

COMMODORE'S comments**Commodore Bob Schappe III**

It is nearly the end of December as I write my first Anchorline article as the Commodore of the Grosse Pointe Sail Club. I thought my experience of being this busy (overwhelmed?) with Sail Club business was unusual but in speaking with past Commodores I have learned it is quite normal. Three major activities demand a great deal of attention at this time of the year. One is filling the Committee Chair positions and beginning the transit to the new assignments, the second is the Commodore's Ball and the third is the sum of all the little things that need to get done to begin the new year. Not complaining, mind you, just doing a little sharing. Fortunately, Glory is doing more than her share of the work to get us going.

I should like to thank Commodore Frank Ferry and Lady C for a wonderful year of service to the Grosse Pointe Sail Club and I should like to extend a welcome to our new Rear Commodore, Gordon Morlan and Lady Judy. Gordon and I sailed together on my Pearson 30 during the 1980s and I am pleased that once again we will be on the bridge together. I should also like to welcome the two new members of the Board, Ron Morketter and Gerald Partridge and at the same time, thank the two outgoing members of the Board, Barbara Olsen and John Jamieson. Welcome to the year 2000 Flag Officers: Peter D'Angelo-Fleet Captain, Dr. Marilyn Cuenca-Fleet Surgeon, Linda Rumon-Fleet Chaplain and William Kuester-Fleet Measurer.

Once again, our committees are chaired by some very capable members of the Sail Club. I was very impressed and edified with the cooperation I received in appointing people to these positions. I had thought it would be more difficult but people were quick and even enthusiastic about saying, "Sure, I can do that!" On behalf of the Club, "Thank you".

Once you see the GPSC Schedule for the year 2000, you will notice an addition to our social calendar-the Family Brunch set for Sunday, June 11. We felt that with the number of families with small children, we ought to do more things with them in mind. It will be at the Tompkins patio and probably hosted by some combination of the Board

(Continued next column)

(From previous column)
and Flag Officers. Details need to be worked out. Tom Fraser and Jerry Meach are working hard to complete the 2000 Roster. Since the role of Roster Chair has evolved into Ad Salesman, getting the roster assembled and distributed has become a large job. Along with a number of other important things in the new Roster you will find the 2000 Schedule and the list of Officers and Committee Chairs.

Mark your calendar with the dates, January 29-30. This is the Winter Weekend at Point Aux Barques. We know this is a good party because people apologize for weeks about their unruly behavior.

We hope to see many of you at the Commodore's Ball on January 15th at the Grosse Pointe War Memorial. The theme is Celebrating the Year 2000. Come celebrate with us!

Mark Your Calendar
February 26, 2000
Dry Dock
"America's Cup"
Details To Follow

Views from the VICE

Vice Commodore Dave Wetzel II

Since the world didn't end last night I decided I better get busy and write my column for the Anchorline.

This morning at 8am my wife, Mary, and I walked to Windmill Pointe Park and judging by the lack of footprints, we were the first people to walk out on the pier this year. I was a bit surprised by the lack of human activity in the neighborhood. When we crossed Jefferson there wasn't a car to be seen.

At Windmill Pointe Marina it was alarming to see that Lake St. Clair was still dropping. Judging by the ice stuck to pilings, the water level has dropped 8-10 inches since the ice first formed in the marina. Pray for a wet Winter.

I would like to welcome Gordon Morlan as our new Rear Commodore. Gordon, Bob Schappe, and I had an informal get together to discuss the coming year. I am looking forward to working with them and all the people that help make this a great club.

Last year I wrote, "If Winter is here, Spring cannot be far behind" and sure enough Spring showed up. To get ready for this coming season I have met with Jerry Partridge who is the Race Chair for this year. I expect that when the Race Committee meets to plan the Spring and Summer Race Series the low water level will be a topic of discussion.

I have talked to Darius Hummel who will be doing our Dry Docks this year. The first one is February 26th. Darius is planning an America's Cup theme. Mark you calendars. Details to come.

I am looking forward to this new year and hope to see everyone at the Commodore's Ball on January 15th at the Grosse Pointe War Memorial. Next year it will be at the War Memorial again on January 13th - mark your calendars for 2001.

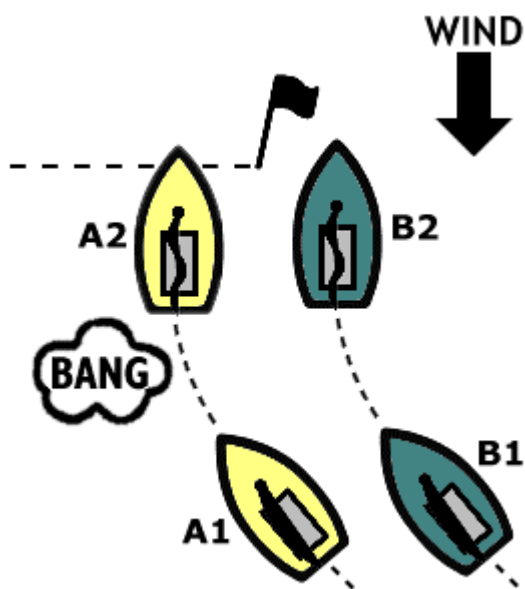
Help Wanted

Reliable GPSC members (or new prospects) to help with the first GPSC Regatta of the 21st Century
All categories are in need of your special talents

Please contact 2000 Regatta Chair
Andrew Morlan (313) 822-8251
abmorlan@ameritech.net

The Racing Rules of Sailing for 1997-2000

Quiz #2



Facts of the Incident

A and B were on starboard tack and overlapped approaching the mark at the right end of the starting line to start. B was the windward boat and had established her overlap on A from clear astern. A hailed B that she would luff. A then luffed slowly and "shut the door" on B, forcing her on the wrong side of the starting mark until at position 2 both boats were head to wind. The starting signal was given between positions 1 and 2, when the boats were approximately one boatlength from the line and while A could still give B the space needed to sail on the correct side of the mark. B protested.

Questions

1. Which boat has right of way under the rules of Section A at position 1? At position 2?
2. Ignoring Rule 14 (Avoiding Contact), what rules, if any, apply to restrict the r-o-w boat's actions?
3. Do any other rules of Part 2 (especially Sections C or D) apply? If so, why?
4. What rules are broken and by whom?

The answers to this quiz are posted on the Grosse Pointe Sail Club's website on the Discussion List. The answers will also be in the next issue.

Brought up by the REAR . . .

Rear Commodore Gordon Morlan I

It is getting increasingly easy to get “in over your depth” around here. While many rightly conclude that I am referring to my new position as Rear Commodore, I am actually thinking about summer sailing and our “lack of depth” in the Great Lakes. Every dense wet snow, every day of cold spring rain should be welcomed by sailors in this area, for the lakes need the water! But it does make for a tough winter, at least for those who must stay in Michigan.

Judy and I left for New Zealand on January 10. It certainly is not necessary to point out that it is summer here; and equally unnecessary to mention the America’s Cup is now being sailed here as well. We are eager to see how really tricky sailing the Hauraki Gulf is. We are eager to see which skippers have gained the local knowledge and experience that allows them to sort out the confusing wind shifts and sail again in the next round.

The eleven challengers have now been narrowed to the Super Six; these six will sail two races against each of the other five in the semi-finals of the Louis Vuitton Cup Challenger Series. The top two boats then sail a best of nine series, the LVC Finals, for the right to challenge New Zealand for the America’s Cup. It is for the finals of this Louis Vuitton Cup elimination series that Judy and I have gone to New Zealand.

Like many in our club, we are pulling for American True and Dawn Riley. The GPSC has become a True Ally, by both special arrangement and our financial support of the effort. It would be great to see her sail against Dennis Connor in the finals! Or, perhaps, against AmericanOne.

The next Rear Commodore report will come from somewhere in New Zealand via hotmail and will share some details of this greatly anticipated race series.

Sailing, at all levels, is something we should share. There are many ways to do this. The American’s Cup races are on ESPN II at 12.30am. Consider taping them, then asking friends to come to view this event with you.

I can not encourage you too much to invite prospective new sailors to share the adventure of our sport with us. Whether you are a racer or a fair-weather sailor makes little difference, ask others to ‘come aboard’ with you. Soon talk will shift from what makes the boat go to the GPSC, and your enthusiasm for our club will help bring others to our membership. That too is a worthwhile goal.

“Rock the boat” (from the rear)!!

Dock and Supply

We have an excellent selection of nautical wearing apparel available in our Dock and Supply inventory. Each of the items listed below sport our GPSC Burgee logo.

Framed Burgees.....\$ 65.00

Lined Lightweight Jackets....\$

55.00

(navy)

Sweaters.....\$ 42.00

(navy and cream)

Polo (Golf) Shirt.....\$

28.50

(navy and white)

Baseball Caps.....\$

10.00

Sweatshirts.....\$

25.00

Coffee Mugs.....\$ 3.00

License Plates.....\$

5.00

We will have a display of apparel as well as other items available for sale at many of the social functions. In addition, for quick home purchases, call Kelee or John Teodecki at (313) 331-6512 if you need something between club social events.

www.gpsc.org

Just a reminder, our website features a bulletin board, also known as a discussion group. This area can be used to post or respond to messages on topics related to sailing or club business. For instance, if you have a question on a racing rule and want to get others’ opinions, you can post your question on this page. Or, if you want to post a dry dock reminder to club members, this is the forum in which to do it. The page is password-protected and is for GPSC members only. To reach it, click on Club Information on the left-hand side of the page. A window

will pop up asking you for a name and password. The name is "port" and the password is "tack," both in lowercase letters. Once logged in, you will be in the members-only section of the website where you can click on Discussion Group.

America True Update

Well, A'Cup racing in NZ started with a bang. The first race (Jan.2 there; Jan. 1 here) saw Prada, Stars and Stripes, and America One each earn one point for wins. It was also the first time in this Cup that ESPN began "sort of" live coverage (actually tape delayed by about 5 hours). However, now that I'm back here in the States, I see how frustrating it is trying to get real time info. ESPN is a very long string of commercials occasionally interrupted by some sailing video, Virtual Spectator is great except that it is also delayed and the commentary is really late and weak. The best combination I've found is our www.americatrue.org site combined with VS.

A/T's site is generally 2 to 4 minutes ahead of V.S. despite the fact that we're using "old" technology for our reporting. Our reporter on scene calls in the reports via cell phone and they are manually edited and entered on the site.

Race 2 yesterday was a real thriller!! America True won over Cayard's AmericaOne for the third time in a row. We're now 3 out of 4 against our cross-town rivals. AOne is using their new boat in this round which appears very fast upwind and slow downwind. Despite the heavy winds yesterday (gusts near 30k) it was very shifty and spotty. AOne led at the first two marks. America True gained big time on the runs thanks to great boat speed and some very poor sets and jibes on the part of AOne. On the second run, America True was rapidly catching AmericaOne when disaster struck. Our spinnaker split in half and large parts went under the boat on both sides, breaking the carbon fibre pole in the process. Our recovery crew work was impressive, cutting away the chute and hoisting the jib for the next rounding but it let AOne gain over a minute of lead.

As A/True was recovering and preparing to round the mark, disaster struck AOne. Their jib halyard let go and the whole sail dropped in the water. In the process, the luff groove on the headstay was damaged preventing them from hoisting another jib. America True sailed passed them up to the weather mark. A/T's crew was able to repair the broken spinnaker pole using a sleeve. It held for the final run to the finish and victory.

Also on the course, Stars and Stripes (still without D.C. on board) was able to hand Prada their second defeat in two meetings of these teams. It was interesting to see a number of crew errors on board Prada. They are not used to being behind! Nippon handed the French their second defeat.

Today we race Nippon. But the forecast calls for high winds again. Stay tuned!

-Chuck Riley, America True "Rock the Boat!"

ANCHORLINE is the official publication of the Grosse Pointe Sail Club, Windmill Pointe Marina,
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America True Coverage

For your information, following is the ESPN2 coverage schedule for the America's Cup.

ESPN II COVERAGE SCHEDULE

All broadcast times are EST

January 11	12:30 a.m. - Challenger Semifinals -Race 10
January 25	10:30 p.m. - Challenger Finals - Race 11
January 26	12:30 a.m. - Challenger Finals - Race2
January 27	10:30 p.m. - Challenger Finals - Race 3
January 29	1 a.m. - Challenger Finals - Race 4
January 30	11 p.m. - Challenger Finals - Race 5
February 1	12:30 a.m. - Challenger Finals - Race 6
February 2	12:30 a.m. - Challenger Finals - Race 7
February 3	10:30 p.m. - Challenger Finals - Race 8
February 4	12:30 a.m. - Challenger Finals - Race 9
February 19	7 p.m. - America's Cup Live - Race 1
February 20	7 p.m. - America's Cup Live - Race 2
February 22	7 p.m. - America's Cup Live - Race 3
February 24	7 p.m. - America's Cup Live - Race 4
February 26	7 p.m. - America's Cup Live - Race 5
February 27	7 p.m. - America's Cup Live - Race 6*
February 29	7 p.m. - America's Cup Live - Race 7*
March 2	7 p.m. - America's Cup Live - Race 8*
March 4	7 p.m. - America's Cup Live - Race 9*
March 12	1 p.m. - America's Cup Review

* if necessary

All of this coverage ought to make a cold, long, snowy winter a little easier to bear!!

Ed Olsen To Speak

Ed Olsen, GPSC member and Grosse Pointe Senior Men's Club's Second Vice-president, will be the speaker at the GPSMC first luncheon of the new year to be held January 11. Recognizing that the challenger elimination series for the America's Cup races in process, it was deemed timely to address the subject: "Lake St. Clair to the America's Cup". Ed's perspective is derived from his acquaintance with two of the syndicates seeking to be selected as the challenger. 1991 Commodore of the Grosse Pointe Sail Club and 1999 Commodore of the Detroit Regional Yacht-Racing Association, Ed is a U.S. Sailing Association certified Senior Judge and Senior Race Officer. In addition to hearing protests as a judge, he serves as DRYA Advisor in running one of the race courses used on Saturday regattas by area clubs, and as Principle Race Officer for the GPSC's popular Tuesday Night Sundown Series.

2000 ROSTER UPDATE

Look for your copy of the GPSC 2000 Roster by the end of January. It's a lot of work and worth the wait!

STRICTLY SAIL CHICAGO 2000

Mark your calendars for the 5th Annual Strictly Sail Chicago Boat Show at Navy Pier – Feb. 3-6, 2000

Gather a group of Club members together for a winter meeting, while viewing hundreds of new sailboats and products on display.

Compete in the Annual Yacht Club Challenge. Teams from area yacht clubs will go head-to-head for a chance at the title of Fastest Club in the Midwest.

Additional Show Features

- Sights on Sydney – Honoring the US Olympic Sailing Team, including representation from all classes of boats competing in Sydney
- Full Seminar program, including basic how-to-sail, celestial navigation presentations and everything in between
- Discover Sailing area for kids – junior sailors can discover sailing first-hand
- 2nd Annual Leukemia Society of America Silent Photo Auction

For more information:

312.946.6262 or

www.strictlysail.com

Call 1.888.472.4597
For hotel information

GPSC in New Zealand

In November, ten members of our club headed a little west and a lot south – to New Zealand – to both see the country and to see some of the Round Robin II racing that was occurring as part of the America's Cup Challenge. The members included Ron and Sheri Allor, Charlie and Prudy Billiu, Mike and Gerry Krag, Ron Morketter, Ron and Pris Schaupter and Erma Torres. Also joining the group were Jack and Norma Racke, now from Tennessee, and several members of the North Star Sail Club.

The 13 hour plane ride from Los Angeles was a bit long, especially when coupled with a previous flight from Detroit and a 5 hour layover! But everyone made it and we were immediately met by a tour guide and bus and given a tour of Auckland before checking into a magnificent hotel, used by President Clinton a few months earlier. We wondered if He had used our bed.

The next three days, we were the guests of, and entertained by, the America True syndicate, led by Prudy's daughter Dawn Riley. Even though they were in the thick of competition, Dawn and her crew were perfect hosts. They hosted a cocktail party for us, they had a wonderful bar-b-que another night and during the day, we were on their spacious spectator boat watching the action on the course - complete with running commentary by a member of the syndicate and continual food and drink service!

The races were exciting. The spectator boat could position itself at the end of the start line so the jockeying for position before the race was right in front of us. Being a match race, the object was to be the first over the line but also to force the other boat over early if possible. Then, once the racers were off on the upwind leg, the spectator boat could follow along the course and then be at the windward mark when they rounded and set their spinnakers. What a sight!

Dawn won the races for us. That naturally precipitated champagne for the group! Cameras were clicking, recording the moment and everyone couldn't wait to return to the dock to welcome the boat back. A loud cheering section caused the locals to take note – even to the point of making the New Zealand Press the next day!

We hated to leave the action but the next week was spent on the south island doing what most all tourists do. It was beautiful as the weather cooperated. We risked our lives in jet boats going up the Shotover River, we saw Milford Sound by boat, we saw snowcapped Mt. Cook from across the Pukaki Lake, saw a sheep farm up close and a shearing demonstration as well as how the dogs herd

the sheep. We visited Christchurch, Queenstown, and saw from the bus the 4,000,000 sheep farms in between.

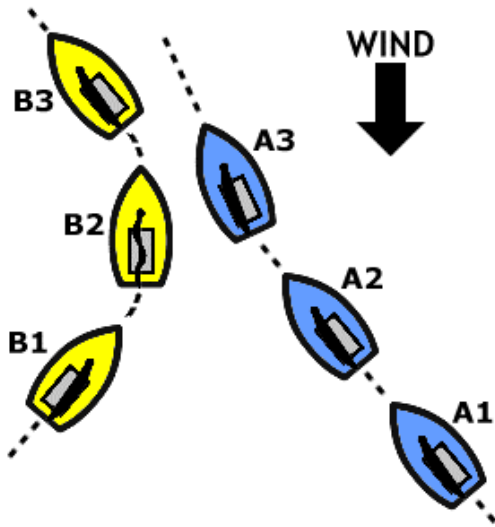
Our experience was one that will be remembered forever. The kindness of the America True people as well as the New Zealanders was exceptional. The scenery was breathtaking and the racing was exceptional. What a trip!

-Mike Krag

The Racing Rules of Sailing for 1997-2000

Quiz #1

Answers and Analysis



Facts of the Incident

A and B were sailing close-hauled on opposite tacks on converging courses in 8-10 knots of wind with relatively flat seas. A was on starboard tack and B was on port tack. A hailed "Starboard" and B tacked over on to starboard tack in front of A and slightly below A's track. After B had assumed a close-hauled course on starboard tack in front of A (immediately prior to position 3) A was about one-half boatlength way from B and headed directly at the windward corner of B's stern. A then luffed slightly to avoid hitting B's stern and protested B for "tacking too close" and forcing A to sail above close-hauled to avoid her.

Questions

1. Which boat has right of way under the rules of Section A at position 1 (B is close-hauled on port tack)? At position 2 (when B is head to wind)? Between positions 2 and 3? At position 3? **Rule 10.** At position 1, A and B are on opposite tacks and as the starboard-tack boat A has right of way under Rule 10 (On Opposite Tacks). At position 2, B has luffed to head to wind. Under "*Leeward and Windward*" and "*Tack, Starboard or Port*" in the Definitions, B is still on port tack (a boat that is head to wind is on the same tack she was on immediately before going head to wind). A still has right of way under Rule 10. Rule 13 (While Tacking) does not apply because B has not yet gone past head to wind.

Rule 13. Immediately after position 2, B passes head to wind and becomes on starboard tack. However, under Rule 13 B must keep clear of A from the time she goes past head to wind until she again is on a close-hauled course (on either port or starboard tack), which she does immediately before position 3. Thus, between positions 2 and 3 A has right of way under Rule 13.

Rule 12. At position 3, B has assumed a close-hauled course on starboard tack clear ahead of A. Since both boats are on the same tack and A is clear astern of B, B has right of way under Rule 12 (On the Same Tack, Not Overlapped).

2. Ignoring Rule 14 (Avoiding Contact), what rules of Section B, if any, apply to restrict the r-o-w boat's actions?

Each boat boat has right of way for part of the time. **Rule 16.** From position 1 until B assumes a close-hauled course, A has right of way first under Rule 10 and later under Rule 13. Because A does not change course during that time no rule of Section B applies to her (if she had changed course she would be subject to Rule 16 (Changing Course)). **Rule 15.** After B assumes a close-hauled course immediately before position 3, she has right of way under Rule 12. Because B acquires right of way over A at that point, Rule 15 applies and requires that B give A "room to keep clear" of her.

3. Do any other rules of Part 2 (especially Sections C or D) apply? If so, why?

No other rule of Part 2 applies.

4. What rules are broken and by whom?

No rules are broken by A. Since A does not change course while she has right of way, no rule of Section B applies. Thus, A breaks no rule before position 3. **Rule 12.** When A becomes the giveaway boat her obligation under Rule 12 is to keep clear of B. A satisfies this obligation by luffing slightly to avoid B.

No rules are broken by B. **Rules 10 & 13.** Before position 3, B's obligation as the giveaway boat, first under Rule 10 and later under Rule 13, is to keep clear of A. She satisfies her obligation because A does not have to change course to avoid her until after B has become the right of way boat by assuming a close-hauled course. However, if A had changed course to avoid B before B had assumed a close-hauled course then it would be necessary to determine whether B broke Rule 13 by failing to keep clear of A while B was the giveaway boat.

Rule 15. When B becomes the right of way boat she is obligated under Rule 15 to give A "room to keep clear" of her. Under "Room" and "Keep Clear" in the Definitions, "room to keep clear" is the space necessary for A to avoid B by acting promptly in a seamanlike way. Here A has one-half boatlength between herself and the windward corner of B's stern. A is able to avoid B by luffing slightly, which is a "seamanlike" act in 8-10 knots of wind with relatively flat seas. And, A's luff is done "promptly" after B becomes the right of way boat (not simultaneous with B becoming right of way but promptly afterward). Thus, by acting promptly in a seamanlike way to avoid B, A demonstrates that B gives her sufficient "room to keep clear." Whether or not A has to sail above close-hauled to avoid B is not relevant so long as A has "room to keep clear."

Summary

When B assumes a close-hauled course ahead of A and slightly to leeward of A's track, B becomes obligated under Rule 15 (Acquiring Right of Way) to give A enough "room to keep clear." At the same time, A becomes obligated under Rule 12 (On the Same Tack, Not Overlapped) to act promptly in a seamanlike way to keep clear of B. Since A is able to keep clear

of B by acting promptly in a seamanlike way to avoid her, by luffing slightly, B does not break Rule 15. Because A only needs to luff slightly to avoid B, the one-half boatlength or so of space left by B is sufficient in the existing conditions (moderate 8-10 knot wind and relatively flat seas). If there had been rougher

conditions or if A had needed to make a much larger course change to avoid B then A might not have had sufficient "room to keep clear" of B.

Grosse Pointe Sail Club

Activity Calendar for the Year 2000

<u>Date</u>	<u>Activity</u>
Jan 3	Monday Board Meeting
15	Saturday Commodore's Ball
29-30	Saturday-Sunday Winter Weekend
Feb 7	Monday Board Meeting
26	Saturday Dry Dock
Mar 13	Monday Board Meeting
17	Friday St. Patrick's Party
Apr 3	Monday Board Meeting
8	Saturday Commodores' Steak Roast
May 1	Monday Board Meeting
21	Sunday River Challenge
30	Tuesday 1 st Race-Spring Series; Fleet Blessing; Party
June 6	Tuesday 2 nd Race-Spring Series
11	Sunday Family Brunch
13	Tuesday 3 rd Race-Spring Series
20	Tuesday 4 th Race-Spring Series
24-25	Saturday-Sunday Summer Rendezvous
27	Tuesday 5 th Race-Spring Series
July 8	Saturday GPSC Regatta
11	Tuesday 6 th Race-Spring Series
15	Saturday BYC-Mackinac Race
25	Tuesday 1 st Race-Summer Series
Aug 1	Tuesday 2 nd Race-Summer Series
8	Tuesday 3 rd Race-Summer Series
15	Tuesday 4 th Race-Summer Series
18	Friday Ladies Race; Party
22	Tuesday 5 th Race-Summer Series
29	Tuesday 6 th Race -Summer Series; Party
2-3	Saturday-Sunday Fall Rendezvous
Sept 11	Monday Board Meeting
17	Sunday Fall Series, Races 1 and 2
24	Sunday Fall Series, Races 3 and 4
29	Friday New Member's Party
Oct 2	Monday Board Meeting
8	Sunday Frostbite Race; Party
14	Saturday Lobster Roast
Nov 6	Monday Board Meeting
10	Friday GPSC Awards Party

18 **Saturday**
Dec 1 Friday
 3 **Sunday**

Dry Dock
Annual Meeting
Childrens' Christmas Party

GPSC 2000 OFFICERS AND COMMITTEE CHAIRS

FLAG OFFICERS

Secretary	Victoria Colwell
Treasurer	John Raguse
Fleet Captain	Peter D'Angelo
Fleet Surgeon	Marilyn Cuenca, M.D.
Fleet Chaplain	Linda Rumon
Fleet Measurer	William Kuester

DIRECTORS

Alice Bates
Ron Morketter
Gerald Partridge
Norm Samra

COMMODORE'S COMMITTEES

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ILYA	Chris Behler
Entertainment	Les & Barb Roddis Peter & Cynthia Warner
Publicity	Andrew Morlan
Junior Race	Sue Steiger
Planning	Com. Michael Krag
Risk	Com. Dennis Cotter
Video	David MacDonald

VICE COMMODORE'S COMMITTEES

Awards	John Hughes
Charter & By-Laws	Glory Schappe
Dock & Supply	John & Kelee Teodecki
Dry Dock	Darius Hummel
Powerboat	James Krieger
Race	Gerald Partridge
Assistant Race	Norman Samra
Sr. Race Officer	Com. Edward Olsen
Race Records	Barbara Olsen
Race Support	Frank Michell
Protest	John Sampson

REAR COMMODORE'S COMMITTEES

Electronic Data Proc.	Jerry Meach
Membership	Ronald Morketter
Regatta	Andrew Morlan
Asst. Regatta	David & Nancy MacDonald
Roster	Thomas Fraser
Asst. Roster	Jerry Meach
Club History	John Jamieson
Assets Mgr.	George Sirdenis
Internet Website	Greg Wheeler

(This list will also be included in the February Anchorline; complete with phone numbers, E-Mail addresses, etc.)