

Vol.3 no.1



THE NEWSLETTER

January - February
2005

LAKE MISSION VIEJO YACHT CLUB



Commodore Fon Koot with V/C Tony Musolino and R/C Vivienne Savage
& some the Award winners celebrated their big night on January 22, 2005

Flag Officers

Commodore Fon Koot 215-2759
Vice Commodore Vivienne Savage 830-6695
Rear Commodore Tony Musolino 457-0899
Jr. Staff Commodore Rick Quick 598-0469

Officers

Race Chairs: S/C Arnold Christensen 768-5653
Jack McCollum 305-2374
Fleet Surgeons: Chuck & Annmarie Seymour
586-9153
Treasurer Willi Hugelshofer 582-8350
Secretary S/C Audrey Simenz 462-0838
Port Captain S/C Frank Fournier 462-3282

Board Members

Quartermaster Horst Weiler 714-402-4439
Web Site S/C Roger Robison 855-8094
Sunset Reg. Chair Doug Sheppard 347-9346
Trophy Chairs: Susan Christensen 768-5653
Cecilia McCollum 305-2374
Newsletter Audrey Simenz 462-0838
Measurer Horst Weiler 714-402-4439

- For YC membership information call:
Rear Commodore Tony Musolino 457-0899
or Club Secretary Audrey Simenz 462-0838
- For regatta information call Race Chairs:
S/C Arnold Christensen 768-5653
Jack McCollum 305-2374

MARK YOUR CALENDAR

The 76th Annual Midwinter regatta kicks off the racing season at LMVYC on **February 19/20**. Racing here at the Lake will be for C-15s, Finns, and a Portsmouth class that can include all other monohull Lake boats. Races for over one hundred different classes will be sailed at twenty-six designated yacht clubs from Santa Barbara to San Diego and Arizona on the same dates. Our Capri 14.2s will be at Mission Bay and Thistles will race at Bahia Corinthian YC in Corona del Mar. It's always a festive regatta at every yacht club and refreshments and hor's d'oeuvres will be served here at our Club after sailing. The trophy presentation will be on Sunday after racing is completed. Don't forget to save **Sunday March 20**, for Opening Day ceremonies and the Commodore's Brunch, followed by our Opening Day regatta. This is our own special day and the sun always shines! The fleet surgeons will be organizing the brunch, a traditional feast we all look forward to. Be sure to call them and offer to help with this big day when we show off our Club at its best.

Saturday April 2 is the date of the Spring Invitational and we have invited Thistles, Lidos,

Adult Sabots, and a Portsmouth class to participate.

Sailing Schedule

Midwinter Regatta	February 19/20
Opening Day Regatta	March 20
LMVYC Invitational	April 2
Sunset sailing begins	April 6
Spring Regatta I	April 17
Spring Regatta II	May 22
LAKE SAFETY DAY	JUNE 11
Summer Regatta	June 26
Friday Night Sunset Sail	July 15
Friday Night Sunset Sail	August 5
Annual Regatta	August 21
Fall Regatta	September 25
LMVYC Invitational	October 12
Sunset sailing ends	October 13
Top Skippers Championship	October 23
LMVYC ANNUAL MEETING	NOVEMBER 9
Turkey Regatta	November 20

CHRISTMAS PARADE DECEMBER 10
INSTALLATION DINNER

JANUARY 14 2006

Yacht Club Reciprocals for 2005

The following Yacht Clubs have extended reciprocal privileges to the members of LMVYC for the year 2005. If you visit be sure to have your current LMVYC membership card with you and sign in at the front desk. Not all clubs have food and/or beverage service and those that do may only offer bar and/or restaurant service on weekends. Calling ahead to find out when they're open is a good idea. Check out the bulletin board in the Club Room for additions to the list which may have come in after this was printed.

American Legion YC	(949) 673-5070
Anacapa Yacht Club	(805) 984-0211
Balboa Yacht Club	(949) 673-3515
Corsair Yacht Club	(908) 803-1343
Lido Isle Yacht Club	(949) 673-5119
Hollywood Yacht Club	(310) 326-4553
Pierpoint Yacht Club	(805) 644-6672
South Shore Yacht Club	(949) 646-3102
Sunset Aquatic Yacht Club	www.sayc.org

SCYA Delegates

Commodore Fon Koot is LMVYC's delegate to SCYA. Alternates are Vice Commodore Vivienne Savage, Rear Commodore, Tony Musolino, and Staff Commodore, Audrey Simenz.

From the Editor:

The year got off to a rousing start with LMVYC's Awards and Installation Dinner at the Boathouse restaurant on January 22. Our private room was packed with members enjoying an evening of good food, conviviality, a chance to welcome the incoming Board, and to congratulate the winners of the Club's perpetual awards. A really big hand to Jr. Staff Commodore Rick Quick and his wife Cathy for making all the arrangements and ensuring that everyone had a great time. It takes a lot of time and effort organizing invitations, menus, and coordinating the food and the program, to make an event like this run so smoothly. Great job Cathy and Rick!

New Commodore Fon Koot presented Rick with a pair of real Dutch sabots as a thank you gift for Rick's service to the Club all year. The Club enjoyed a great year under Rick's leadership and the members all showed their appreciation.

But there was no time to lollygag about – the next day the Tune Up Regatta had the Club's sailors out on the water honing their skills for the Midwinters and on January 13 Sunset Chair Doug Sheppard organized an informal sailing practice. So all sailors should be ready for the season. Thank you Doug!

Au Revoir

It's sad indeed to have to say au revoir to our Club Secretary for the last two years, Eric Kaltenbach, and his wife Candice. Eric and Candice participated fully in all our Club activities and regattas from the day they joined.

They sailed their Lido 14 to many victories on the Lake and Candice also contributed wonderful food for social events after racing. They even made sure Eric's parents joined in and Joe and Rita Kaltenbach graced many of our gatherings. Rita made some of the best ever hors d'oeuvres! Eric also brought glory to our Club when he

raced his Ultralight, Ooh La La, to a 1st place victory in his class in last year's Newport to Ensenada race under LMVYC's burgee. We wish them good luck in their new home in Scottsdale and hope to see them when they come back to visit. They've promised to come sail in some of our regattas.

You'll always be welcome at the Club guys!

In Memorium

In January LMVYC lost long time member and C-15 sailor, Jim Mizell. Jim and his sons raced together often on the lake. The club extends their sincere condolences to Pamela and the family.

Fleet Captains for 2005

Commodore Fon Koot has appointed the Fleet Captains for 2005. Capri 14.2, Allyn Edwards; Finn, Willi Hugelshofer; Lido 14, Doug Sheppard; Thistle, Ron Meyer. Call them for any fleet racing information about what's happening at other clubs.

Sunkist Regatta

Our Finn and Thistle sailors are making a name for themselves, in the best possible way of course! The Finns sailed in the Sunkist series at BYC this season. The series is raced on the first Saturday of the month from November to February. Willi Hugelshofer, Commodore Fon Koot, Ron and Robert Meyer, S/C Roger Robison, and Chuck and Brendan Seymour, all participated. Willi captured a 1st place trophy although I hear Fon was hot on his heels in one race garnering a 2nd place. Well done all.

Class flags are used for these races and BYC did not have a Finn flag ... so Notty Koot to the rescue! She made a perfect Finn class flag, and it obviously brought the sailors good luck too.

Hurrah for Notty!

Race Management Seminar etc.

SCYA again sponsored the US Sailing Race Management seminar held this year at the Scout Sea Base Yacht Club in Newport on January 29. Race Chairs S/C Arnold Christensen and Jack McCollum attended. S/C Audrey Simenz also attended. All three passed the test, the first step to becoming a certified race officer. Many of our race committee members have taken this course which is evident from the professional way we run our races.

On the matter of racing rules the US sailing Appeals recently ruled as follows:

Summary: A boat that completes a tack inside the two-length zone may not force a boat that is fetching (the mark) to sail above close hauled.

But we all knew that, didn't we??

Today's peacock is tomorrow's
feather duster I

A Rule Change for 2005-2008

There are few significant rule changes made in the new *Racing Rules of Sailing* but this one is of interest to us here at the Lake. **Rule 19.1 (Room to Tack at an Obstruction)**

Now, a boat that hails for room to tack when it does not need to make a substantial course change to safely avoid the obstruction breaks rule 19.1. The boat being hailed must still respond to the hail, but now she has a rule she can protest under when she thinks the hail was unfounded.

But for those of us unsure about a rule while out on the water, some sage advice...

The chairman of the RRS committee in one summation of the changes remarked, "If you are in a close encounter with another boat and have doubt about a rule, take the other boat's stern; don't force a confrontation. Then focus on the wind and your boat speed – and pass that boat on the next leg."

A rainy day in Mission Bay

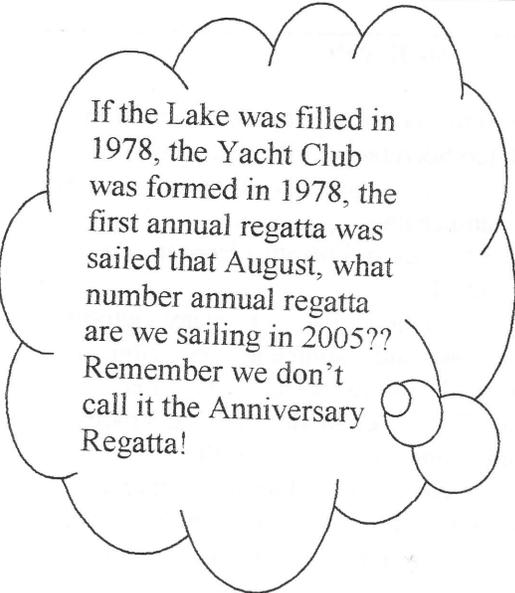
Alternate delegate S/C Audrey Simenz attended the SCYA general meeting in Mission Bay on February 12 on behalf of Commodore Fon Koot. Among the most interesting reports was the one from the annual Women's Sailing Convention held at BCYC, (Commodore Fon Koot's old club). This convention draws over three hundred women every year that are interested in all aspects of sailing.

Maybe some of our women members would be interested in attending next year? It's always held at Bahia Corinthian YC in Corona del Mar.

A Gentle Reminder

A membership renewal notice was mailed to all members last month requesting roster changes be noted on the enclosed sheet, with the payment of annual dues.

The response has been excellent, with about two-thirds of members sending in their check along with any changes needed for the roster. As soon as a few more responses have been received the new roster for 2005 can be prepared and distributed.



If the Lake was filled in 1978, the Yacht Club was formed in 1978, the first annual regatta was sailed that August, what number annual regatta are we sailing in 2005?? Remember we don't call it the Anniversary Regatta!

TRAVELS WITH SUSANNA, NIKKI, AND WILLI ...

Panama to Costa Rica Christmas/New Year 2004/2005

Continuing with the Hugelshofer tradition of taking a family vacation over the holidays, we decided on a more comfortable trip this time sailing through the Panama Canal and up along the coast to Costa Rica with a follow-on land excursion to the Monteverde/Arenal and Sarapiquí areas of Costa Rica. Daniela had some prior commitments interviewing for her PhD internship position the first week in January and was unable to come with us.

Susanna, Nikki and I chose to again use Lindblad Expeditions (www.expeditions.com) who operate smaller ships, which we liked on previous trips to Alaska and the Galapagos. This trip started on the Caribbean side of Panama in the port of Cristobal near Colon where we boarded the 175 ft, sixty-two passenger M.V. Sea Voyager.

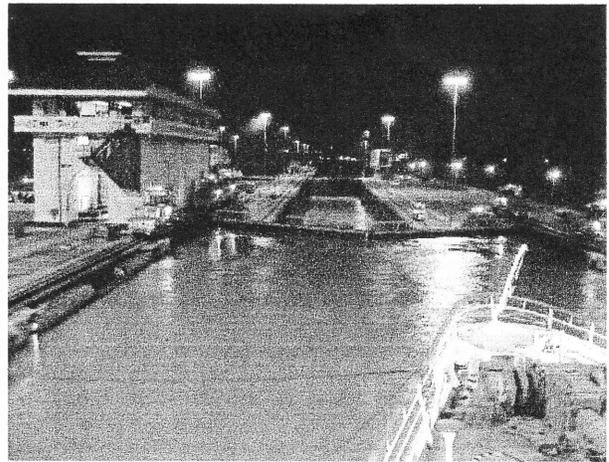
We did have some stressful moments before we got there: my plan was to drive to LAX on the evening of Dec 24 and use the long term parking lot "B". It turned out that all the parking lots were full and only private valet parking (at \$20/day!) was available. Taking a limo would have been cheaper! The rest of the trip was great: the only decisions were of the sort of which menu to order, weather to go on the long or short hike, go kayaking or snorkeling etc. – everything else was taken care of by the staff.

We crossed the 3 Gatun locks the first evening on board the Sea Voyager and anchored off Barro Colorado Island in Lake Gatun. This manmade lake actually makes up most of the Panama Canal and thanks to the surrounding rain forest, all the locks operate simply by force of gravity, using water from this lake.

The Smithsonian Institution operates a research station on this island, which is said

to be the most studied rain forest in the world. On a hike on the island we found many trees with tape measures attached where long-term studies are in progress. We did not see much wildlife or what we saw was either too far away or I was not quick enough with my camera to capture them on film or more accurately, flash memory.

A Panama pilot boarded our ship around 4 pm to continue sailing through Gatun Lake towards the Gaillard/Culebra cut.



The interesting thing here is that we sailed due east for a good portion! This felt entirely wrong coming from the Caribbean side but checking the map revealed that the Panama Canal runs in a south easterly direction. We made it through the Pedro Miguel and Miraflores locks to get back on Pacific sea level and headed in a southerly direction to a small island group called Otoque where we anchored the next day. These islands are known for abundant sea life, which attracts a lot of sea birds. Naturalists explained and pointed out the various birds ranging from pelicans to frigate birds to blue-footed boobies during Zodiac cruises around the islands. Susanna and I took advantage of the kayaks they had on board to explore the islands on our own.

We lifted anchor around 4 pm to arrive at dawn off the island of Coiba after our longest overnight sail of 190 nautical miles. We anchored right next to a small island called Granito de Oro (grain of gold), which turned out to be a great snorkeling site. Coiba Island used to be a penitentiary and is completely undeveloped. While on a birding walk I tried to get close to an iguana for a picture and nearly trampled on a small Boa Constrictor. It turned out that the snake was even more afraid of me than I was of it.



The next day brought us to Golfo Dulce where we cleared customs to enter Costa Rica. We first anchored off a place called Casa Orquideas where an American couple started a botanical garden 25 years ago. After the tour of their gardens we swam back to the Sea Voyager for lunch. We repositioned over lunch to the mouth of Rio Rincon where we used the kayaks to explore some mangroves and eventually made it up the river to a local watering hole for some refreshments.

During the night we sailed around the Peninsula de Oso and anchored off Corcovado National Park. Even during the holiday season, this park is largely empty of visitors due to its remote location. That also keeps the rainforest in pristine condition. We lucked out and saw a large flock of

beautiful scarlet macaws in some trees right off the beach. I even managed to get a shot of them flying off!

In the evening we celebrated New Year's Eve – one day early! January 1 was the day for disembarkation and we did not want to think about packing during our celebration, which was complete with fireworks from the sun deck.

The last day on the Sea Voyager was spent anchoring off Manuel Antonio National Park. Back to civilization! This park is easily reachable from San Jose, and other cities are close by, so lots of people joined us exploring this park. In the afternoon we took advantage of civilization by going on a Canopy tour. We loved traversing valleys on zip lines up to 380 meters in length!



The next morning we disembarked at Herradura and eight of us boarded a bus with a new guide and driver who took us on an inland tour of Costa Rica. We headed up the sunny Pacific slope to a place called Monteverde. This place is amazing: it is sunny in the driveway, cloudy in the backyard and it rains in the neighbor's backyard! The reason for this is the hot, humid, Caribbean air that rises up the other side of the mountain range and causes the rain. As soon as the clouds hit the dry Pacific side they disappear. Quaker settlers

from the States immigrated to this place to avoid the Korean War draft and founded the Monteverde Cheese factory to make a living. One of the original Quakers told us his story of driving his truck from Alabama to Monteverde. They had to make their own road for part of the trip and one portion of about twenty miles took them a full month! Monteverde is now making a transition to Ecotourism and a number of hotels make life pleasant after getting soaked on walks through the cloud forest which can now be viewed from above, after construction of skywalks which are suspension bridges spanning valleys. My Mickey Mouse poncho came in handy! After two nights in Monteverde, we traveled dirt roads filled with potholes around Lake Arenal to the Arenal Observatory Lodge, which was our home for the next two nights. Being on the Caribbean side, did nothing to improve the weather – our room was supposed to have a beautiful view of the volcano but all we saw was clouds. We did not let the bad weather get to us and still went on our daily hikes. One particular hike was to a waterfall where we soon found out that the path to the waterfall also served to deliver the water to it!

The weather did improve the second evening

and we actually got to see incandescent rocks rolling down the sides of the volcano while eating dinner at a restaurant specifically set up to view this spectacle. The next morning we even witnessed an eruption with a plume coming out of the volcano. I was so busy shooting pictures of birds at the time that I nearly missed the eruption and on my picture, the plume is slightly off-center.

The final two days were spent at a Hacienda on a river fork of the Sarapiquí River. There we visited a site that was set up in honor of the pre-Columbian people. Only about ten thousand descendants survived the diseases the Spaniards brought to this country.

Nikki and I could not resist going on a white-water rafting trip on the Sarapiquí River. With the help of a knowledgeable guide, we safely navigated the class II and III rapids and spotted toucans and lots of other birds while floating in the quieter portions of the river.

The last day got us back to a hotel near the airport of San Jose after driving over the continental divide back to the Pacific side. On the way, we stopped at a beautiful place called La Paz Waterfall Gardens where an American developed a rugged area, which includes 4 cascading waterfalls into a park

with butterfly gardens and trails giving access to the waterfalls.

We spent the final night near the airport and got ready for the late afternoon flight home to LA where we continued our rain experience for a few more days!

*Willi and Susanna
at the La Paz
Waterfall Gardens*



Introduction

A book about knots is a book about personal organization on the real world level, where shoelaces untie, packages fall apart, and clotheslines droop. This is life's ground-floor, the everyday battle against the small-scale forces of chaos. In the course of a modern lifetime, it is not the struggle that receives the most notice, but it is the one that seems to consume the most time.

Knots are tools employed in this noble cause. They are meant to connect and thus to simplify. Despite the popular misconception, a properly tied knot is generally distinguished by its simplicity and the ease with which it can be untied, not by its strength or complexity. Any mixed up tangle of rope can be reasonably strong but it would be neither appropriate to the job, nor simple to un-do. It would be, as most one-of-a-kind knots are, an over-elaborate solution to the problem. And a pain in the neck besides.

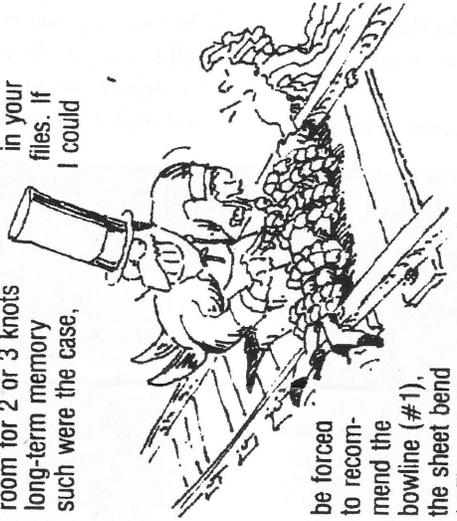
There exists, in the knotting literature, approximately 4,000 different knots. In choosing the 25 that went into this book, we kept to a single remorseless criteria: Basic, non-work-a-day, mal-life, 9-to-5 utility. Remembering that most of our readers have forsaken the sea, and are neither woodsmen, soldiers of fortune, we left off such things as the mule-packers' diamond hitch, an excellent knot for loading up trail animals, and included the short-end sheet bend, a specialist in the repair of broken shoe-

laces. Less romantic perhaps, but occasionally we have to face these kinds of realities.

But Which Is Really the BEST Knot?

A true landlubber's question, but one that is inevitably raised. The correct answer should be the responsible—albeit boring—"it depends." Are you knotting together sheets for an open-air exit from a burning hotel? Or are you tying up your hair?

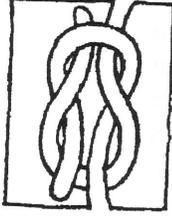
But let's say you've really only got room for 2 or 3 knots long-term memory such were the case, in your files. If I could



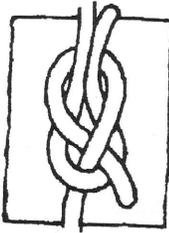
be forced to recommend the bowline (#1), the sheet bend (#7), and the clove hitch (#2). The three of them are the class of the three primary knot categories—loop knots, rope-to-rope knots (bends), and rope-to-something-else knots (hitches). Between them, they should get you into most binds.

Incidentally, the opposite question, Which is really the *worst* knot? is far simpler to answer. As disillusioning as this sounds, it's the square knot, the most over-hyped, under-strength knot in creation. Clifford Ashley, the author of the definitive encyclopedia on the subject of knotting, states that the square knot "... has probably been responsible for more deaths and injuries than all other knots combined."

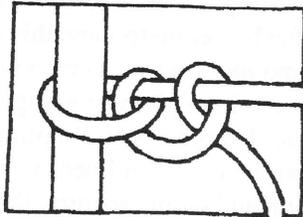
A Glossary of Terms



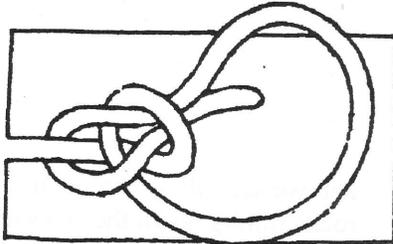
Knot. Any lump in the rope.



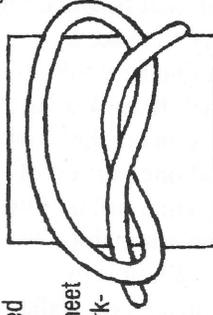
Bend. A knot joining two ropes.



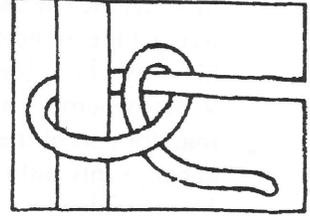
Hitch. A knot joining a rope to something else.



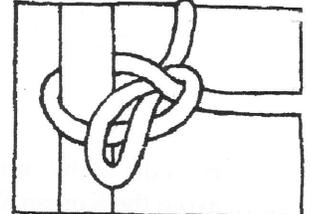
Loop. A knot joining a rope to itself.



Overhand.



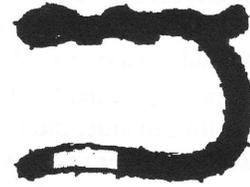
Half-Hitch.



Slipped. A "quick release" modification.

The reason is that the square knot "capsizes," i.e. it unties itself. A couple of quick tugs on the rope, or an inadvertent bump, and the honest square knot turns into thin air, an unhappy result that demonstrates the difference between a "strong" knot, one that weakens the rope the least, and a "secure" knot, one that resists unraveling. In the normal course of things, it's "security" that'll carry the day, not "strength."

A word of general advice. To the tying of any knot, there are two parts: one, crossing the ropes in the right order; and two, working the knot closed—tightening it. This second part is occasionally more difficult than the first, and almost always as crucial. On some knots, the shoelace bow for instance, all you need is a simple tug to bring the knot into place. But on others, the short-end sheet bend or the bow tie, for example, working the knot shut is practically the entire problem.



Unfortunately, it's a problem that illustrations can only help with a little, because it's such a general "pulling-together" kind of process. What it requires is a reasonably clear idea of where the knot is going. My best advice is to work the ropes gradually at the final stage, pulling all the loose ends in turn until you discover which pull or which tug shapes the knot in the ways that you want.