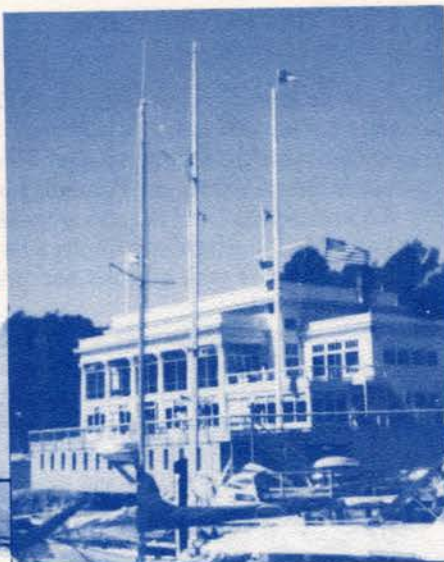




Est. 1886



Volume VIII No. 5

CORINTHIAN YACHT CLUB

May 1982

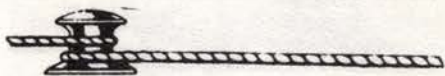
### COMMODORE'S REPORT

Last month in this column, I expressed fears that our parking lot was sinking. Actually it was only a small portion that caved in, and it has since been patched by a crew of hard working, non-drinking CYC members. Appearing one Sunday morning in the rain, they shored up the bulk head and filled in the hole. A second appearance one week later capped the project, which, with luck, will last until another Commodore is elected.

I am pleased to report that the expenditure of \$200,000 will not be required to re-build the lot. However, other needs still exist and cannot be solved as quickly or efficiently as our parking project.

If you have not received a letter from me asking for approval to raise the dues, then you may expect it shortly. It's only a small raise, but when you receive the letter you will agree, just as your Board of Directors did, that the additional income is critical to our continuing to maintain our Club in a manner which makes us all proud. Not only that, if we don't keep pace with the building, it will get ahead of us and exceed all possible cost expectations. What I am saying is that we need to shore up some dry rot timbers, continue to upgrade the galley, continue with round-the-Club painting and maintenance, etc. But read the letter and then send in your ballot. Thanks in advance for your support.

Dick Slottow



### REAR COMMODORE'S COMMENTS

Racing season is now with us, and as I write this on the first sunny Friday in many weeks, racing preparations are being made for tomorrow, our first race of the Spring and Summer season which will be a SYRA event off Knox with George Horsfall as Regatta Chairman. Our Friday night series will commence on May 7 off our clubhouse and we will be racing every Friday night thereafter, except the Fridays before the Memorial Day and Fourth of July weekends, until mid-August.

We will sponsor the following races in the regular season:

Dates	Event	Start/Finish
May 1 & 2	Season Opener	Knox
May 8	Etchells 22 Regatta	Olympic Circle
May 22	IORDA/HDA	Knox
May 29/30	Buckner Race	St. Fr. Y.C.
June 26	KIF	Knox
July 3	Tea Caddy	C.Y.C.
August 8	ODCA I (2 races)	Knox
September 25/26	Bernstein Half Moon Bay Race	St. Fr. Y.C./Half Moon Bay

A good turnout of our racing fleet is expected for these events, and those who are not racing are welcome to participate on the Race Committee. Please call Greg Quilici (457-0394/673-1236) for assignment to the committee for the event of your choice.

For those "died in the wool" racing experts who would like to participate in some top notch competition we have been asked to participate in the Governor's Cup which is being held by the Balboa Yacht Club July 15 through July 17 with the racing being done in Santana 20 yachts. The catch to this is that the skipper and crew must be 15 years or older, but not have reached their 20th birthday. If any of our younger members feel they are of a caliber to sail in the big league competition the Club will be willing to defray a portion of your expenses, but in return we would like to see results that will bring credit to the second senior yacht club on San Francisco Bay.

Evan T. Pugh  
Rear Commodore

### PORT CAPTAIN'S REPORT

Since I have been absent from this column for a while this one will be lengthy. First, I would like to thank Evan Pugh, Elmo DeMartini, Frank Brooks, John Malone, John Colver,

Warren Vincent, Lyman Lacy, George Berticevich, Bill Canada and Dave Donzel for all their hard work in repairing the parking lot bulwark.

(Continued on page 2)



## PORT CAPTAIN'S REPORT

(Continued from Page 1)

Perhaps it won't slide into the harbor after all.... Have you noticed the newly refurbished Head in Pneumonia Alley? Nice, eh. Thanks, Jose! We appreciate it!!! It sort of makes the rest of the Alley look dingy, so why don't you guys grab a brush and paint your lockers?

Since we've gotten so much flack over the 10 percent increase in locker rents, I've decided to go back to the Board to get approval for a set price per square foot of locker space. Is that fair enough? We will most likely be looking at 33 cents per square foot. We have all the sizes of the lockers from the last time they tried this, and anybody who feels we're overcharging is encouraged to let us measure his locker. This effort is not intended to cause anyone any problems, but is merely an attempt to correct certain inequalities that have been brought to my attention.

Here is another problem that I am repeatedly confronted with. What should we do about boats that are stored on the deck and in the dinghy racks where the space has become an extension of somebody's garage. The boats sit there month after year and never move, and in some cases are not maintained to keep a reasonably presentable appearance. Remember that we have many new members who are dying to get a space on the deck and in the dinghy racks. We would also like to attract new members, but we have nothing here to offer prospective daysailors. Thus these potential members go elsewhere. It's a thorny dilemma for which I would like very much to find an equitable solution. Maybe we could build a second level for more boat storage, or perhaps turn the parking lot into boat storage except for four permanent spots for the flag officers. Everybody else could park across the street at Zelinsky's lot, which solves another problem for us. When our parking lot finally does slide into the sea it will be okay because most boats tend to float, right?

**NOTICE:** Any work requests on docks or facilities are to be turned in to the office where they will be considered by Dottie, Jose and the Port Captain and assigned a priority in the work schedule. Items affecting the safety of life and limb will receive top priority. It is not the responsibility of Jose and his maintenance crew to show berth owners and renters how to

tie up their boats nor can they work on your dock lines for you. Please do not use Jose's valuable time for jobs of a personal nature. Thanks.

We have completely lost control of the upright dinghy racks. We urge you who are using them to identify your boat so that we can charge the proper rent. Those racks are not intended to be free. You who wish to bring in a dinghy have to get a rack assigned to you by the office before you bring the boat in. Don't just bring it in and dump it in any convenient place you find, as we might dump it in a place more convenient for us.

The moorings need to be replaced as we all know. We have had a price of approximately \$400 per mooring quoted to us. Would you mooring people object to our raising the rent to \$30 per month in order to pay this investment back and insure a continuing fund for mooring maintenance? We don't want to lose any more boats from the moorings! Additionally we may ask you to let us bill you three or four months in advance in order to raise the cash to get this project off the ground. This seems cheap compared to replacing a valuable boat that's gone on the rocks.

Your opinions, advice, guidance and help with all these things will be appreciated. Thanks.

## NEW ITEMS IN THE C.Y.C. STORE

We've added a few excellent books on sailing and marine recreation to the C.Y.C. inventory of yachting items and apparel. One of these books, *Sailing the Bay* (\$7.95), by Kimball Livingston, yachting editor of the San Francisco Chronicle, is an informative and entertaining commentary, an asset to the San Francisco sailor, "...An animated discussion of winds, tides, weather, currents, sailors, and sailing boats of the San Francisco Bay." This book has been out only a short time and is guaranteed to be popular. Another book for those who enjoy sailing on the Delta and on California's many beautiful lakes is *Recreation Lakes of California* (\$7.95), "...Detailed and continually updated information about camping, fishing, and boating on over 200 lakes... now in its fifth edition." Another gem for all-purpose use is the *California Coastal Access Guide* (\$8.95), "...A comprehensive and utterly fascinating guide to California's 1,100 mile coast... Excellent for

hikers, campers, swimmers, divers, surfers, anglers, and boaters... Beautifully produced with many photos, maps and illustrations."

You can order any of these excellent books by calling the Club office at 435-4771 or by dropping by any day between nine and five. Depending on how many books are ordered, delivery should take between two and three weeks. We have beautiful sample copies at the Club for one to look at - so order yours now!

## THE NEW RACE LOCKER

Believe it or not, if you work on the race committee and want to find a pennant, it will be where you look. Everything is now in order in the new race locker which has been re-built and designed by Robert Thalman and John Colver. And this is a work of art. Someday they'll even finish it. But in the meantime, it is functional, small people can reach things, items are labeled. And it is located on the main deck where the junior sailing stuff used to be.

Our sincere thanks to Bob and John for an excellent job which should attract volunteers to our race committee by the truck load.

## THE PROTEST BOX

Gene Buck has carved sails and marks to be used by our protest committee. He also created a box in which these pieces fit perfectly. The box with its inlaid burgee of the Corinthian Yacht Club is a collectors item. It will be on display in our trophy case as soon as people stop protesting each other. I think the increase in protests is due to the new box and pieces that everyone wants to see. At any rate, our deep appreciation to Gene for a terrific job.



# Dinner Menu

## Salad Bar

**BROILED  
LOBSTER TAIL**  
*Finest Australian Lobster*

**PRIME RIB**  
*King Henry IV, Double Cut*

**STEAK a POIVRE**  
*Pounded Filet, Sauteed with  
Corn Pepper, Brandy &  
Cream Sauce*

**STEAK PIZZAIOLA**  
*Pounded Filet, Sauteed with  
Garlic, Tomato & Oregano*

**BROILED STEAK FILET**  
*Perfectly Broiled to Your Liking*

**\$9.95**

*All Dinners Include:  
Vegetable, Bread & Butter,  
Coffee or Tea*

**PRIME RIB**  
*Regular Cut (no bone)*

**VEAL SWISS**  
*Topped with Avocado,  
Swiss Cheese & Bordolaise Sauce*

**VEAL PARMIGIANA**  
*Topped with Tomato & Cheese*

**VEAL DIJON**  
*Breaded and Topped with  
Mushrooms, Mustard, Brandy &  
Cream Sauce*

**SCAMPI ROMANO**  
*Prawns Sauteed in Garlic,  
Butter & Lemon Sauce*

**SCAMPI SAVOY**  
*Prawns Sauteed with Mushrooms,  
Brandy, Mustard & Cream Sauce*

**PETRALE SOLE**  
*Dipped in Egg and Sauteed with  
Lemon & Butter Sauce*

**SCALLOPS**  
*Deep-fried, served with  
Lemon & Tartar Sauce*

**CHICKEN BARBEQUE**  
*Half-Chicken*

**CHICKEN  
CORDON BLEU**  
*Breast of Chicken Stuffed with  
Ham & Cheese & Topped with  
Mushroom Sauce*

**\$7.95**

Hamburger	\$3.95
with Salad Bar	\$4.95
Soup & Salad	\$3.50
Homemade Dessert	\$1.50
Chocolate Sundae	\$1.00

*Tax and Gratuity will be added to your bill*

## CUTTY SARK PRINT PRESENTED TO CLUB

Mary Dombe, attractive blonde wife of noted Knarr sailor and entertainment chairman Paul Dombe has graciously presented a gift of Cutty Sark to the Club. The beautifully framed print can be seen at the top of the landing leading to the ballroom.

Mary has a gallery in her Tiburon home where she deals in fine art imported from England. Her collection includes hunting scenes, famous in England and Ireland, ships, golf scenes and landscapes.

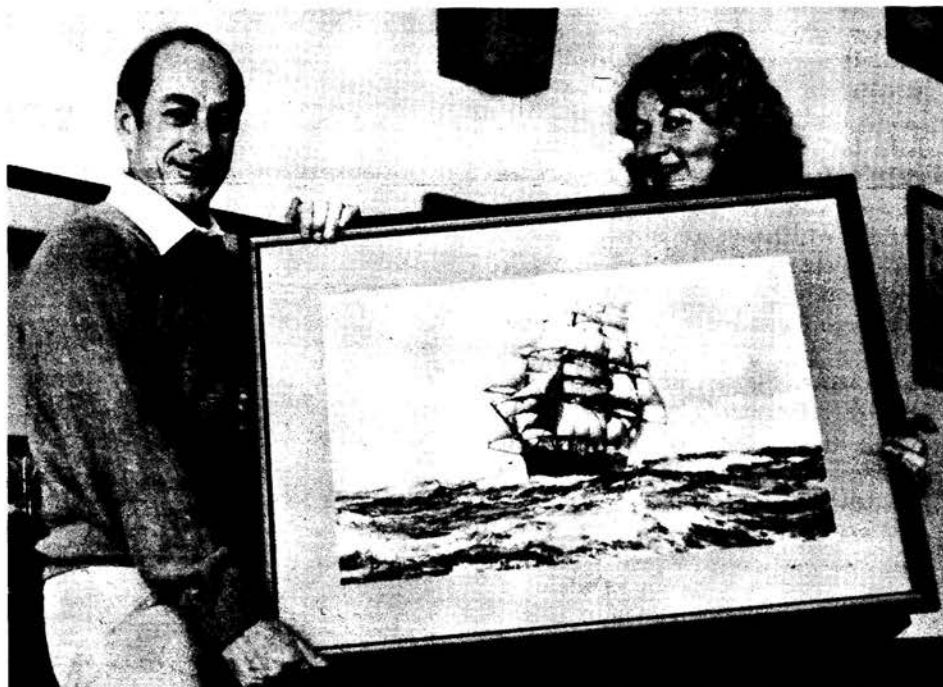
The Cutty Sark was built in Clyde in Scotland and launched in 1869, the same year as the opening of the Suez Canal. She was the first of the clippers to make it round the Horn in record time. The Cutty Sark, together with the Ariel and the Taeping were involved in Tea Races and in the tea trade at the time.

The name Cutty Sark was given her by John Wills, also known as Old White Hat. It means short skirt, or mini and was worn by an amorous young witch called Mannie.

From 1872 to 1885 the Cutty Sark was in the wool trade competing with the famed Thermopylae. Today, Cutty is completely restored to her

1870 glory and resides in Greenwich, England.

We are indebted to Mary Dombe for her generosity and thoughtfulness.



*Dick Slottow, CYC Commodore holds an end of the Cutty Sark just presented to the Club by Mary Dombe.*

## PROFILES

(Continued)

started sailing out of CYC in 1964 on the 36 ft. "Spindrift," a consistent winner in HDA Division "J" including several midwinters and three back to back Farallone Islands races.

Raced and cruised offshore for seven or eight years on many different boats (Columbia 39, Islander 44, Cal 40, Morgan 30, the 55 ft. "Leda", Cal 36, Alberg 30, etc.). Made six or seven delivery trips up the coast from Southern California; several cruises south - on the 44 ft. "Westerner" to the Channel Islands, Cal 40 to Oxnard, 55 ft. Defever to Cabo San Lucas, and some seven or eight Santa Cruz "Windjammer races." Crewed in a couple of St. Francis "Big Boat" series, sailed out of British Columbia, Southern California and the West Indies (in the late 1950's and last year a memorable charter in the Windward Islands with the Birnbaums).

In 1974, we acquired Knarr 116 "Emma Hamilton" and settled for a life of varnishing and closed course racing on the Bay. Also owned a couple of runabouts.

Well, I didn't get around to joining CYC until 1967 (although I'd already served 2 years on the Race Committee). I was Race Committee Chairman in 1970 and 1971. Elected a Director in 1972; Port Captain 1973; a Director again in 1974 and 1975; Rear Commodore 1976 and Commodore in 1977. Thought I had done my duty, but found myself back as Commodore again in 1980. I think I have served on just about every committee, but have a special and longlasting interest in Archives and Lands and Property. Edited the Tell Tale for a few years in the early 1970's. Redecorated your Club with all the paintings, photographs, memorabilia which you see, much of which had become damaged and stored in pneumonia alley. I saw to the building of the trophy cabinet in the main bar and the entrance gate to the Club. Completed the library which was started by Bill Patry but the credit for which goes to Paul Brent. Also coordinated the reconstruction of the substructure, originally started by Hal Monozon, but the credit for which again goes to Paul Brent - and Jack Cooper for arranging the financing.

I was fortunate enough to be able to donate to the Club a "new" ballroom floor, the refinishing and carpeting of the "Sun Room" and a few other odds and ends. I'd like to be remembered for the British Week Regatta I put on

in 1971 (remember the British destroyer as our guard ship and the Royal Artillery band playing on the Main deck?) And I have had a lot of fun running the infamous Tea Caddy Regatta.

Well, as you can see, I've had a lot of fun out of Corinthian over the last 15 years and hope I have managed to give something back.

For the record, Rosalind and I have lived in Belvedere the last 12 years and I am First Vice President with Tishman - a major real estate developer of office buildings.

## PAUL BRENT

The Club owes much to Paul. In 1976, a major problem was discovered with the underpinning of the Clubhouse and dry dock areas and Paul accepted the job as Chairman of the Reconstruction Committee. Countless hours went into planning, cost estimates and preparing presentations to the membership. In 1977, the membership approved the program, Jack Cooper arranged very favorable financing and the work commenced under Paul's supervision.

As is typical of most such jobs, the scope of work increased and we ultimately wound up with not only a new sub-structure and rebuilding of the worst dock areas, but a new roof, new main electrical panel and repainting of the entire Clubhouse.

In 1979, Paul undertook yet another program in some major remodeling to produce our handsome new

library and a new women's "outside" head.

Paul is a native San Franciscan. Following service with the Army in World War II, he worked with the U.S. Department of Commerce in export trade promotion from 1946 to 1961 during which time he led a number of U.S. Trade Missions to Berlin, Austria, India, the Caribbean and South America.

From 1961 to 1971, he was a Commercial Attache to the U.S. Foreign Service, posted to Germany for 6 years and Australia for 4 years. While in Australia, he owned a 27 ft. Daydream sailing out of the Royal Motor Yacht Club of New South Wales.

In 1970, he joined CYC and accepted the position of Director in 1977 and 1978 while supervising the remodeling. He has owned the Triton "Skye Mist" since 1971 and is one of the Fleet's most active participants, seldom having missed a race in 10 years, and was Commodore of the Triton Class in 1978 and 1979. On behalf of Corinthian, he hosted the Triton Nationals in 1978. He has also been a member of the Marin Power Squadron since 1972.

Paul and his wife Ruth (always very active in the Women's Auxiliary) live in Greenbrae.



Elmo deMartini, Warren Vincent, Frank Brooks, Lyman Lacey and John Malone are pictured sawing a board to shore up the parking lot bulk head. Not pictured is John Colver who was underwater hammering nails, and crew chief Evan Pugh who is pictured elsewhere.



## ★ ★ ★ PROFILES ★ ★ ★

There are a handful of members in our Club of whom, to write a "profile," is not only impossible but probably insulting - such is the indelible mark they have made on not only Corinthian but the entire yacht-

ing community. Two of them are included in this month's Profiles - Russ Schneider and Steve Green, both Life Members. Typical of people who have led such active lives, they are both very modest about their

backgrounds - and both still very active Corinthians. Thought I would also include myself in this issue. As you can see, modesty doesn't seem to be one of my characteristics.

John Colver

### RUSS SCHNEIDER LIFE MEMBER

Learning to sail in the sea scouts in 1929, it was not until 1940 when he moved to Belvedere, joined CYC and purchased the Bird boat "Petrel" - that Russ started racing sailboats. He raced the Petrel until 1946. There was a gap of around fifteen years during which he owned and raced two International 210's (the "Souwester" and the "Top Banana") before he was back with another Bird boat - the beautiful "Skylark." Skylark was taken over in the 1970's by Steve Schneider (who followed in his father's footsteps, becoming invincible in that class), and Russ - to everyone's alarm - gave up classic wooden sailboats for an Islander 36, the "Absolute." He immediately cleaned up in that class. Two heart attacks and a double bypass were the signal for Russ to give up racing and he joined the ranks of cruising gentlemen, owning the 42 ft. Bertram "Mirage." Now he is down to one boat - an 18 ft. racing scow he keeps at home on the lagoon, just to keep his hand in.

Russ has served as a director of both the Club and the Harbor Company and countless committees over the years - but will be best remembered for his contributions to racing. He has served on and off for decades on the Race Committee and Protest Committee (often getting dragged out of his home to come down and settle a dispute); he taught the racing rules at the Club in the 1950's; and when he became a power-boater, he was always ready to offer his services as Committee Boat.

Russ and his wife, Bernice, still live in Belvedere and Russ owns an industrial filter company. Perhaps his greatest contribution to the Club was to teach his three children to sail: Steve who, after winning everything in sight for years in the Skylark, now owns a Swan 43; Donna Cardoza (Dick and Donna own a Cal 29); and Chris Canada (the Canadas own an Islander 36.) The two girls have gathered a respectable amount of hardware themselves, in Ladies events.

### STEVE GREEN Life Member

Steve's first boat was a 21 ft. double-ended sloop the "kauai" which he owned in 1934 and 1935, and then got down to some serious racing in 1936 when he bought the already famous "Merry Widow." Steve won a lot of races in this boat, a 40 ft. gaff rigged sloop, built in 1906 for Artie Rousseau (look in our trophy cabinet). Steve says the boat leaked like a sieve! He raced this boat until 1940.

Immediately after the war in 1946, he purchased the Norwegian-built 8 meter sloop "Hvide" and raced her through 1954, again winning many races. She was the most beautiful boat on the Bay at the time (and is now back in our Club owned by Jim Mahoney who has a major restoration job on his hands after she fell into neglect and was modified).

Steve then developed a love for Golden Gates, owning the "Pajarita" from 1956 to 1960; and then the "Trudy Jane" in the mid-seventies, winning the season's championship in 1977-78. His present boat is a 32 ft. cutter.

In the 1930's, Steve belonged to Aeolian Yacht Club and he joined CYC in 1946. He was also a charter member of Sausalito Yacht Club in the early fifties. He served as Secretary of CYC in 1960-61.

Steve was in the rice business for many years but sold the business in 1959. Too early to retire, he became a real estate appraiser, finally calling it a day in 1975. He and Doris "retired" up to Grass Valley but missed the water too much and, glad to say, returned to Belvedere.

### BILL PATRY Past Commodore 1979

No current member of our Club has a racing record as impressive as that of Bill. I seriously doubt if in the history of the Club, anyone has matched his success - all in hot competitive classes. And he didn't seriously start sailing until 1975!

His first season on the Bay (1975)

saw him achieve last place in the Columbia Challenger Class. From there on, it is embarrassing to the rest of us:

1976 Cal 29 Season Champion  
1977 Cal 29 Season Champion  
1977 Champion of Champions  
1978 Hawkfarm Season Champion  
1979 Hawkfarm Season Champion  
1979 Hawkfarm National Champion  
1980 Santana 35 Season Champion

He took a break in 1981, but is back for this season with a new boat, a state-of-the-art ultra-light Express 27 "UXB" in which he plans to terrorize the MORA fleet. Bill's top crew - and closest sailing companion - is his son Jeff, also a member of CYC and a hydrogeologist with Chevron.

Bill joined the Club in 1972, was elected to the Board of Directors in 1975 and 1976; he was elected Rear Commodore in 1977; Vice Commodore in 1978; and Commodore in 1979. He is a sales executive for the Hagger Company and he and Marilyn live in Tiburon. They also have a son in Houston and a daughter in Grass Valley. I almost forgot to mention (as if it's really important compared to his other achievements) that he has won his division in Vallejo (coyote) for the last five years; and he is a charter member of the CYC Long Distance Cruise to Angel Island.

### JOHN C. COLVER Past Commodore 1977 and 1980

I was born in England, first visited the States in 1955 fresh out of law school at London University and spent a couple of years wandering around, including several months stunt riding in Wild West shows and for Columbia Pictures. Rosalind and I (literally the girl next door, we were married in 1961) moved permanently to the States (Marin County) in 1963.

Our first boat in England was a 14 ft. Merlin racing dinghy sailed on the River Thames, followed by a 21 ft. Beacon class centerboard cruising sloop based out of Chichester Harbor on the South Coast of England. We

(Continued on Page 4)





## MATES MEMO

With Easter behind us and Opening Day next weekend, we find ourselves already in the merry month of May. We seemed to have missed spring this year except for the "Beauty of the Lilizs," the traditional Easter flowers which were displayed alot during the past weekend and seemed to be the only sign of Easter - certainly not the weather which is becoming very boring!

However all of us from the Auxiliary enjoy and carry on all our activities with great pleasure. Our trip to the Bay Model on April 7th was very worthwhile as we enjoyed a very interesting tour and film. Our May 5th luncheon will be changed to an evening meeting with Mr. Shireman as speaker on the Peripheral Canal. We have invited all the members of the Auxiliary and their husbands too. Our June 2nd luncheon and the last (before we break for two months until September) will be most interesting as we will be visiting the Marin Art and Garden Center. All, you friends and loved ones are so welcome to what surely will prove a lovely outing.

Mary Dombey  
Publicity Chairperson



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TIBURON, CA  
94920



Crewchief Evan Pugh surveys a board he just nailed into the bulkhead. In due time the upstairs crew delivered another board.

CORINTHIAN YACHT CLUB  
TIBURON, CALIFORNIA 94920

### COMMITTEE CHAIRMEN

Berthing lists - Cam Rogers  
Budget - Warren Vincent, Bob Turnbull  
Coast Guard Appreciation Day  
Milt Stannard, Ro Fontana  
Harbor Liason - Evan Pugh  
Honorary Historian - Ro Fontana  
House - Warren Vincent  
Land and Property - Bob Lowry  
Librarian - Ellie Johnson  
Membership - James Ardrey  
Opening Day - Elmer Towle, Milt Stannard  
Race Committee - Greg Quilici  
Records and Archives - John Colver  
Special Counsel - Mike Koberle  
Tell Tale - Dick Slottow

### FLAG OFFICERS

Commodore - Dick Slottow  
Vice Commodore - Warren Vincent  
Rear Commodore - Evan Pugh  
Port Captain - Larry Jorgensen

### DIRECTORS

Julle Lewicki - Greg Quilici  
Michael St. Peter - Hans Roeben  
John Wood - Jack Cooper

### WOMEN'S AUXILIARY OFFICERS

President - Lura Flynn  
Vice President - Vivian Hadley  
Secretary - Suzanne Feldmann  
Treasurer - Pamela Hall

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The OCEAN Hydro-Sonic Hull Tender is a wise, one time investment when compared to your recurring scraping and painting expenses. And remember, a clean hull can cut fuel costs by as much as 40%.

Please rush me additional information about the OCEAN Hydro-Sonic Hull Tender.

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Type of Boat \_\_\_\_\_ Length \_\_\_\_\_

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