



Leadline

THE CORINTHIAN YACHT CLUB OF SEATTLE

Landlord's Proposal for Rent Increase at Leschi, Low Usage, Prompt Board to Seek Alternatives for Lake Clubhouse

Faced with the landlord's demand for a 30 percent rent increase that would have hiked the annual cost of the Leschi clubhouse to more than \$50,000 per year, the CYC Board of Directors voted Oct. 13 to vacate the facility on Dec. 31, 2008, and look for alternatives.

The decision came amid discussion of the club's 2009 budget, as directors tried to close a shortfall caused by expenses that have continually risen, while dues haven't increased in three years.

The club will continue to run a full-blown racing program while looking for clubhouse alternatives on the lake, where there has been significant growth in one-design racing in recent years, particularly in the J/24 and Thistle fleets

The board also voted to increase dues by 10 percent and race fees by an average of 10 percent. As a gesture to Lake Washington sailors, who will temporarily lose their clubhouse, race fees will be increased only for those racing on the Sound..

Commodore Joe James, a long-time Thunderbird sailor on the lake, said the decision to close the clubhouse was taken reluctantly but was the right thing to do, even when viewed independently from the club's general financial challenges.

"The Leschi clubhouse sits vacant more than 300 days a year, while we pay as if we were an office tenant there every day," said James. "We mainly use it two nights a week for 22 weeks a year, during our weeknight racing season, plus a few times a year for meetings and lake regatta support."



Photo by Joy Okasaki

J/24s head down wind on a Tuesday in one of the last races of this year's weeknight season. While the club board has voted to vacate the Lake clubhouse and look for alternatives, no reductions are planned in the Lake's thriving racing program.

James also pointed out that the landlord included a 270 day cancellation clause in the CYC lease so the landlord or a purchaser of the property could "demolish, substantially renovate, change the use of, redevelop, rebuild, or discontinue operations of all or part of the property."

"We're eventually going to be forced out of the Leschi Clubhouse anyway," James said. "Given their demand that our rent go from \$12 to \$16 a square foot, this seemed like the right time to start an effort to find a financially prudent, long-range solution on the lake."

With closure of the Leschi Clubhouse and dues and fee increases, the club expects \$20,000 of income over expenses in 2009. Also contributing to the cost control initiatives will be moving the content of the Leadline online, saving \$11,000 in printing and mailing costs. (See article, page 3) Total club receipts will be in the neighborhood of \$375,000.

The limited amount of profit will be used to build the club's shrinking reserves, in anticipation of future capital expenses.

The club's officers discussed Leschi issues with Lake Washington fleet leaders at a special meeting Sept. 23. Some were strongly opposed to vacating the clubhouse, portraying it as a Lake versus Sound situation, with the Lake sailors coming out as losers.

But James pointed out that he, and several other members of the club's leadership group, including Vice Commodore and J/24 sailor Bruce Sherman and Rear Commodore John Rahn, have been active participants in Lake sailing, as have several other board members.

"This isn't a Sound against Lake thing," James said. "This is about pursuing a prudent financial course and securing the future of our club."

After the special meeting, former Lake Council Chairman Harry Dursch, who along with Staff Commodore Eric Sanderson has been leading the Leschi lease negotiations, met with Jim Edris a representative of the landlords, seeking a reduction in rent.

Edris responded several days later that there was "little or no interest in going forward with a rent rate lower than the current rent."

(Article continues on page 3)

FROM THE HELM

2008: A Year of Many Positives Amid Financial Challenges

JOE JAMES



Commodore Joe James

Our racing season is winding down as our dinghy sailors prepare for Turkey Bowl and our PHRF racers either

the Star Worlds in Florida and the I-14 Nationals in California. On the local scene each lake fleet sailed approximately 60 weeknight races out of Leschi while we saw increased participation on the Sound.

not immune to the impact of economic issues which have resulted in some significant changes. Whenever a change occurs, there will be a consequent sense of loss but there are also opportunities for improvement. An example is the Leadline which is moving to an online format saving the club \$11,000. You will see many more pictures on the web and the club news will be much more current compared to the print copy of the Leadline. This will be the last hard copy of the Leadline.

prepare for winter sailing in the South Sound Series or winterize their boats, grab their skis and head for the slopes. In the meantime, many more of us are following the daily reports from the Volvo Ocean Race to learn how CYC's Jonathan McKee is fairing as a key member of the Puma Racing Team. As I write this they are approaching the doldrums with a lead which is diminishing day by day, hour by hour.

Charles Fawcett retired as our office manager this year to be replaced by Bruce Miller who came to us from a career in public relations and management at West Marine. Our race staff continues to excel under the leadership of our PRO's Kevin Cunningham and Charley Rathkopf. We added new whaler drivers and purchased a fifth whaler which we are currently equipping with a winch for retrieval of marks. Our bartenders and cooks continue to serve us well.

The most significant change will be the loss of the Leschi clubhouse which our lake sailors have enjoyed for years of post race socializing. Many of our board members are lake sailors who supported the decision to not renew our lease of the clubhouse with reluctant resignation. We were faced with our declining income and a 30% increase in the proposed lease which included a 270 day notice of termination. Rather than see huge increases in dues and race fees to continue to rent the clubhouse which we do not use for 300+ days a year and which we will eventually lose when the property is sold or remodeled, we felt that our members would be better served by restoring our reserves while searching for a long term site for our lake sailors.

The approach of winter lends us time to reflect on our past and get ready for the future. 2008 has seen many successful events for CYC beginning with our overflow crowds for the Fridays in February reports from our cruisers who regaled us with stories of their multi-year adventures. NOOD was a bright addition to our schedule with 221 boats enjoying three days of racing and entertainment in May. Our snipe fleet hosted a success- f u l Women's National regatta. Our members enjoyed success in the J-24 Worlds in Italy,

Over the past winter, Dan Heyl supervised the repairs on our race equipment; this year incoming Fleet Captain/Race Jerry Diercks will oversee that important role. Current Fleet Captain/Cruise Rod Deyo and wife Mary are updating our reciprocal moorage agreements with yacht clubs in the Northwest and throughout the world.

All of us have heard the phrase "It's all about the economy." CYC is

Article continues on page 3

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- | | |
|------------------------|--------------------|
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| Rear Commodore | John Rahn |
| Treasurer | Jamie Thomas |
| Secretary | Suzette Connolly |
| Fleet Captain, Race | Lorenzo Migliorini |
| Fleet Captain, Cruise | Rod Deyo |
| Junior Staff Commodore | Eric Sanderson |

Leadline: Allan Johnson, Editor
Joe James, Publisher
Bruce Sherman, A. Editor

The *Leadline* is published 11 times a year by Corinthian Yacht Club of Seattle, Inc. Material may be sent to the club. Noncommercial classified ads are published free of charge for members for one month and must be resubmitted (or notification given) for subsequent issues. Commercial advertisement, including business cards, are solicited. Contact the office for rate card. Ad copy must be received by the 10th of the month preceding publication. All other copy must be received by the 15th.

Corinthian Staff

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Race Manager: Kevin Cunningham

Directors

- | | |
|-------------------|--------------|
| Lisa Winterhalter | Dan Falk |
| Dan Heyl | Steve Travis |
| Remmert Walters | Lisa Dodd |

THE LAST LEADLINE?

I've really enjoyed producing *LeadLine* for the last five years. I've worked with some incredible people that have been so nice to hold my hand as I scramble to put this out each month. I must thank Kurt Hoehne and Liz Blakemore for doing the layout and production in year's past. I had no idea how hard it was until I finally took it all over two years ago.

Recently Bruce Sherman has been my editorial and design sage that has resulted in a decent looking (and reading) publication. Why is it that when we have the boat just right, or the house finally done, or the publication perfected that we seek a change, a sale or a new idea? I think the answer is that we evolve and change to better suit our current situation.

So is this the last *Leadline*? We now will move this content to the web, where it will be fresher, cheaper and easier to produce. But I can see a day where we might choose to print it and mail again. If so, keep me in mind to lend a hand. *-Allan Johnson*

LESCHI ARTICLE CONTINUED FROM COVER

The club board intends to set up a committee to look for long-range alternatives at Leschi. In the meantime, Board Member R Emmert Wolters, a J/24 sailor, has met with one of the owners of the BluWater Bistro, directly above the CYC clubhouse, to explore the possibility of using the restaurant as a post-race gathering place. "The initial response was very positive and this looks like a very viable and attractive option," Wolters said.

They discussed special menu items, that might appeal to sailors, and reserving part of the dining room for socializing by club members and their crews.

"All in all, the quality of the food is going to be a lot more attractive than what we were able to offer at the clubhouse, and the venue will probably prove to be much more attractive as well," Wolters said.

The Board Report: Steve Travis

RECIPROCAL MOORAGE, LAKE AWARD DISCUSSED BY CYC DIRECTORS

Fleet Captain Cruise Rod Deyo and his wife Mary have been busy updating the reciprocal moorage list and outlined their work during the regular CYC board meeting Monday, Oct. 13, at the Shilshole Clubhouse. There was substantial discussion about the list and how to better serve cruising members. This will be a focus in 2009.

Under new business there was discussion on having a Lake Boat of the Year award and it was suggested that the Lake Fleet Council needs to decide whether it wants such an award and what the criteria would be. During the discussion it was pointed out that several lake boats had won the CYC boat of the year award, and some board members asked whether there is really a need to separate the Sound and the Lake for major awards.

Taxes on donations are a sore subject for many members and board member R Emmert Wolters agreed to take another look at how other clubs deal with this.

The meeting closed at 9 p.m. and the next board meeting is Nov. 10. The annual meeting will be Nov. 18 to elect the new officers for 2009. It was mentioned that we need a quorum at that meeting so please vote - as they say, vote early and vote often!

FROM THE HELM CONTINUED FROM PAGE 2

We have met with our lake fleet council representatives to discuss this change and seek their input as we move forward. Meanwhile our lake racing program remains intact with the same weekend events and 22 weeks to evening sailing supported by our committee boat, two whalers, and Kevin Cunningham as our PRO supervising our whaler drivers, scorekeepers and fleet volunteers.

We hope that many of you will plan to attend our annual membership meeting at our Shilshole clubhouse on Tuesday, November 18. The bar will open at 6:00 and the meeting will begin at 7:00 pm with the election of our officers and directors for 2009 followed by reports from our current board members and plans for the future. As always, we look forward to your thoughts and input on the future of CYC.

If you will be unable to attend the annual meeting, please return your ballot if you are a voting member. Voting members are senior members, charter and life members. Although the ballot does not show contested elections, we need a significant number of ballots returned to validate our election as required by our By-Laws.

A Wild Ride and a Rescue as Big Blow Hits Bluff Race

by Lisa Winterhalter Owner and Skipper, Moore 24 Mordacious

I was asked by CYC Seattle's Board of Directors to write about this year's Corinthian Yacht Club of Edmonds Foulweather Bluff race on Oct. 3. I do so a little reluctantly, but will tell the tale of our day on the water.

The forecast for that day was for 5-15 knots rising to 20-30. That's what I heard at 7:00 a.m. as I dressed for the race. To say they missed that forecast is a gross understatement.

The day started just like last year, partly sunny, in the 50's and with a light southeasterly. We were the third start – first for the long course – and we got a reasonable start, windward at the committee boat. As we went along, once again, just like last year, the wind began to build. Pretty soon it was 15, then 20, then 25 and building.

This year we got lucky and had flat water and the Moore just zipped along steadily gaining speed. We were easily doing 15 knots when the wind really picked up and pretty soon we were on a sustained plane doing 18-20 or better. So quick that we were the fourth monohull to round FWB and one of the others in front of us was the other Moore, Uff Da.

The third Moore, Sputnik was behind us and struggling from a broach caused when their downhaul let go. Up until then we had all been pretty close to each other and having the most fun you can have on a boat. We got to FWB, dropped the kite and got around the mark and were headed upwind.



Lisa Winterhalter's Moore 24 Mordacious powers through the chop before the wind came up Oct. 3 during the Corinthian Yacht Club of Edmonds Foulweather Bluff Race Photo by CYC of Edmonds

This is where the day went from a great sail, to a potential nightmare.

Snake Oil ripped by us under spinnaker, and only three boat lengths away from us, broached. And they broached hard and fast. My crew Sandra shouted that there was a man overboard and we turned to go back to him.

There isn't a choice, and there is little hesitation in that position. I believe that none of us would ever have gotten another good night's sleep if we hadn't gone back. We made a first pass and had our hands on the Snake Oil crewman, but were unable to hang on. We were circling back, getting our Lifesling out when we saw Snake Oil coming back to us under power. So we held off and waited until the man overboard was back on board. It took four guys to lift him. And it was over 10 minutes. And both boats responded immediately – it just took that long. That's the frightening part of this story.

Jim Marta speaks of going overboard: *"A bad experience for me. A great learning experience for crewmen. Big seas and a lot of wind make calm weather practice seem foolish. Perhaps it is not so foolish in retrospect. We take a lot for granted. Luckily I'm still a decent swimmer even though I was getting a bit tired with heavy boots and foul weather gear on. The boat seemed to be very small as it sailed away from me. In after thought, we should have used the Life Sling and brought me back in over the stern. Anyway, I'm fortunate to have been brought back onto the boat at all. Many thanks to a very good crew who did care after all! I've spend a lot of time the past two days trying to think what we could have done differently. All the crew had PFD's on, and the skipper's was in the cockpit. I was unwilling to get relief on the helm fearing a knockdown while donning the PFD. The boat was in good control prior to the accident. I should have put the PFD on earlier! In regards to getting back on board, we keep bolt cutters in plain sight under the upper berth whose backs are always up when racing. We could have cut the aft life lines to make it much easier to get me back on board with a halyard end or a mooring line or a Life Sling line to the body over the side. We should perhaps get used to using tether lines to stay with the boat under such circumstances and always get PFD's on early. I clearly remember being catapulted to leeward right over the leeward life lines and entering the water head first where I began to swallow a lot of sea water (the first of several big gulps). I had no chance to remain on board as I had nothing to grab onto at all excepting the tiller. The knock down was very fast, violent, and very severe. Anyway, we had some good fast sailing up to then." Excerpted from Sailing Anarchy*

We regrouped and turned back upwind for the very long slog home. It was wet and wild and in a 24-foot boat like the Moore a most uncomfortable ride. By the time we got to Scatchet Head, the wind had to be up around 40 and certainly gusting over 45. We aimed for the shore and hung on taking wave after wave over the bow and all the way back to the transom. Halfway across we dropped the mainsail and finished the race under jib alone. When we got back to the dock we discovered the inner shrouds were loose to the point of being off. I think we were lucky not to have lost the rig and possibly ended up ourselves in Snake Oil's position.

The Moore is a tough little boat and more than capable of these conditions. In fact, Wendell says "the Moores love these conditions". But of course, he says that no matter what the wind is doing.

That's my story of Foulweather Bluff 2008. Next year we are just going to continue on to Port Townsend. Forget that upwind haul and enjoy the ride. All my thanks to my crew, Sandra Stark, Darrell Carlson and Wendell Gregory, who drove most of that long upwind leg for me. Awesome guys. You're the best.

PSSC Delivers, With Competitive, High-Quality Racing; Exhausted but Happy Sailors Fill Corinthian Clubhouse

By Joe James

“We had six races today and I’m exhausted,” said Cindy Gossett after sailing her J-30 Outlaw Saturday on the south course of PSSC. “Well how did you do?” Her only response was, “I’m tired.”

Our Shilshole clubhouse on Saturday evening was filled with happy and tired sailors. Six races on the south course and four on the north course for the larger boats. Winds of eight to twelve knots and a flood current all afternoon. What more could a sailor ask?

Friday evening a good crowd had gathered in the clubhouse to hear Bruce Hedrick and Jack Christiansen predict the wind, current and tactical maneuvers for the weekend. Pizza, cookies and salad were provided by North Sails, the sponsor for PSSC. North Sails also provided a large white canvas on the west wall of the clubhouse with CYC prominently displayed similar to the background for press conferences from the Seahawks and Huskies. The canvas is mounted on a roller furler so it can be displayed when needed to darken the room for pictures.



Photo by GeoffnPease

The San Juan 24 fleet crosses the starting line during CYC’s Puget Sound Sailing Championships held off Shilshole Oct. 11 and 12. This year’s edition of the regatta featured great weather, plenty of racing and high-level competition on two courses.

Sunday saw lighter winds than Saturday in the three to eight knot range. Five more races were sailed for the Melges 24 and Moore classes while the rest had four races. On the north course the wind was slower to fill in leaving us with only two races. Can any other yacht club in the Northwest match the number and quality of races provided by our expert PRO’s Kevin Cunningham and Charley Rathkopf, their whaler drivers and volunteers?

So how tight was the racing? Well on the north course after six races, two of the classes had to resort to the tie-breaking formula to decide the winner. In P2, Declaration of Independence won over The Boss because Brian Watkins had one more first place than Wayne Berge. In P4, Tantivy and Illusionist had the same score and the same number of first place finishes but Stuart Burnell sneaked out with a victory because he had two seconds to Dave MacLean’s one.

At the other end of the first place finishers were Mike Schiltz and Dave Martin/Tom Gilbert who both won all but one of their six races.

On the south course the closest racing was in P11 where Steve Trunkey’s Egress scored one point less than Nate Creitz’ Three Ring Circus after 10 races. Eleven Melges 24’s sailed all 11 races with Dan Kaseler winning and Matt Macgregor in second with five more points. Other winners were John Cahill, Ken Chinn, Ben Braden and Gil Lund.

Fleet Captain Race, Lorenzo Migliorini, came up with the plan to find a sponsor for this regatta. Lorenzo and Jack Christiansen worked out a model regatta which we hope to replicate in the future as we look for more sponsors for our events.



The Melges 24 fleet lines up for a closely-contested start on the south course during CYC’s Puget Sound Sailing Championships.

Club Notes...

2008 ANNUAL MEETING

NOVEMBER 18, CYC SHILSHOLE CLUBHOUSE

6:00 P.M. BAR AND HORS D'OEUVRES

7:00 P.M. ANNUAL MEETING AGENDA

OPENING REMARKS – JOE JAMES

**APPROVAL OF PREVIOUS MEETING MINUTES
SUZETTE CONNOLLY**

**INTRODUCTION OF CYC BOARD CANDIDATES
CINDY GOSSETT**

OFFICERS AND DIRECTORS REPORTS (AFTER EACH REPORT THERE WILL BE AN OPPORTUNITY FOR COMMENTS, INPUT AND CLARIFICATIONS)

LISA DODD - MEMBERSHIP

LISA WINTERHALTER - FACILITIES

DAN FALK - JUNIORS

STEVE TRAVIS – NOOD

REMMERT WOLTERS – BUDGET

ROD & MARY DEYO – CRUISING

LORENZO MIGLIORINI - RACE

JOHN RAHN – INSURANCE AND CLUBHOUSE SURVEY

BRUCE SHERMAN – VOLUNTEERS AND LEADLINE

ELECTION RESULTS CINDY GOSSETT

UPDATING THE HONOR ROLL The Honor Roll of Champions is the handsome display that graces our Shilshole clubhouse. The champions listed are those who have won national or international championships or received national recognition while CYC members. This year CYC sailors were again champions and there are names that need to be added. If you know of a candidate, or know of any corrections or additions, please make sure the club knows about it. Submit particulars in writing to the CYC office or to Baird Bardarson or Tom Schneider of the Monday Lunch Group that maintains the display.

2008 CYC Award Nominees Wanted

- Nominations are needed for CYC discretionary awards. The Board will select the winners of these awards which will be presented on Friday, January 30.
 - The Discretionary Awards are:
 - **Boat of the Year** – for an outstanding season in CYC and other NW races.
 - **Sailor of the Year** – consistently races and places in the top tier of dinghy or keelboat races; this award includes those who are outstanding crew or who is on different boats throughout the season.
 - **Hans Otto Giese Inspirational** – one who has consistently provided leadership and inspiration to CYC and the amateurs sailing community.
 - **Boating Family of the Year** – an active family in racing, cruising, CYC activities, other sailing efforts.
 - **Gary Horder Memorial** – CYC Junior with active and successful racing program. Recent winner was Michael Schalka.
 - **Greig Memorial Cruising** – leadership and cruising accomplishments whether in local or blue waters.
 - **George Spalding Inspirational** – most inspirational Junior sailor.
 - **Dog House** – a sailor who handicaps him/herself by unseamanlike activity – usually some bad luck and hopefully with a bit of humor in it
 - More information at http://www.cyc-seattle.org/2008_specific/awards.html
 - Nominations can be sent by email to Ken Johnson (kenneth.johnson4@comcast.net) Please Submit your suggestions by
- November 25, 2008

FLEET FOCUS

THE FLEET CHAMPIONSHIPS

Fleet Champs Features High Winds, Crashes And a J/24 that Raises Its Game in a Tough Fleet

By Bruce Sherman

In this region's J/24 fleet, it's usually Keith and Harry, in that order. Then there are the rest of us. So it was no surprise that during the district championship Sept. 3 – 5, which featured Saturday racing with reported gusts up to 40 knots, Keith Whittemore was the winner and landed a slot in next year's world championship in Annapolis. Harry Dursch finished second among the 18 competitors.

But there are times when others rise to the occasion and come close to or meet the level of these world-class sailors. Among them are Eric Sanderson, who qualified for the worlds by winning at the Columbia Gorge in August. Mike Johnson, hobbled by a previously broken foot during districts, also steps up frequently.

At this year's districts, it was Harry Brown, a former Thistle sailor and a Minnesota native who has only been sailing his J/24 Mouse Trap for a few years. Brown and his crew survived Saturday and posted five thirds and a fourth on Sunday, coming within just six points of Dursch and beating the fourth place boat by a whopping 13 points!

The J/24 districts were held in conjunction with the annual CYC Fleet Championship Regatta. With the exception of the Js, and a few Thunderbirds and Lasers, most boats sat out on Saturday.



Mouse Trap, sailing on a calmer day in Lake Washington

The wind was so strong that residents of the hillsides overlooking Puget Sound were calling the Coast Guard to report the numerous capsizings and crashes occurring before their eyes. The Coast Guard called CYC a couple of times, to be assured that the situation was under control.

A Hobie capsized on the south course and, refusing help, reportedly floated all the way to a landing at Richmond Beach, some six miles.

After two races, when PROs Kevin Cunningham and Charlie Rathkopf wisely called it off, no serious injuries were reported, though physician and J/24 sailor Scott Milne stitched up a gybe-caused head cut in the clubhouse. In the J/24 fleet, numerous spinnakers were sacrificed, but all the rigs were still standing and the boats still floating (which if you know history, is no small accomplishment).

Brown himself broached once in the first race and twice in the second.

"Calling off racing was absolutely the right decision," he said. "The wind had increased to the point where people were likely to break something or hurt themselves – that was our biggest concern. We were ready to go if they had another race, but we were grateful to be going in."

After sixth and ninth place finishes Saturday, Sunday was Brown's day.

"The breeze was down to what we had done well in all year – we just kept loosening the rig," Brown said. "We did what we were coached to do by (professional coach) Andrew Kerr. It was all about finding the pressure and feeling the boat speed and doing a lot of gear changes. We were constantly trying to find the pressure on the race course."

Crewing for Brown were Kelly Pensell, Chris Carden, Bev Multerer, Kristin Kilgore and wife Lauren Brown.

"We have a lot of fun together," Harry Brown said. "And we just put in a new stereo."

Below: Fritz Lanzinger's 505 blast reaching as the breeze builds during racing October 3 in CYC's Fleet Championship Regatta



November, 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3 S- Monday Lunch	4	5	6	7	8
9	10 S- Monday Lunch Dick Wagner Board	11	12	13	14	15
16	17 S-Monday Lunch Carl & Carol Buchan	18 S-Annual Meeting	19	20	21	22 S-Turkey Bowl
23/30 S-TurkeyBowl	24S- Monday Lunch Geoffrey Braden	25	26	27 Thanksgiving	28	29

Code: L=Leschi, S=Shilshole, CC=College Club, Closed indicates that the clubhouse is reserved for a private function. SLB=Sound Large Boats, SOD=Sound One-design Boats, PSFC= Puget Sound Fleet Council Meeting (Big Boats), PSODFC= Puget Sound One-design Fleet Council Meeting (One-design boats). SWSA=Seattle Women Sailing Association

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