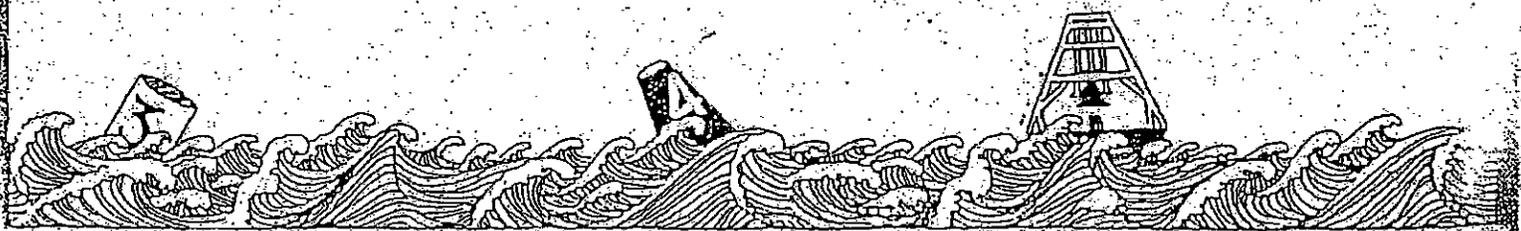


CONVAIR SAILING CLUB HANDBOOK



REVISED 2006





Convair Sailing Club Handbook

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Welcome Aboard!

Welcome to the Convair Sailing Club (CSC). This handbook will introduce you to the Club, its equipment and facilities and the operational rules established for the mutual benefit of all members.

The Club is a nonprofit California Corporation whose purpose is to provide sailing enjoyment for its members. It is an all-volunteer organization with members enjoying San Diego's climate, year round sailing, and the comradeship of fellow sailors. We have no paid employees.

The Club is managed by a Board of Directors consisting of eight elected members, a Jr. Staff Commodore, and four appointed technical members. Elected Directors hold office for one year. Any member in good standing may be a Board candidate.

Our primary source of new members is by recommendation of current members. If you enjoy the Club, please tell your friends.

1. History

The Club was formed in 1962, one of many clubs sponsored by the Astronautics Recreation Association (an employee recreation organization of General Dynamic Corporation). During our early, growing years, we operated from several Shelter Island marinas, and in search of the "right" boat, owned several different types of small boats. The first Victory class boat was purchased in 1966, immediately became the most popular, and has remained so since.

The Club continues to grow and prosper in the following years, providing recreation for employees of the Convair, Astronautical, Electronics and Space System Divisions of General Dynamics. "Convair Sailing Club", "General Dynamics Sailing Club" and the "Lindbergh Yacht Club" were all names used for the Club in the past. In 1995, the name "Convair Sailing Club" returned at the request of the membership.

We separated from the General Dynamics family in 1995 as the Convair Division closed

operations and we reorganized as a nonprofit corporation. In October of that year we moved to our present location after a 13 year stay at the Convair Ramp Facility (adjacent to the US Coast Guard Facility in San Diego Bay).

2. Organization

The Club is governed by Officers and a Board of Directors which is elected annually by the Membership; their duties are described in the by-laws. Most routine operations are handled by technical officers appointed by the Commodore with approval by the Board of Directors. Technical Officers are voting members of the Board in charge of instruction, racing, fleet maintenance, port maintenance, and communications.

The eight principal officers elected to the Board by the membership are the Commodore, Vice Commodore, Rear Commodore, three Directors, the Secretary and the Treasurer. These offices then appoint four additional members to serve on the Board: the Port Captain, Fleet Captain, Chief of Racing and Chief of Instruction. The Commodore from the previous year is called the Junior Staff Commodore and also serves on the Board.

In addition to the members of the Board of Directors, several other members are given special responsibilities for specific areas of activity by appointment of the Board. Currently these are Chief Dockmaster, Chief of Communications, Chief of Checkout and Registrar.

The duties of the Officers listed above, elected and appointed, are evident by their titles and detailed in the Club By-Laws, a copy of which is given to each member upon joining the club.

2006 Convair Sailing Club Officer Contact List

Office	Officer	E-Mail Address
Commodore	Jalal Sajadian	Commodore@convair.org
Vice Commodore	Harry Smith	Vicecommodore@convair.org
Rear Commodore	Kevin Cryan	Rearcommodore@convair.org
Secretary	Tracy Williams	Secretary@convair.org
Treasurer	Bud Hale	treasurer@convair.org
Jr. Staff Commodore	Rich Cosgrove	Juniorstaffcommodore@convair.org
Director	Wes Bachman	Director1@convair.org
Director	John Zenari	Director2@convair.org
Director	Alex Leondis	Director3@convair.org
Chief Dockmaster	Mark Nakamura	Dockmaster@convair.org
Port Captain	Bob Triplett Jr.	Portcaptain@convair.org
Fleet Captain	Brian Evans	Fleetcaptain@convair.org
Chief of Racing	Frank Anthony	racechief@convair.org
Chief of Instruction	Kris Valentino	instructionchief@convair.org
Chief of Checkout	John Beard	checkoutchief@convair.org
Registrar	Rich Cosgrove	registrar@convair.org

The Chief of Instruction coordinates classroom instruction, water instruction and orientation; formulates instruction policies for the Board; and reviews and acts on requests for deviation from such policies.

The Chief of Checkout coordinates "skipper certification" of all the students who have successfully completed the classroom and water instruction programs.

The Fleet Captain coordinates maintenance of the boats and their equipment. Any actions needed to keep the fleet of boats in shape or required during sailing are also included in the duties of the Fleet Captain.

The Port Captain coordinates maintenance of all shore facilities, including the docks.

The Chief Dockmaster is responsible for maintaining order and discipline on the docks; arranges training and checkout of personnel in the procedures associated with proper policing and berthing procedures; and also prepares the duty roster for the Dockmaster (see paragraph 5.6).

The Race Committee Chairman is responsible for all racing activity; coordinates the racing schedule with the Chief of Instruction; and appoints a Protest Committee (and Chairman) to organize the hearing of protests and appeals.

The Race Committee Chairman is responsible to the Commodore for contacts with other racing organization.

The Chief of Communication disseminates information through the "Windwords", the monthly newsletter. As directed by the Commodore, the Chief of Communication is responsible for distributing bulletins and other notices.

3. Facilities & Equipment

The Club has a marina facility and 16 boats for use by its members.

3.1 Club Location and Port Facilities

The Club leases its own marina facility located at Harbor Island West Marina at the west end of Harbor Island in San Diego Bay. There you will find a parking lot, the Boat House restaurant, several office buildings, a deli, and the marina docks. The marina office building houses rest rooms and showers. Immediately adjacent to the office is a swimming pool which is available to Club members (and their families and guest). Access to the pool is gained by key cards kept in the club blue locked box adjacent to the marina office and pool.

3.2 Meeting Room and Dock Site

Meeting Room/Classrooms:

All meetings and sailing classes of CSC are held at the Community Room of the La Jolla Village Square shopping center. Approach the shopping center from either the Nobel Drive or La Jolla Village Drive exits off I-5. There are two shopping centers, one north and one south of Nobel Drive, go to the southern center. Just south of Nobel Drive, enter the underground parking garage and park near the door marked AMC Theater. Enter through the door and proceed down the hallway. Turn right inside the mall. The Community Room is on your right in an alcove by the ticket booth. Go in through the glass doors.

Board Meetings: All Members Welcome	1 st Monday of each month from 5 – 7 pm
Water Instruction Classes: Scheduled by Chief of Instruction	Usually Saturday or Sunday from 10 am – 2 pm Held at the marina

Dock Facilities:

The CSC boats are docked at Harbor Island West Marina. Approach Harbor Island on North Harbor Drive, following signs that direct you toward the airport. Turn south off North Harbor Drive where signs indicate Harbor Island (across from the terminal areas of the airport). When you reach the T-intersection on Harbor Island (past the Sheraton Hotel), turn right. Go to the west end of the island. Harbor Island West Marina is just past the Hilton Hotel. Turn into the parking lot at the second entrance and park in the west parking lot; leave the parking near the Boat House restaurant free for their patrons. On busy summer or holiday weekends, it may be necessary to park across the street in the public parking lot. Wait for your instructor at the blue box by the pool area; do not proceed to the dock without an instructor.

3.3 Boats

Our fleet inventory includes:

- 10 – 21 ft Victorys
- 1 – 22 ft. Cat 22
- 4 – 22.5 ft Ensigns

1 – 25.5 ft Commander

3.4 Victorys

Our Victorys are used for day sailing, the instruction program and racing. The Victory is a lightweight, responsive boat that suits our needs very well. As a new skipper, having just completed the instruction program and checkout, these Victorys are the boats you will initially be permitted to use. Figure 1 shows the specifications and configuration of a Victory.

3.5 Ensigns

Our Ensigns were built by Pearson Yachts of Bristol, Rhode Island. Ensigns weight more than twice as much as the Victorys and are the boats of choice for a comfortable afternoon sail. Figure 2 shows the specifications for the Ensign

3.6 Commander

The Commander is our flagship and available for day sailing when you have a small party and want to enjoy a spacious cockpit for cruising. The Commander is also a Pearson Yacht (hull #67) and essentially is a scaled up Ensign. There were 315 Commanders built between 1964 and 1966.

Figure 4 shows the specifications and configuration of the Commander.

3.7 Boat Equipment

Boat equipment includes the following:

- Anchor with chain and 60 to 80 ft of anchor rode (rope)
- Fog Horn or Whistle
- Paddle
- Fenders
- Boat Hook/Whisker Pole
- TFD (throwable floatation device) 1 per boat – Not to Sit On!
- Boom Vang
- Bailer and Sponge
- Bow and Stern navigation lights (you must supply your own 6 or 12 lantern battery)
- Life preservers and flare kits (stored in boats)

4. Membership

4.1 Types of Membership

- Regular Membership
- Secondary club member(s) from the same household, includes full sailing and voting privileges as defined by by-laws.
- Reduced membership fees apply

Associate Membership

Ex-member wanting to remain in the Club at a reduced rate with limited privileges as defined in the by-laws.

4.2 Registration and Annual Dues

Annual dues are payable in January of each year. The Club devotes the first general meeting of each year as Registration Night; all members are expected to attend and sign up.

Annual dues are:

- \$300 Regular Membership (Includes \$50 of sailing)
- \$150 Other member(s) of same household (Includes \$25 of sailing)
- \$ 20 Associate member

Members who join mid-year will have their membership fees prorated to their join date. All members are expected to pay annual dues in January.

New members may register any time during the year by obtaining a registration form from an Office or Board Member or downloading it from the web site (www.convair.org) and forwarding the completed form with the registration fee to the registrar.

Ex-members whose registration has expired for a period longer than one year may re-register but must again checkout for each class of Club boat for which they initially certified and wish to sail again. Accumulated volunteer hours will not be carried over.

4.3 Waiting List

When you join the Club, the registrar assigns you a member identification control number and in addition to several other functions, it indicates your place on an instruction class waiting list.

An appointed officer is responsible for assembling a class schedule and will notify you when you are scheduled for instruction according to the control number sequence. Occasionally, waiting list members are unavailable for their scheduled instruction. If this happens, they are not moved to the bottom of the list – they retain their place on the waiting list and will be placed in the next convenience class. Occasionally, a person on a waiting list is unable to participate in the next scheduled class and for some reason, must be indefinite about when they can take instruction. In such cases, the Waiting List Officer will ask the member to call when they are ready and the Waiting list Officer will reschedule.

4.4 Sailing Course

The objective of most of the people who join the Convair Sailing Club is to be able to go to the docks and take a boat out on their own to enjoy a day sail or to race. Before the Club is willing to let you do this, we require that you take our course in sailing. You may be an accomplished sailor (so much the better) or you may be absolutely new to sailing; either way, you must take the course and you must pass a checkout after you complete the course. There are several reasons for this rule:

1. Your own safety as well as confidence
2. Compliance with the laws and regulations of the US Coast Guard.
3. To learn the conventions of boating courtesy and liabilities
4. To operate our boats in a manner that will minimize wear, tear and boat maintenance

The Club sailing course consists of 3 classroom sessions that last approximately 3-4 hours and 4 on the water sailing sessions.

Classroom 1.	First Monday of Every Month	Starts at 7 pm
Classroom 2	Second Wednesday of Every Month	Starts at 6 pm
Classroom 3	Third Monday of Every Month	Starts at 7 pm
Water Instruction	Held on Weekends following each classroom session	Scheduled by Chief of Instruction

After a student has completed the course and instruction card is signed by the classroom and

water instructors; the student is ready for checkout. The student calls the Chief of Checkout for an appointment with a Checkout Instructor. After a successful checkout, the membership card is signed, the student member then becomes a skipper and is issued a key which opens the marina lock box which contains a magnetic marina key cards and keys to gain access to the boats and dock boxes.

4.5 Ensign Qualification

Having successfully completed the sailing course, a new skipper is somewhat limited in activities. You may only sail Victorys and only in San Diego Harbor as far seaward as Ballast Point. To qualify for skippering Ensigns, you must have 30 hours of Club sailing experience (or equivalent) as a skipper, and must be checked out in a Victory.

Having met the above requirements, the member may call the Chief of Checkout to request an appointment for checkout on the Ensign. This checkout will be conducted on the water by an assigned Checkout Instructor. The checkout is intended to show how the Ensign differs from the smaller boats in sailing characteristics, rigging and docking. It also provides the opportunity to practice maneuvering while supervised.

4.6 Ocean Qualification

To become certified for ocean sailing, you must complete a course in Seamanship and Coastal Navigation given by the U.S. Power Squadron on the Coast Guard Auxiliary (or equivalent). You must have at least 50 hours at the helm of a sailing boat.

Forms for ocean qualification may be obtained from the Chief of Instruction or from the web site. The procedure for qualification includes bringing your application and proof of satisfying the qualification requirements to a monthly Board Meeting for review. If your application is approved, the Commodore will sign your membership Card. The Club is very firm about the following rules and requirements.

YOU MAY BE SUSPENDED FOR VIOLATIONS.

No boat shall be sailed seaward beyond Ballast Point unless:

1. The skipper is participating in an organized Club race (Club race or Beer Can Regatta is considered an organized race.)
2. The member has been ocean-qualified.

4.7 Commander Qualifications

The Commander is substantially larger than a Victory and an Ensign and is the flagship of the fleet, therefore, we require an additional 30 hours of experience in an Ensign (or equivalent) to qualify. Having satisfied this requirement, the member may request a checkout for the Commander as for the Ensign (see paragraph 4.5)

5. Club Operations

The term "club operations" means the manner in which we conduct sailing and club activities and the rules that govern those activities.

5.1 Skipper Responsibilities

One of the most important considerations that you need to understand is that you, as skipper are responsible when you take one of the Club boats away from our docks. It is important to check your homeowners' liability coverage or other liability insurance that you might have, and understand the responsibility.

The skipper must be aboard the boat at all times while sailing, and must be currently checked out. The skipper may give a crew member the helm but the skipper alone is responsible for the boat, equipment and passengers. "Skipper" is defined as the individual who signs the log, or the topmost signature in the log where more than one signature is entered for a specific boat usage.

5.2 Boat Sign Out Log

The log (located in the dock box at the harbor facility) is the key element in checking out a boat for sailing. You will learn the details of filling out the log when you take the instruction course (described in Section 4.4). Accurate recording of information in the log is essential.

FAILURE TO LOG OUT MAY BE CAUSE FOR SUSPECTION.

5.3 Keys

When the Checkout Instructor signs your membership card, you may be issued a key for the facility. This key fits the marina gate card box. Boat keys for all boats are also located in this box. When you checkout a boat, select an appropriate key. The Victories, Ensigns and dock boxes use the same key; the Commander key is unique.

Be sure to return the key with the gate card and hang it on the hook when finished sailing.

DO NOT TAKE IT HOME.

Do not take an Ensign or Commander if you are not certified for these boats.

Do not loan keys for any reason to person not checked out.

THIS MAY BE CAUSE FOR SUSPENSION.

5.4 Payment for Sailing and other Fees

Sailing rates are posted in the dock box and are below. You are only charged for actually sailing time. Time spent rigging and derigging is not charged.

Weekend	Victory	Ensigns /Cat 22	Commander
Hourly	\$ 4.00	\$ 5.50	\$ 6.00
Full-Day	\$20.00	\$24.50	\$30.00
Weekday			
Hourly	\$ 2.40	\$ 4.00	\$ 4.35
Full-Day	\$14.00	\$18.00	\$23.00
Maximum Rate, if boat:			
Returns by 4:00 pm	\$ 9.60	\$14.00	\$17.30
Departs after 4:00 pm	\$ 7.00	\$ 9.00	\$11.50
Other Fees			
Water Instruction Fee	No Fee	No Fee	No Fee
Racing Fees	\$15.00		

Seldom Sailor Penalty (a member who sails fewer than one line in 6 consecutive months)	\$15.00		
Absentee Dockmaster Fee	\$15.00		

Payment may only be made by check. **NO CASH!** Make checks payable to Convair Sailing Club and write the log book line number on the check. Your line number is most important because this is the only link to assure that you are credited with payment. You may accumulate volunteer hours to utilize against sailing fees. All volunteer hours must be document and sent to the Registrar.

You can mail your check to the Registrar or put it in the check box located within the dock box.

5.5 Reserving a Boat

The Victories, Ensigns and Commander may be reserved ahead of time.

The reservation log is kept in the marina gate card box. Enter your name and phone number where you can be reached in the box with the requested reservation date. Reason: If a boat (most likely an Ensign or Commander) is reserved for a full day, but will actually not be put in use until 12 or 1pm, it can be used in the morning for checkout operations or maintenance. Failure to include a phone number with a reservation may forfeit the reservations. Not more than two reservations per member or group are allowed at any one-time. Reservations are not by boat number but by boat type (Victory, Ensign or Commander) except for racing purposes. The order in which reservations are made determines priority if reserved boats come out short due to "Out of Commission" or scheduled Club activity.

You must reserve and pay for the boat for the entire day. You cannot reserve a boat for half a day, few hours, etc. The exception is workday afternoons only when you may reserve and pay

for the boat from 4 pm at the prescribed evening rates.

You must pay for the reservation even if you do not use it unless small craft warnings are up or fewer than three boats, either reserved or unreserved are used in a day.

A reservation may be cancelled by crossing out the entry and initialing it any time up until 9 a.m. the day of the reservation. If you do not cancel by 9 a.m., you are responsible for the all-day or evening rates.

A reservation for more than 24 hours of boat use must be approved in advance by the Commodore.

At the time of sailing, make your entry in the regular sailing log, and enter the reservation rate under "\$\$ Due"

When you are through sailing and complete the log, your responsibility for the boat ceases and it becomes available for sailing at the regular rates. No reserver shall make deals with other people and collect payment after relinquishing responsibilities. Line your name off the reservation sheet. This makes it more visible to others that follow.

If you take a boat that was reserved by another member, you are responsible for the entire cost of the reservation for that day or evening in addition to the cost of your actual sailing time. **THIS MAY BE CAUSE FOR SUSPENSION!**

Persons who registered prior to you have priority if a boat is "out of commission". For example, if you are third on the list for an Ensign and there are only two Ensigns in commission, you can not take a reserved boat just because you are there earlier than those who reserved Ensign #1 or #2.

If there is a valid reason to dispute reservation rules, explain it at the next board meeting.

5.6 Dockmaster Program

The Dockmaster Program is designed to provide supervision of operations at the Club facilities during periods of high usage. The Dockmaster's presence and conduct is expected to promote safety and reduce excessive wear and tear on equipment. The Dockmaster has the authority of the Commodore while on duty. The Dockmaster

(assigned from the general membership roster by the Chief Dockmaster) is expected to assist members in applying what was taught in the instruction program to the activities at the dock. Questions about the Dockmaster Program should be directed to the Chief Dockmaster (listed in the "Windwords" or on the Club Officer List.

6. Sailing Operations

DO NOT SAIL IF THERE ARE WHITE CAPS ON THE WATER

6.1 Daysailing

Daysailing comprises about 70% of the total water activity, and does not occur only in daylight. If you have lights, a motor and a paddle, moonlight can be the best. Daysailing is sort of catchall term which does not include racing or instruction. A calendar of activities is listed in the "Windwords" every month. Except for other scheduled activities, daysailing is available at all times.

Occasionally there may be a wait for a boat, for example, Sunday afternoon about 2 pm, but most of the time, a boat will be available for you. If no boats are available, sign the log and wait at the dock for the next available boat. If you leave, you forfeit your place in line regardless of the sign up order.

We trust you. We feel that you will do your best in making this a successful club. The boats are not "theirs" but rather, they are ours! Treat them with loving care and remember, the mark of a good sailor is one who maintains their ship in "Bristol Fashion".

6.2 Racing

The Convair Sailing Club and the Torrey Pines Sailing Club sponsor a two-day Victory regatta on the first weekend of each month (except in December). The two clubs race together as it increases the size of the fleets. Each club, however, keeps its own standings and has its own champion. The race course is in San Diego Bay along the western end of Harbor Island and is easily visible from the bay side park near the marina.

The Chief of Racing divides entrants into three fleets, based upon each racer's past performance. Each fleet sails two races on one regatta day,

either in the morning or the afternoon. At midday, the fleets exchange boats at our docks. All racers share Race Committee duty, each serving about twice a year. On regatta weekends, racing has priority on Victory usage but there are rarely occasions when we are short of boats.

Results of all races and the Championship Standings are published monthly in the "Windwords". All race winners and top racers in the Championship Standings receive trophies at our annual Awards Banquet in December.

Once each summer we hold a Victory race in the ocean east of Point Loma, usually between Zuniga Jetty and the Silver Strand. The length of the race and the time required to sail to and from the ocean, makes this race a day-long outing. Ocean checkout is waived for this event.

The San Diego Association of Yacht Clubs invites us to enter other local regattas. Mission Bay Yacht Club holds Victory races as part of the Midwinter's Regatta held each year in February. The National Association of Victory Sloop Owners (NAVSO) also holds a yearly regatta to select a national champion, occasionally in San Diego. The Convair Sailing Club was the host club in 1992 and 1997.

We urge you to participate in our racing program and to sail in other local events. It is an excellent way to achieve sailing proficiency and, in addition, is lots of fun. Our "Racing Instructions" provides detailed information about the program. Contact the Chief of Racing for a copy or for more information.

6.3 Sailing Rates

Sailing rates are displayed in the dock box and included in this handbook. If it is necessary to change the sailing rates, notice will be published in the "Windwords" and at the dock box.

6.4 Equipment Required for Ocean Sailing

The following equipment **MUST** be aboard for ocean sailing. "Starred (*) items are furnished by the Club; you must furnish the other items. There is no requirement for an outboard motor, but we recommend you have one aboard, a long shaft-type, minimum 3-HP (more than 7-HP is too much).

Club Provides	You Provide
*Life Jacket – 1/person	Batteries
*Throwable Floatation Device – 1/boat	Compass
*Fog Horn	First Aid Kit
*Safety Flares	Charts
*Bow and Stern Lights	Knife
*Paddle	Fire Extinguisher (with outboard)
*Anchor	Simple Tool Kit
	Flashlight

Notes – A First Aid Kit is available in the dock box.

TFDs (throwable floatation devices) are manufactured using closed cell foam which can rupture, and must not be used to sit on as cushions.

6.5 Limits on Use of Boats

You must obtain approval of the Commodore to take a boat for more than 24 hours. The Commodore will want to know where you are going, who will be aboard, established time of return and weather conditions. There is a possibility your request will not be approved, so put in your request well in advance.

6.6 Equipment Damage, Loss and Accidents

The Club is not responsible for your loss of equipment, damage, accidents or violations of the law. The skipper must bear the full responsibility for the boat and equipment. It would be wise to check your homeowners (or equivalent) liability coverage insurance policy.

Accidents that involve a collision, grounding, damage to Club property or damage to any other property, must be reported directly by phone to the Commodore, Port Captain, Fleet Captain, or a member of the Board of Directors.

7. Maintenance

Maintenance is unavoidable. No one wants to sail in a dirty, poorly-maintained boat. Your sailing pleasure depends on keeping the boats neat, clean and fully functional.

The Club contracts the boat bottom cleaning and painting to specialists in that business. Each month, a diver inspects and cleans all bottoms and sends a status report to the Chief of

Maintenance. About once a year, each boat is hauled out for bottom painting. We do all other maintenance ourselves.

Maintenance of each boat is the responsibility of the Chief of Maintenance, its Boat Captain and members using the boat. The Chief of Maintenance or the Boat Captain will repair major items such as rigging, lines, sails, and fittings. We encourage Club members to repair minor equipment problems before they leave. Tools and parts are available in the storage boxes. Note any significant irregularities in the repair log (in the dock box) when they are discovered.

The Chief of Maintenance organizes periodic work parties for specific major tasks. If called, please do your part. Volunteer maintenance is a major factor in keeping our costs down.

8. Etiquette

There is an intangible property of human behavior that stamps a brand on each of us; the property of courtesy to others. Call it Etiquette. It applies especially aboard boats and in a marina area. Many who are new to the water environment think of boats as means of pleasant transportation and marinas a station from which the tour starts, not realizing that the marina/boat combination is in fact, also a home and property for some, and that people who live aboard boats are entitled to privacy and quiet. When in marinas, please observe the following courtesies:

- Do not "snoop" around other boats,
- Do not board other boats if no one is present,
- If owner IS present, and you have reason to go aboard, ask permission: "May I come aboard, Skipper?"
- Do not ask personal questions unless the owner is agreeable to answering,
- Do not "borrow" any items stored on other boats or dock sites under any circumstances (mops, bicycles, step stools, chairs, etc),
- Do not clutter docks or adjacent boats with clothing, refreshments, gear, etc.
- Do not "clown around" or rough house.
- When aboard a boat, obey the skipper to the letter.
- Do not use lights or signaling devices for anything except their intended purposes.

- Do your share to maintain a safe, shipshape condition.
- Minimize noise (especially on weekends and holidays) such as shouting, loud conversation, power-tool noises, etc.

The Club has developed derigging instructions for our boats to preclude halyards and shackles from banging on masts in high winds. Please observe them.

9. Awards

The Shotwell Trophy is in recognition of the zeal of Jim Shotwell in the infant days of the Club. This perpetual trophy is awarded annually to the Sailor of the Year. This is the member who has done the most for the Club during the year. All phases of club activity are considered, not just racing, sailing or service to the Club.

The Ayeea Trophy is a beautiful silver loving cup engraved with the name of the skippers who win a trophy in the monthly regatta within six months of checking out. The trophy was donated by Yvonnka and John X. Tsirimonkos, who learned to sail in our Club. They were bitten by the bug, bought a boat and named her Ayeea (Greek for "Saint"). John X. was one of the top racing skippers in San Diego.

The Racing Championship Trophy is awarded to the skipper that wins the annual racing championship, determined by points earned in monthly regattas. Trophies are also given to the next four places. The Monthly racing trophies are given to the winners of each race each month. Torrey Pines Sailing Club competes with us but has its own award system.

The Frank Butler Trophy is awarded to the winner of the team race, which is held once a year between our Club and the Torrey Pines Sailing Club. Frank Butler established Wesco Marina, built our earlier boats, the Galaxys and eventually built our Victories.

The Jack Dorsee Trophy is open to anyone who owns or sails a Victory in the ocean race held once a year. Jack Dorsee was a local Victory dealer.

10. Conclusion

We invite you to participate in our sailing program. We believe it to be the best organized

anywhere, and certainly the most reasonable in terms of cost. Some of our members own much larger vessels yet find a great deal of satisfaction in their ability to pack a lunch and go sailing on a moment's notice in one of our smaller, ever-ready boats. It is a great way to entertain friends and a great way to make new friends. Many of our members, through relationships developed at our Club, are currently active in the San Diego yachting community, some crewing on yachts in some of the more prestigious ocean races on the west coast.

Happy Sailing!