yacht Club
- Channel Islands Yacht Club
- Del Rey Yacht Club
- Hollywood Yacht Club
- Huntington Harbor Yacht Club
- Long Beach Yacht Club
- Pacific Corinthian Yacht Club
- Shoreline Yacht Club
- Ventura Yacht Club





Encouraging and fostering the development of Sailboat Racing across both the US Pacific Northwest and British Columbia.

Pacific International Yacht Association (PIYA) Organization and Officers

Organization:

Membership: Yacht Clubs and Sailing Organizations of Pacific NW USA and British Columbia with members participating in Sailboat/Yacht Racing activities.

Officers:

Commodore: **Chuck Ramsay**, Royal Vancouver Yacht Club
Vice Commodore: **Marlene Bolster**, Bellingham Yacht Club
Executive Secretary: **Jan Visser**, Olympia Yacht Club, Olympia WA

About Pacific International Yachting Association

The first notes of the founders are dated May 15, 1920 creating Pacific International Yachting Association being a merger of the Northwest Yacht Racing Association and the Pacific International Power Boat Association, the later organizations having been in existence for some time previous By laws were a simple one-page document stating the order of meetings, how disputes would be settled, and if a vote on a motion was tied it was then defeated. Robert's Rules of Order would determine all questions of parliamentary practice not provided for.

With the growth of PIYA came many responsibilities, the

first being the allocation of sail numbers through NAYRU (predecessor to US Sailing), North America was divided in Areas A – H, with the dominant Yacht Racing Association in the area responsible for the distribution of sail numbers owned by members of the association member yacht clubs.

Appeals followed, with each YRA having an appeals committee as a prescription to the RRS by US Sailing, this is also recognized as a valid appeals committee by the Canadian Yachting Association (CYA).

Special Regulations began to appear in the early 1960's and were developed by the Association in recognition of the number of overnight races that were being run in those days. It is safe to say that these were probably the first standards of any consequence in the world and were the basis of the ORC regulations as we see them now. Our Special Regulations have

evolved over the years to reflect the changes in equipment and government requirements.

Membership is by Organization/Club – Active or Associate. These member clubs are entitled to the same privileges regarding race entry, protest, appeals, individual yacht trophy awards, etc. The only difference being in the vote allocation of clubs, which is noted in the By-Laws. Application for membership may be submitted for consideration by the Membership Committee at the Annual Meeting.

OPTIMIST CLINIC THE GORGE & NORTHWEST EVENTS 2009

RIPPLE Youth Racing Clinic
A 3-day clinic designed for the upper level Optimist sailor. Showcased at The Gorge, this clinic plans to deliver world class coaching, an unmatched sailing venue and all the tools you will need to develop heavy air sailing skills.
WHERE: The Gorge, Cascade Locks, OR
WHEN: August 18, 19, 20, 2009 Special Green Fleeter's Clinic
REGISTRATION: Deadline July 15, 2009
Download registration forms online at www.usailing.net/piya
CONTACT: (360) 754-6506 or Email Jan@ussailing.net
PLACES TO STAY: Camping is available at the venue. See visitor information at www.cgna.org

The Northwest Junior Olympics
Hosted by Seattle YC
WHERE: Shilshole Bay Marina, Corinthian YC Clubhouse, 7755 Seaview Ave NW, Seattle, WA
WHEN: August 22 and 23, 2009
REGISTRATION: Notice of Race and Registration Form at www.SeattleYachtClub.org/Sailboat/Sailboat_Racing
CONTACT: BrianL@SeattleYachtClub.org
PLACES TO STAY: No camping in Seattle. We recommend Courtyard by Marriott and Silver Cloud at South Lake Union, also Extended Stay America in Northgate.

The Optimist Canadian Nationals
IMPORTANT: Everyone from outside Canada MUST have a passport. No passport, no entry!
WHERE: Royal Victoria Yacht Club, Victoria, BC
WHEN: August 24 - 29, 2009
REGISTRATION: www.rvyc.bc.ca CONTACT: Email sailing@rvyc.bc.ca
PLACES TO STAY: Camping info: www.travelscout.com/victoria/camping/allfun/allfun.htm

NEWS
World Class Coaches
Agustin Resano (Arg)
&
Gonzalo Pollitzer (Bocha)

RIPPLE
Optimist Racing Clinic

Logos for US Sailing, PIYA, Seattle Yacht Club, and West Coast Sailors.

PACIFIC COAST YACHTING ASSOCIATION – 85 YEARS OF SERVICE

The Pacific Coast Yachting Association was founded in 1923 at a meeting held at the Bohemian Yacht Club in San Francisco by the representatives of the Southern California Yachting Association (SCYA) and the Pacific Inter-Club Yacht Association (PICYA) of San Francisco Bay. Subsequently, the Pacific International Yacht Association (PIYA) from the Pacific Northwest joined the group.

The original idea was to coordinate the holding of Pacific Coast Championships and promote every phase of Yachting for the greatest good of the sport itself on the highest Corinthian plane. The original Associations and Member Clubs who were part of this effort were:

PIYA

Seattle Yacht Club
Queen City Yacht Club
Royal Victoria Yacht Club
Tacoma Yacht Club
Royal Vancouver YC
Portland Motor Boat Club

PICYA

San Francisco Yacht Club
Corinthian Yacht Club
Aeolian Yacht Club
Oakland Yacht Club
South Bay Yacht Club
Vallejo Boat & Yacht Club

SCYA

Santa Barbara Yacht Club
California Yacht Club
Newport Harbor Yacht Club
Los Angeles Yacht Club
San Diego Yacht Club

In recent years PCYA has sponsored two principal events in separate regattas, rotating among four areas; namely the Carr Trophy for sailing crews and the Barusch/Castagna for power-boat, Predicted Log, individual and team racing.

PCYA also presents two annual awards, the Charles Langlais for individual contribution to yachting and the Garrett Horder for improvement in Junior Sailing programs.

PCYA also helps in looking after the interests of recreational boating on the west coast. Recreational Boaters of California (RBOC), the California legislative advocate group grew out of discussions with PCYA, PICYA and SCYA. ★

PACIFIC COAST YACHTING ASSOCIATION MEMBERSHIP ROSTER

PIYA ---- PACIFIC
INTERNATIONAL YACHTING
ASSOCIATION
<http://www.usailing.net/piya>

IPBA ----- INTERNATIONAL
POWER BOAT ASSOCIATION.
Gulf of Georgia -North Puget
Sound South Puget Sound
[http://www.ipbalogracing.org/
default.htm](http://www.ipbalogracing.org/default.htm)

PICYA ----- PACIFIC INTER CLUB
YACHT ASSOCIATION.
<http://www.picya.org/>

*These website links are active...
just put your cursor over the
address and double click!*

SCCA ----- SOUTHERN CALIFOR-
NIA CRUISERS ASSOCIATION.
[http://www.predictedlog.org/
scca/scca.html](http://www.predictedlog.org/scca/scca.html)

SCYA ---- SOUTHERN CALIFOR-
NIA YACHTING ASSOCIATION.
<http://www.scya.org/>

SDAYC ----- SAN DIEGO ASSO-
CIATION of YACHT CLUBS.
[http://www.sdayc.org/index.
htm](http://www.sdayc.org/index.htm)

SDCA ---- SAN DIEGO CRUISERS
ASSOCIATION.
<http://www.sandiegoca.org/>

SMBPF ---- SANTA MONICA BAY
POWER FLEET.
<http://smbpf.scyaweb.org/>

YRASf ----- YACHT RACING AS-
SOCIATION of SAN FRANCISCO.
<http://www.yra.org/>

YRUSC ----- YACHT RACING
UNION OF SOUTHERN CALI-
FORNIA.
<http://www.yrusc.org/>

PLRANC ----- PREDICTED LOG
RACING ASSOCIATION OF
NORTHERN CALIFORNIA.
(Inactive)
[http://www.plra.org/plra/index.
aspx](http://www.plra.org/plra/index.aspx)



Notice of Race - Jesse L. Carr Regatta - Continued from p. 1

Rules

The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing 2009 – 2012 (RRS), of ISAF; except as modified by this Notice of Race (NOR), the Sailing Instructions, and properly posted amendments on the Official Notice Board;

All the Amendments to the Sailing Instructions must be approved and signed by the Principal Race Officer (PRO).

Advertising category

The regatta is designated Category C under RRS Rule 80.

Entries

Entries for the regatta should be made through the attached Entry Form and sent to Mission Bay Yacht Club, at: 1215 El Carmel Place San Diego, CA 92109, or William Blozan San Diego Soling Fleet 4655 Cass Street, Suite 110 San Diego, CA 92109 up to May 8th, 2009.

The entry fee is USD \$275. Payment constitutes confirmation of the entry.

The entry fee includes racing, beer/soft drinks after racing on Friday, Saturday & Sunday, dinner on Saturday, borrowed boat insurance, and trophies.

Last minute cancellations whose slot cannot be filled may not receive a refund.

A separate Damage Deposit fee of \$250 is required. This fee will be payable to, and collected by Mission Bay Yacht Club at registration. The Damage Deposit is refundable contingent on the condition of the yachts as a result of the regatta.

Eligibility

The Jesse L. Carr Regatta is open to all member clubs of the Pacific Coast Yachting Association subject to the restrictions in the Jesse L. Carr Deed of Gift. Member Associations or Clubs must advise John Walton [johnwalton@cox.net] of qualified teams no later than May 1st, 2009.

Regatta Site

The regatta site is the Mission Bay Yacht Club, 1215 El Carmel Place San Diego, CA 92109 (858) 488-0501; (858) 488-2442 (Fax).

Registration

Registration will be at the Mission Bay Yacht Club on Friday May 22nd, and Saturday May 23rd at the times shown below.

Schedule of Events

On-site registration will be at the Mission Bay Yacht Club on Friday May 22nd, 2009; 1700 - 2000; and Saturday May 23rd, 0900 – 1000.

A competitor's meeting will be held at 1000 on Saturday May 23rd, 2009.

Eight races are scheduled; Four races per day are scheduled; An additional race may be conducted on any day; To make up a race, or when the race committee deems it advisable because of a weather forecast to get one race, but no more than one race, ahead of schedule; Racing will commence; weather permitting, on Saturday May 23rd, 2009; warning signal at 1200. Succeeding races will immediately follow, weather permitting.

Friday - May 22 nd	Saturday - May 23 rd	Sunday - May 24 th
Practice - MBYC - 1000 - 1700	Registration 0900 - 1000	Warning Signal - 1200
Registration - 1700 - 2000	Competitors Meeting - 1000	Awards Dinner at MBYC - 1700
	Warning Signal - 1200	

One-Design Yachts

The regatta will be sailed in Solings, which will conform to the class requirements of the International Soling Association and the United States Soling Association, with three crewmembers. The regatta will use a round robin format.

Liability

The organizing authorities and/or any part, person involved in the regatta, will accept no liability and/or responsibility for any personal or material damage sustained prior to, during, or after the regatta.

Sailing Instructions

The Sailing Instructions shall be available at registration.

Racing Areas

The racing area shall be within Mission Bay, as indicated in the attachment to the Sailing Instructions.

Courses

The courses will be windward/leeward, as shown in the sailing instructions.

Scoring

The low point scoring system, RRS Appendix A, A4.1 scoring system will apply. There are eight races scheduled. There will be no discards. At least one completed race constitutes a series.

Penalties

The one-turn and two-turn penalties, RRS 44.1 and 44.2 of the RRS, will apply.

Prizes

The Perpetual and keeper trophies will be awarded at the Awards Dinner at Mission Bay Yacht Club on Sunday, May 24th. Participation plaques will also be awarded.

Additional Information

Lunches and breakfasts will be available at the MBYC Snack Bar in the main clubhouse. Lunches must be ordered in advance and purchased through the office at MBYC.

Lodging

Information on lodging in the vicinity of the regatta site can be found on the San Diego Soling Fleet website, www.solingSD.org.

See Entry Form on next page.



<http://areaj.scyaweb.org>

SCYA, with the YRUSC, financially supports the US SAILING Area J Council. Championships, seminars, and race management personnel are all listed on the site.

Judge **Mort Bloom** was honored with a new SCYA race

management perpetual trophy at the Mount Gay Rum Speaker Series.

Former US SAILING Vice President, **Dick Ohst**, passed away after a battle with ALS. He served the boating community with distinction.

SCYA delegates will attend the US SAILING Committees Meeting, March 26 - 28, in Denver, CO. A task force will address membership promotion.

Renew your US SAILING membership and receive a copy of the 2009-2012 Racing Rules, and a discount on Cruising World

or Sailing World. (401-683-0800)
<http://membership.ussailing.org>



Entry Form

Sponsoring Club: _____

Sponsoring Association: _____

Skipper Name: _____

Address: _____

City, State Zip: _____

Telephone(s) Day/Evening/Mobile: _____

E-mail Address: _____

Crew Name: _____

Address: _____

City, State Zip: _____

Telephone(s) Day/Evening/Mobile: _____

E-mail Address: _____

Crew Name: _____

Address: _____

City, State Zip: _____

Telephone(s) Day/Evening/Mobile: _____

E-mail Address: _____

Fee: Please enclose your check, cashier's check, or money order made out to the San Diego Soling Fleet • Breeze Easy Inc., in the amount of \$275 (US).

Mail to:

San Diego Soling Fleet

William Blozan, Treasurer

4655 Cass Street, Suite 110 • San Diego, CA 92110

RELEASE OF LIABILITY

THE UNDERSIGNED AGREES TO BE BOUND BY THE RACING RULES OF SAILING AND BY ALL OTHER RULES THAT GOVERN THIS EVENT. IN CONSIDERATION OF THE ACCEPTANCE OF THE UNDERSIGNED'S APPLICATION FOR PARTICIPATION IN THE JESSE L. CARR CHAMPIONSHIP REGATTA, THE UNDERSIGNED HEREBY WAIVES, RELEASES AND DISCHARGES ANY AND ALL CLAIMS FOR DAMAGES RESULTING FROM DEATH, PERSONAL INJURY OR PROPERTY DAMAGE THAT THE UNDERSIGNED OR ANY MEMBER OF HIS OR HER FAMILY HAVE OR MAY HEREAFTER HAVE AGAINST THE MISSION BAY YACHT CLUB, THE PACIFIC COAST YACHTING ASSOCIATION, AND THE DIRECTORS, OFFICERS, EMPLOYEES, MEMBERS, VOLUNTEERS, AGENTS AND CONTRACTORS OF SUCH ORGANIZATIONS OR ANY OF THEM, INCLUDING CLAIMS ARISING AS A RESULT OF NEGLIGENCE OR CARELESSNESS.

Skipper: _____ **Date:** _____

The Yacht Racing Association of San Francisco (YRASf) <http://www.yra.org/>

Welcome to the Yacht Racing Association of San Francisco Bay, the primary organization supporting competitive racing in Northern California. Through our efforts to promote, coordinate and administer organized racing, we make competitive sailing in the Bay Area possible.

The Northern California Performance Handicap Racing Fleet Committee (NCPHRF) is a Standing Committee of YRASf. Its sole function is to determine the speed potential of yachts racing in Northern California. NCPHRF rating values will be in seconds per mile and assume a mixture of Around the Buoy and Windward Leeward racing on San Francisco Bay and the surrounding area. The NCPHRF Committee recognizes that the handicaps will be used in a variety of races ranging from protected bays, estuaries and lakes to open oceans. Therefore, the Committee has no responsibility for the seaworthiness or safety of yachts rated, but cites the US SAILING Fundamental Rule 4 part 1: "It shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race."

NCPHRF Rating Criteria

The NCPHRF Committee shall establish performance ratings for sailboats which:

- Have ballast and are single hulled.

- Have a canoe body of nineteen feet or greater.
- Have minimum solid ballast of 400 pounds, unless grandfathered in prior to 1998.
- Have submitted a properly completed application and supporting information to enable the Committee to understand the shape, size and speed-producing factors of the boat.
- Any custom/non-production boat must provide current measurement certificates (IMS, Americap II, MORC); and a VPP for the exact configuration in which it will be sailed.

The Committee may decline to handicap any yacht for which it feels unable to determine a potential speed. For boats new and or unfamiliar to the committee initial ratings will be considered provisional in nature, and may be reviewed and perhaps changed after one season or a series of races has transpired. It is NCPHRF Committee policy that all documentation must be submitted to the YRA office prior to issuance of a rating. No ratings shall be given over the phone or without full documentation having been made available to the entire committee. The Committee may invalidate a certificate at anytime, where cause is in evidence such as incorrect dimensions or other than declared equipment is used. Due process will be exercised to allow the owner to be heard and corrections made if the owner in the view of the Committee provides justification. Further recourse resides in US SAILING's appeals process.



IPBA - Heavy Weather - cont'd from pg. 4



GHYC group did their homework together very well.


The remainder of the contestants were divided into five separate awards classes, essentially based on race speeds. Trophies were awarded to the top three finishers in each of these five classes.

Three clubs qualified to compete for the team trophy by having at least four competitors, Meydenbauer Bay YC with seven, Queen City YC with five and host Bremerton YC with 15 contestants. The best average of the top four scores in each club determines the winning team. This year the Bremerton YC team of **Chuck Silvernail, Rob Bruins, Gene Paxton and John Adair** captured the P/C Grady Barrentine Heavy Weather Team Trophy with an average team score of 1.9469%

The 2009 Heavy Weather Weekend was a resounding success and certainly worthy of future planning for the 76th Running in 2010.

Mike Henry

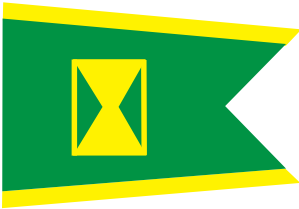


 Pacific Coast Yachting Association
Website: <http://pcya.info>

Design by TeamWay Marketing, 233414 Mt. Ashland Ct., Murrieta CA 92562 • 951-677-8121 • GEH@teamway.com

Please send your newsletters so that PCYA can disseminate information on your events to other member associations to:

V/C Joan Marsh-Clune
258 Heron Drive
Pittsburg, CA 94565
em: jmarsh@wsandco.com



SAN DIEGO CRUISER ASSOCIATION

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

Commodore:GARRY ADALIAN
Vice Commodore:.....MIKE ELOVITZ
Rear Commodore:.....MIKE FONTAINE
Jr. Staff Commodore:.....JEFF CALABRESE

Commodore's Comments —

So..... what kind of conditions would you like for your race today? Black clouds or sunshine? Gusty winds or calm? Pelting rain or no rain? Rip-snorting currents or no currents? Well, we got all the others, but no choice on the currents. Just rip snorting. Some of the buoys had rapids. Ballast Point looked like a boiling cauldron. The only good thing about the conditions during this race was it kept all the small boaters in the barn.

Surprisingly, the scores looked like balmy day on the water with no score worse than 2. something %. Yours truly got lucky again with a 0.69 %. **Bob Ehlers** was walking around with a grin and a 1.03 % in his pocket to take second, and **Paul Pettit** was back in the money with a 1.45% to take third.

The Annual Admiral Erly Curry Dinner was a big success. Over 60 people attended including CYC Commodore **Tom Garret**, CYC Vice Commodore **Dick Townsend**, **Kate Miles**, who presented the Sky Miles Trophy to the 1st place winner, and 40-year member of CYC, **'Diz' Laird**. It was Diz's 88th birthday and he had a bunch of his family with him. Diz is a WWII ace who shot down eight aircraft in both theaters. The only ace to shoot down both German and Japanese planes.

All in all, a great event. We even got entertained by **Dave Weimer** who started off the ceremonies with the introductions. Thanks to CYC and Commodore Garret for the hospitality and we're looking forward to next year.

SDCA RACE RESULTS

SPRING 2/4/2009

<u>CONTESTANT</u>	<u>BOAT</u>	<u>CLUB</u>	<u>% SCORE</u>	<u>DIV</u>	<u>POINTS</u>	<u>PLACE</u>
Garry Adalian	JONATHAN SEAGULL	CCYC	0.6903	1	987	1st
Bob Ehlers	JB AND ME	SDYC	1.0347	1	924	2nd
Paul Pettitt	ROSIE	CCYC	1.4560	1	862	3rd
Bill Doherty	ALDEBARAN	SWYC/MBYC	1.4938	1	800	4th
Jim Lonergan	CASA DEL PERRO III	SWYC	1.6834	1	737	5th
Irving Rubenstein	LORELEI	CYC	1.7535	1	675	6th
Ed Denaci	MICROSHIP II	SWYC	1.9604	1	612	7th
Bob Erly	LOIS	CYC/NYCSD	2.2366	1	550	8th
Mike Fontaine	TUFFY	SWYC	2.2416	1	487	9th
Jeff Calabrese	LIVING WELL	CYC	2.6160	1	425	10th
David Weimer	JUST DESERTS	CYC/SDSPS	2.7906	1	362	11th
Ralph Salerno	ANCORA	SWYC	2.8369	1	300	12th



Member Organizations' Great Posters

> Newport Ocean Sailing Association's Poster for the upcoming Newport to Ensenada Race

√ PICYA's Opening Day on the Bay. Space limitations required sideways placement!

NOSA Newport Ocean Sailing Association Presents

Newport to Ensenada

2009 International Yacht Race

62 YEARS OF SERIOUS FUN

APRIL 24-26

Please visit NOSA's website at www.nosa.org to confirm dates and locations, and for race entry information.

Please plan to attend one of our newly revised and updated race seminars. Tentative dates and locations are:

Del Rey Yacht Club	Wednesday, March 4
Seal Beach Yacht Club	Thursday, March 12
Shoreline Yacht Club	Wednesday, March 18
Dana Point Yacht Club	Wednesday, March 25
Bahia Corinthian Yacht Club	Thursday, March 26

Pacific Inter-Club Yacht Association Presents

OPENING DAY ON THE BAY

"LEGENDS OF THE SEA"

San Francisco Bay - April 26, 2009

Visit us at www.picya.org or call 415-902-6147

Sponsored by

Pacific Coast Yachting Association



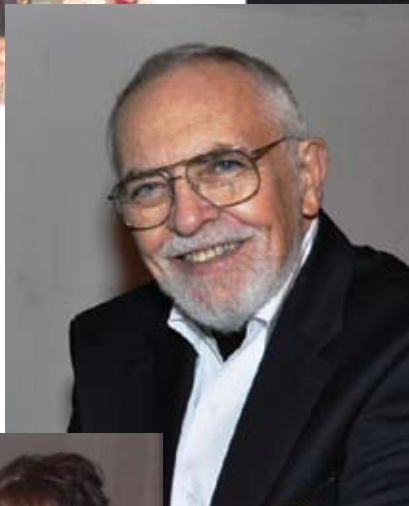
Attendees at the 2009 PCYA Installation Dinner



SCYA 2009 Commodore Peter Patman and Barbara



PCYA 2009 Commodore Marty Livingston and Elinor



PCYA S/C Joe Castagna



PCYA Commodore Martin Livingston presenting the 2008 Charles Langlais award to PICYA Staff Commodore Linda Newland (Accepting in behalf of winner Ernie Rideout)



2009 YRUSC Commodore Tom Manok and Terri

Attendees at the 2009 PCYA Installation Dinner



PIYA Commodore Chuck Ramsay and Val



CorYC Staff Commodore Paul Dodson and Ginger



Accepting the 2008 Garret Horder award for the Coronado Yacht Club Junior Sailing Foundation: L to R Jeannie Irwin (SDAYC) Paul Dodson & Ginger (CYC) and Jerry Lounsbury Staff Commodore of CYC and SCYA



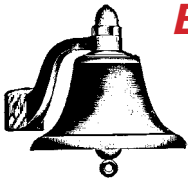
YRUSC 2008 Commodore David Feinstein



Jeannie Irwin SDAYC 2008 Commodore and John



PCYA Staff Commodore (2005) Paul Artof and Susan



EIGHT BELLS

There is the western gate, Luke Havergal,
There are the crimson leaves upon the wall.
Go, -- for the winds are tearing them away --

Luke Havergal by Edwin Arlington Robinson

Dave MacCulloch

PCYA Staff Commodore (1998) and SCCA Staff Commodore Dave MacCulloch crossed the bar in July 2008, accompanied, a short time after, by his wife, Margaretha.

Dave joined California Yacht Club in 1978 and became active in predicted log racing soon after. He enjoyed the sport and stayed active both in the Southern California Cruiser Association (SCCA) and in the Santa Monica Bay Power Fleet (SMBPF) as an active contestant. Dave became quite adept at the sport and ranked high in local and National standings for many years.

He won the Barusch Pacific Coast Championship in San Diego with Bob Roth as navigator in 1990 and won again in 1992 with Herb Dover as navigator. He navigated for Herb Dover when Herb won the North American Invitational in 1994.

Bob Good

International Power Boat Association (IPBA) Staff Commodore (2007) and PCYA Port Captain Bob Good crossed the bar in 2008.

He joined the Airport Yacht Club in British Columbia in 1993 and discovered cruiser navigation. He took to log racing like a duck to water and soon started winning races. During the years that followed he won so many local races that he earned the privilege of competing in international contests such as the North American Cruiser and Barusch contests in the United States.

At Long Beach in 2002, as part of the Canadian Team, he won the coveted Castagna Trophy. Bob won the North American Championship "Coastal Explorer Trophy" the top trophy awarded for predicted log racing in North America in 2005. He also won the North American Cruiser Association "George W. Codrington Trophy" in 2006.

In 2007, despite failing health, Bob organized and ran the Barusch/Castagna contests at the Burrard Yacht Club while he served on the PCYA board as Port Captain.

Nick Scandone

Balboa Yacht Club (SCYA) member and Paralympic Gold Medalist Nick Scandone passed away January 1st, 2009 after a long battle with Lou Gehrig's (ALS) disease. Scandone won the gold medal with teammate Maureen McKinnon-Tucker in the SKUD-18 class at the 2008 Paralympic Regatta in China, this past summer.

"The sport of sailing has lost a great competitor and the most inspirational person most of us will ever know," said Dean

Brenner, Chairman of US SAILING's Olympic Sailing Program. "Words can't describe the pride so many people felt watching Nick take the last few steps towards his dream in China last summer. He was a gold medalist on and off the water, and we'll miss him dearly."

Scandone was a US SAILING Team AlphaGraphics member, named US SAILING's 2008 Sportsman of the Year, nominated for US SAILING's 2008 Rolex Yachtsman of the Year award and winner of US SAILING's 2005 Rolex Yachtsman of the Year Award.

Richard Joseph "Dick" Ohst

Southern California Yachting Association (SCYA) Staff Commodore (1995) Dick Ohst passed away on Sunday morning, January 11, 2009 after fighting a long battle with Lou Gehrig's disease (ALS).

He served the boating community with distinction. Dick was a past Commodore of Palos Verdes YC in 1967 and King Harbor YC in 1987. He was a founder of the Hughes Employees Sailing Club, now Fairwind Yacht Club. Dick was honored with SCYA's highest award for distinguished service in 1990 and both Dick and his wife Alice were again honored for their outstanding service in 1996. He received the Yacht Racing Union of Southern California Service Excellence award in 1999. He was a Senior Judge and ran the SCYA Racing Rules Seminars. Dick rose to the office of US SAILING Vice President in 1997.

