



## Lake Mission Viejo Yacht Club

22555 Olympiad Road, Mission Viejo, Ca. 92692

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### NEWSLETTER

APRIL 2000

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#### From the Editor

Audrey and I have been racing sail boats for thirty five years. In the first ten years we competed against each other (that's another story) but for the last twenty five we've been on the same team. We've had some successes, some disappointments, lots of memories and have made many friends through sailing.

We have experienced change; slower reflexes, creaky joints, weaker grip, and muscles that get sorer than in the earlier years. A few years ago a friend thought we needed a shot of motivation so he got us a small poster to tape on the boat before a race. It said old age and treachery shall over come youth and vigor!

We had a lot of fun with that, and even now when we occasionally are able to cross a finish line ahead of these sharp younger sailors, I'll give Audrey a nudge a smile and say score one for the oldies.

We enjoy competing, at our age you wonder how long we can keep at it.

Well, that reminds me of a story I often tell about our experience at the 1998 Lido 14 National Championships. It was very windy and we weren't doing very well. (Ask Milly Thomas or Arnold Christensen about conditions, they were there too.)

During the last race of the day a boat capsized at the starting line and when I saw both of its crew in the water I remarked to Audrey that there is one boat we are going to beat. But it was not to be. They righted the boat, bailed it out and caught us at the finish. That night we shared a table with them at the banquet and learned that the skipper was eighty one and the crew was eighty eight.

Was there a learning experience there for us? You bet, don't give up! And in sail

boat racing age isn't necessarily all that important as long as you can still see the finish line.

Finally, what has this to do with any thing? Well, as tactician I sometimes blame poor decisions at the finish line on the excuse that I had trouble locating the port end of the line because of aging eyes and the nature of the smallish, faded white and yellow flag.

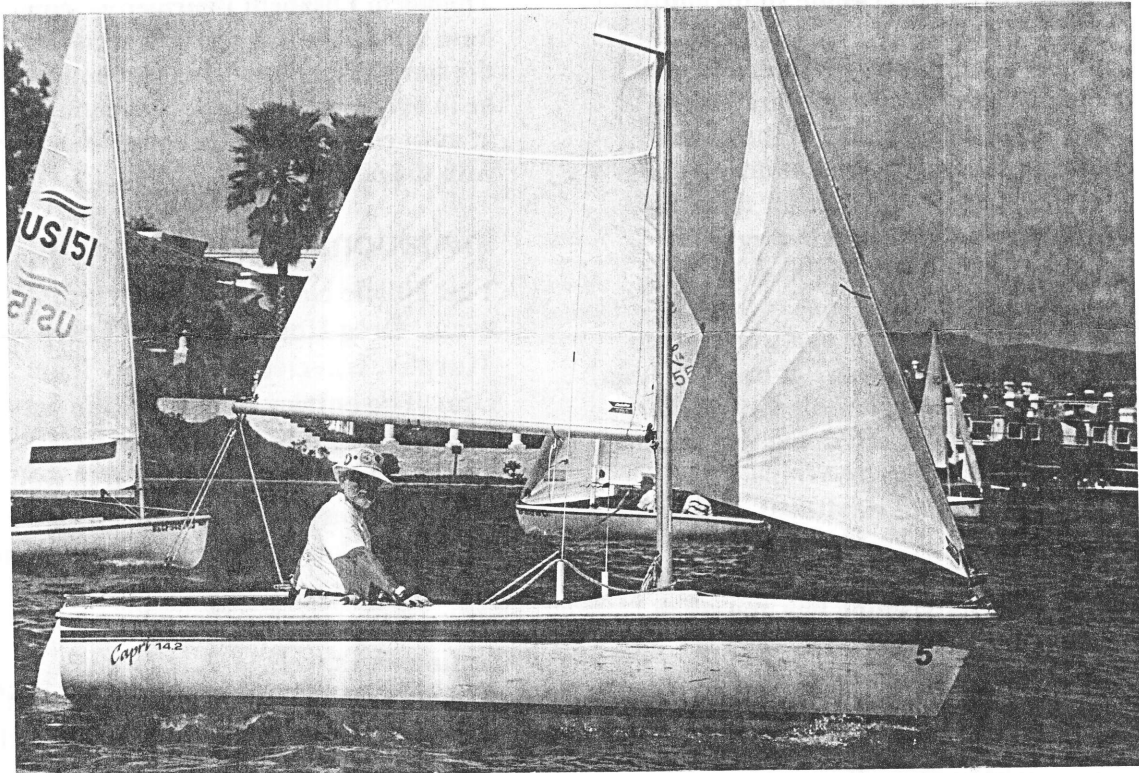
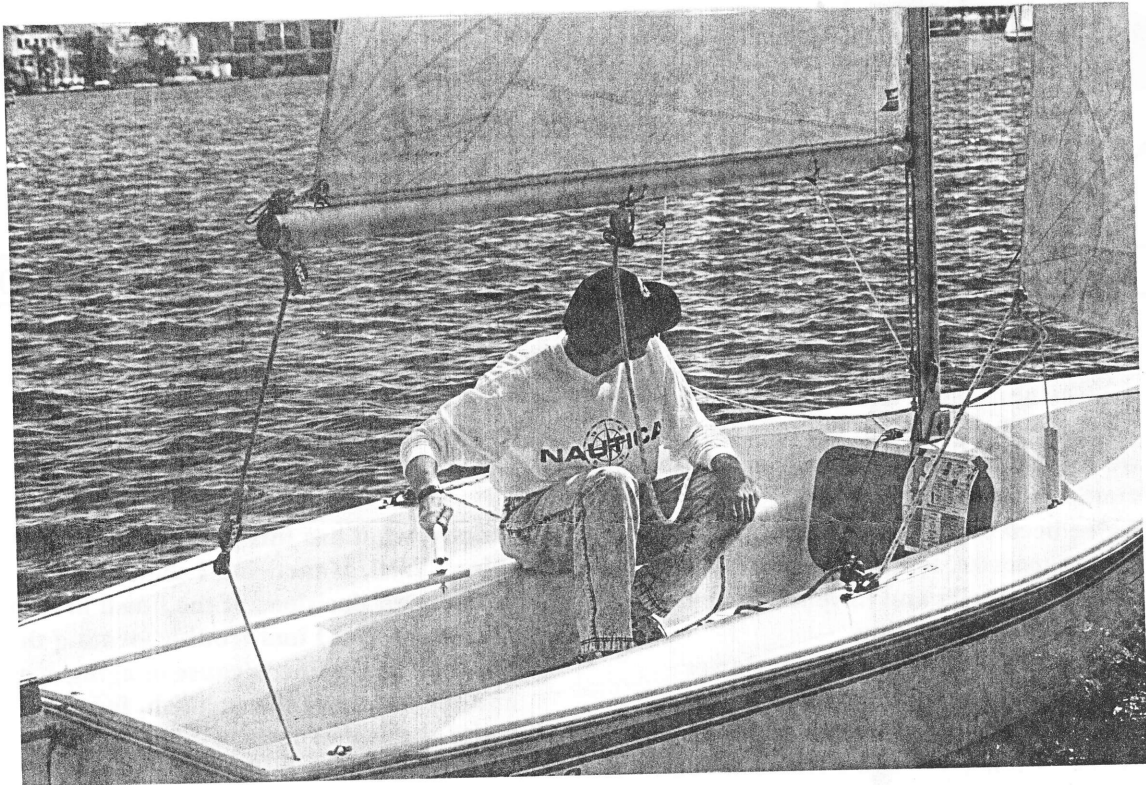
So reaching back to the old age and trickery concept it seems we needed an edge. I reasoned that large bright orange flag would be easier for us seniors to spot. Thanks to Elisabeth Fournier we now have an orange flag to mark each end of the start/ finish line. This just happens to be in agreement with the convention used at most clubs in the U.S. so we are in step with them.

*Rod Simenz*

#### Invitational Regatta 4/8/00

The Thistle class had 10 entries for the event. Greg Hout and crew Tracy Murphy, traveled all the way from Ojai. The entries ranged all the way from first timers up through Jeff Lenhart of Ullman Sails. Jeff is well known throughout one design classes as a sailmaker and skipper. Two time Grand Master champion at Lido14 Nationals and a winner in the Snipe Nationals as well.

Although the wind direction was not ideal, our new race courses offered the race committee several options to provide good racing. With ten Thistles on the start line there was the usual pushing and shoving( along with shouting). The committee boat end of the start line was favored for all races



so that the race committee could check which boats had refreshments on board!

Race #1 was a nice windward leeward so that skippers got a feel for where the marks were on the lake. Race #2 was a bit more challenging since "E" mark was used and several boats had trouble determining which direction to cross the finish line. *Editors comment; see following article.* After two races we agreed not to tell Arnold that we'd changed the schedule from three races to four, with one throw out, that way he could get back to the dock first. The Christensen curse was in good form as Arnold swamped during the first race. That's when he remembered he had removed his bailing bucket to sparkle up his teak a few days before. The lake's "shifty air frustration" set in on our visiting open water sailors, resulting in less noise at the 3<sup>rd</sup> and 4<sup>th</sup> starts.

Race three was a hay day for Ron Meyer and Brett Tremaine on the far side of the course. Ron had a huge lead going into the second mark but being a courteous sailor, he allowed a few other to catch up along the way. Race number four was particularly exciting watching all three of Schaffner's boats crash into one another at the same time during the start. Although, if you have to repair one you may as well do them all. The final standings were Schaffner 1<sup>st</sup>, Lenhart 2<sup>nd</sup>, Matt Beattie 3<sup>rd</sup>, Tremaine 4<sup>th</sup>.

The Thistle fleet looks forward to an increase in entries next year and wish to thank the other fleets for sharing this event. Also we believe that it's the

Thistle class responsibility to provide entertainment for the other fleets by having them relax and watch the usual Thistle fleet squabbling about rules during and after the races.

*From Don Schaffner, Thistle fleet captain.*

Top finishers in the other classes were as follows:

C-15A, 1<sup>st</sup> Joe O'Reilly, Bob Anderson, 2<sup>nd</sup> Horst Weiller, Graham Newman

C-15B, 1<sup>st</sup> Audrey and Rod Simenz  
Lido 14, 1<sup>st</sup> Doug Sheppard, Randy Tiffany

Steve Gonsowski headed up the race committee assisted by Frank Fournier, John Drake and Vivienne Savage.

The after race meal we all enjoyed was put on by Linda Schaffner with help from Tara Robison and Vivienne Savage.

#### Technical Stuff-The Lighter side

##### Wisdom of Old Pilots

##### Sayings(WOOPS)

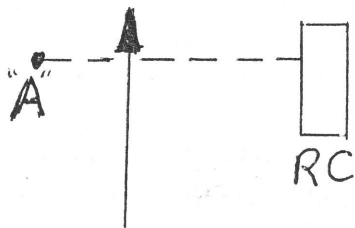
- Takeoffs are optional, landings are mandatory.
- If you push the stick forward, the houses get bigger. If you pull the stick back, the houses get smaller.
- The only time you have too much fuel is when you are on fire.
- A great landing is when you can use the plane again.
- Keep the pointy end of the plane to the front at all times.
- You know you've landed wheels up if it takes full power to taxi to the terminal.
- That big propeller is there to keep the pilot cool, when it stops the pilot sweats.

## It's not over until you are!

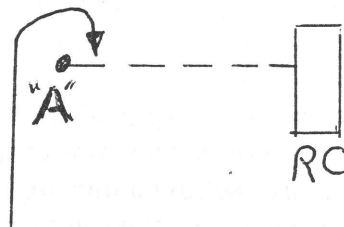
That's right, the race isn't over until some part of your boat, you or your crew crosses the finish line. Sometimes that is not as simple to accomplish as it might seem. So let's look at two variations from the usual beat to the finish line from a leeward mark. Case #1 below deals with a course the race committee has shortened at "A" mark which is to be rounded to port according to the race course chart.

The second example depicts the situation that can occur when racing course #7 on our new race course chart. In this situation the angle of the finish line relative to "F" mark is critical. The major clue here is found in the definitions section of the "Racing Rules of Sailing". There it says a boat finishes when any part of her hull, crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark. See case #2 below.

### Case 1 --- Course shortened at "A" mark which is to be left to port

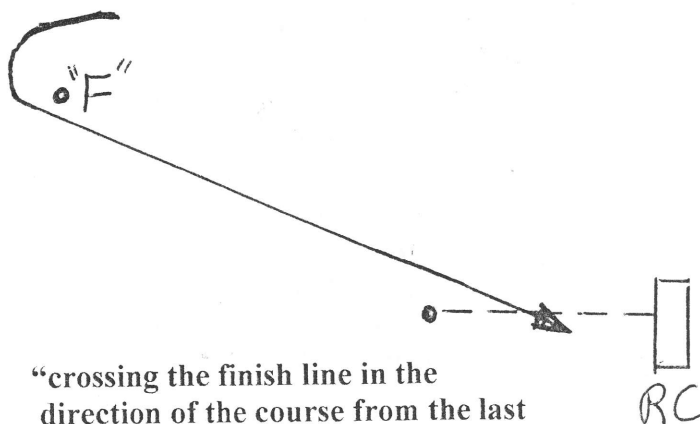


Correct

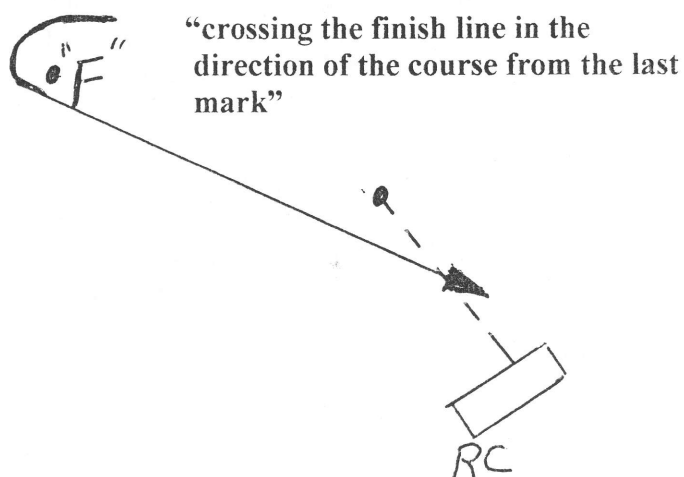


Wrong

### Case 2---- Course #7 on the LMVYC race course chart, last mark is "F"



"crossing the finish line in the direction of the course from the last mark"



"crossing the finish line in the direction of the course from the last mark"