
LMVYC AFTERNOON BREEZE

Issue 1

March 2006

Handing Over the Pen

Rick Quick

For the last three years LMVYC has enjoyed informative and highly crafted newsletters replete with laser sharp prose developed and or edited by the tireless Audrey Simenz.

I am telling you this in case you become confused and disillusioned by the abstract and aimless meanderings that you may encounter in the upcoming LMVYC newsletters of 2006. Audrey's act will, as usual, be a tough one to follow. The next time you see her, please tell her how much you appreciated her efforts over the last three years. It will soon become apparent how fortunate we all have been.

One way to avoid the impending doom is to contribute quality material of your own. Remember, dilution is the solution to pollution (and so it starts). My e-mail address is always open.

From the Bridge

Vice Commodore Tony Musolino

Fellow Members,

Our 2006 Event Schedule has been released, and we're off to a great start as the new season begins. Extensive planning and coordination began last fall since some of our program schedules are integrated with other organizations and publications.

Schedules for the Southern California Yachting Association (SCYA) Midwinter Regatta which was just successfully completed, the Commodore's Brunch and Opening Day Regatta, our two Invitational Regattas and the Lake Mission Viejo Association's (LMVA) programs all come in to play.

On this note our Club's listings are published in the 2006 Santana Magazine - SCYA Race Calendar and Yacht Club Directory, and the Association of Orange Coast Yacht Clubs (AOCYC) Race Calendar. This is indeed helpful to all sailors up and down the coast that regularly compete in regattas.

LMVA's recreation, entertainment and fishing tournament schedules are of special consideration. Consequently our final calendar required review and approval by Lake management. This is a routine annual practice.

Placing our recreational and social programs and the facilities which we have at Lake Mission Viejo into perspective, our Club has a lot to offer for its members and guests. Formal regattas, Wednesday Night Sunset Sailing, BBQs,

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participation with the LMVA's Lake Fest, Safety Day and the Christmas Parade of Lights all set the stage for fun and excitement out on the water, at the Clubroom, and the picnic area. Some of you newer members will experience these programs for the first time, so we look forward to your comments.

Since LMVYC is a volunteer organization, many of our members hold positions that are essential to carrying out our programs. We encourage your participation and support. Typically the Race Committee Chair, Fleet Surgeons, Quarter Master, Port Captain and Special Event Chairs have major roles for these programs. Increasing our volunteer base is a real plus and the larger the turnout for the event, the greater the probability for success.

The forthcoming Commodore's Brunch and Opening Day Regatta, on March 19th, will honor Commodore Vivienne Savage. Opening Day is a tradition at most yacht clubs, marking the opening of the sailing season. This special occasion is a day of recognition to our Club's Flag Officers, our Fleets are commissioned, and the first Fleet Championship Series Regatta is held. Invitations are extended to the Commodores of yacht clubs who offer reciprocal privileges to LMVYC, other dignitaries and local officials. Many of you know that Commodore Savage and her spouse Len have just returned from Italy. Their return is added cause for celebration. So come on out and truly experience the grandest day of the season for our Club at beautiful Lake Mission Viejo.

Wishing you all enjoyment with our programs and your membership with LMVYC!

2005 LMVYC Awards Dinner

Rick Quick

LMVYC held its Annual Awards and Officer Installation Dinner on January 21st at the Fish Market restaurant in the Plaza on the Lake in Mission Viejo. The evening went off without a hitch thanks to the exemplary planning and execution of 2006 Co-Fleet Surgeon Tara Robison. Tara is a veteran in the planning of these events and this year's dinner was direct evidence of her diligence and attention to detail.

After dinner, it was time to get down to the business for the evening. In the absence of outgoing commodore Fon Koot, Junior Staff Commodore Rick Quick filled in as the Master of Ceremonies. Rick made a short speech thanking all in attendance for a great 2005 season of racing on Lake Mission Viejo and expressing the hopes for a similar quality of wind in 2006. Rick then introduced 2005 Race Chairman Jack McCollum and 2005 Rear Commodore Tony Musolino who would present trophies to the top racers in the various classes. Trophy recipients were as follows:

A Fleet:

1st Place Horst Weiler

B Fleet

1st Place Rod and Audrey Simenz

2nd Place Chuck and Brendan Seymore

Thistle Class

1st Place Roger and Tara Robison

2nd Place Rick and Cathy Quick

Lido 14 Class

1st Place Doug Sheppard and Donna Freeman

2nd Place Rod and Audrey Simenz

Capri 14.2 Class

1st Place Randy Tiffany

2nd Place Bob Van Pelt

Calendar of Upcoming Events:

March 19 Opening Day Regatta and Commodore's
Brunch

April 1 LMVYC Spring Invitational

April 5 Wednesday Sunset Sailing begins

April 23 Spring Regatta I, Chili Cook-off

May 22 Spring Regatta II, South of the Border Fiesta

Following the trophy presentation, Tony Musolino presented a special recognition award to Horst Weiler. These awards are presented to club members who have demonstrated efforts on behalf of LMVYC beyond any club responsibility. Horst's continued willingness to teach new members to sail on his own time have helped scores of people discover the unique and fun world of sailing in a safe and responsible manner.

Next, Rick Quick introduced the 2006 Flag Officers. The Commodore's appointees were introduced one at a time. Absent from the ceremony were 2006 Commodore Vivienne Savage, and 2006 Vice Commodore Ron Meyer and Co-Fleet Surgeon Sue Edwards.

The last piece of business on the agenda was to wish Staff Commodore and 2006 Secretary Audrey Simenz and very Happy Birthday. This ended the evening on a very good note indeed.

2006 SCYA Midwinter Regatta

Rick Quick

On Saturday, February 18, Lake Mission Viejo Yacht Club was one of the 27 venues hosting the Southern California Yachting Association 77th Annual Midwinter Regatta. More than 700 boats participated in about 60 one-design classes plus PHRF and Portsmouth handicap classes.

The weather was looking sketchy on Friday night, raining heavily on into Saturday morning. Fortunately, things cleared in time for the regatta with a healthy breeze from over the dam blowing the weather eastward.

Staff Commodore Roger Robison served as POR for the regatta and was assisted by Commodore Vivienne Savage and Jewell Corning. Will Chong piloted a chase/spectator boat that also served as a mobile photography platform for Ko Tanaka. The SCYA representative for the event was our own Rod Simenz.

The regatta was attended by 3 C-15s including the National Champion, 10 Capri 14.2s including the National Champion and 3 LMVYC Wayfarers

competing in the first ever Wayfarer Midwinters West. Horst Weiler and Graham Newman manned the LMVYC entry in C-15, and 5 of the 10 C14.2s were LMVYC boats. Willi Hugelshofer in his Finn started with the C-15s and kept them honest.

The wind held for all 3 races, gusty at times but generally steady enough for windward/leeward courses over 2/3s the length of the lake.

In the end, top honors in C-15 were taken by 4 time National Champions Barrett and Randy Sprout. National Champion Scott Finkboner and Jenifer Lyons placed first in C14.2. Don and Linda Schaffner took home the Wayfarer trophy. Full race results can be found on our LMVYC website.

C14.2 Clinic at MBYC

All LMVYC Capri 14.2 Sailors are invited to attend race clinic on Saturday April 8th at MBYC. The Clinic will include a presentation by a knowledgeable sailor on racing techniques, and then some on-the-water practice (several starts, and very short courses) in the afternoon.

Stay for Sunday and compete in the first of the April Bay Series Regattas for 2006.

Contact Tom Laube (TLaube@SLLBV.com) for more information

LMVYC Fleet Captains for 2006

C14-2	Tony Musolino
C-15	Horst Weiler
Finn	Willi Hugelshofer
Lido14	Doug Sheppard
C14-2	Tony Musolino
Thistle	Ron Meyer
Wayfarer	Frank Fournier

Once More Into the Breach

(or Boat Painting 101)

Rick Quick

In the long spent days of my youth, tasks such as the painting of a car were done of necessity. If you could only afford a lousy paint job and you wanted a nice paint job, you painted the car yourself. In that way at least you knew what you got, and you could fix it if you had to. My dad said that instead of paying someone else to do the work, you could use some of the money to buy the tools and do the job yourself. Then you would have learned something, had a full tool box and the job done the way you wanted it. Sage advice? That depends. Read on.

Several cars and going on 30 years later my Thistle needed some structural repairs. Wooden boats have a way of communicating their needs and 1370 was creaking and groaning like an old house.

I was cringing during tacks. It began to sound like I was passing more than just head to wind. Even the coots were looking at us like somebody should be saying, "Oops, pardon me." Affecting the repairs would destroy what was left of the failing and damaged exterior finish. Whatever. I resigned that it was time for a new paint job. Anything would be an improvement.

I started adding up the bill, and the whole job was going to cost a few times what the boat was worth. So there I went, throwing myself once more into the breach. I completed the structural repairs in just outside of a week during the holidays. I had the week off of work and I spent it in the garage (for me, a true vacation – sick puppy eh?). During the next two months I spent a significant portion of my "free" time painting the hull.

Now I would just like to say I appreciate good work, and good work is the result of skill and effort applied over time. In all endeavors requiring

skill and effort, there are two curves that will intersect at some point. One curve tracks your skill and effort over time. The other tracks your willingness to accept a less than perfect result as time goes on. These curves dance and weave throughout the project and when they meet, you are done. The result is never perfect, or it would take an infinitely large amount of time to complete the task. In this case of trying to paint my boat these curves seemed to wind around each like the sugars in strands of DNA. Always making progress, but never getting any closer together.

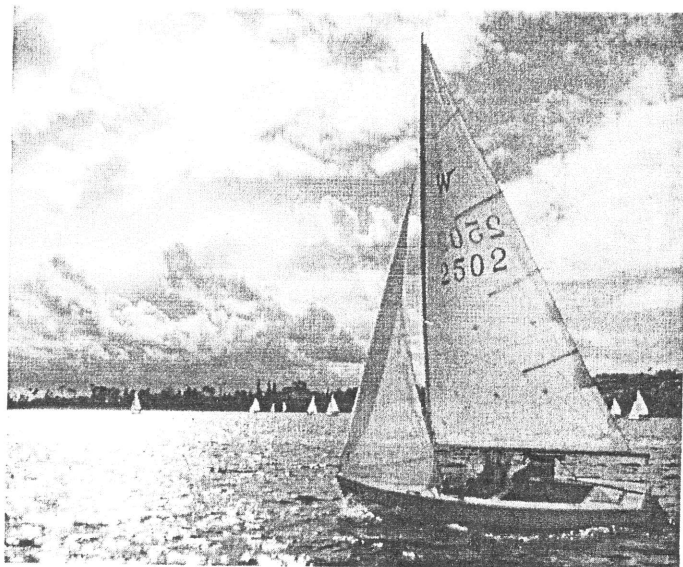
Back to the boat. After removing most of the old paint I began to fair the hull. When a hull is fair, both sides are identical and there are no "whoop-dee-does" in the surfaces to cause drag in the water. Built in 1960, my boat 1370 needed more than a little attention in this area. Unfortunately we all start to sag a little when we get well into our forties. I am told it does not get any better with age. The task is to spread thickened epoxy into the "low" areas like frosting on a cake, and then sand it off (I'm talking about the boat here). I kept repeating this process until those two curves crossed. More skill would have led to less effort, but you must play the hand your dealt. For weeks the curves would cross at 11:00 pm and then by morning I would find them just as far apart as before; a situation that generates much gnashing of teeth, and subsequently more than a little dust. To get a nicely faired hull the sanding is done by hand, with 2ft long sanding boards. The resulting upper body workout is better than Tai-Bo.

More on those curves of perfection and effort over time. Time is a weighting factor that draws the two curves together like a magnet. The longer the task takes, the stronger the urge to relax your standards and to get the curves to touch; trying to make you say you're done before it's perfect. Enough with the sanding. Did I mention that it's never perfect?

Time to paint. Decisions, decisions. I chose the expensive route here and went with Linear Polyurethane Epoxy Polymer (they charge by the letter). The reason being is that I wanted a finish that looked and wore like gel-coat. "LP", as it is

known in the trade, is as good as it gets. And at \$65 a quart it had better be. But LP is also very finicky about application. The problem is to apply the LP in an even coat. LP goes on very thin and as such it does not cover well. An even application with a spray gun would be a snap, but the safety requirements make spraying a burden. I decided to use a roller. A pretty decent job can be done by first rolling on the paint and then quickly going over it lightly with just the tip of a fine foam brush (they call it "tipping"). The trick is to cover the surface and leave no bubbles or brush marks. I know that sounds simple, but that was *seven* coats ago. The story is longer but I'll save the details for another time. I wish I could say that my wife began to doubt my sanity but she is used to this – her questions of my sanity were answered years ago.

Suffice it to say that the perfection and effort curves became inexorably entangled at 1:00am on 2/21/06. 1370 is now dark blue over a light gray bottom. My curves crossed - I am as happy as I'm going to get and that will just have to do. My days in the breach are over for now, and "In peace there's nothing so becomes a man as modest stillness and humility." Time to go sailing!

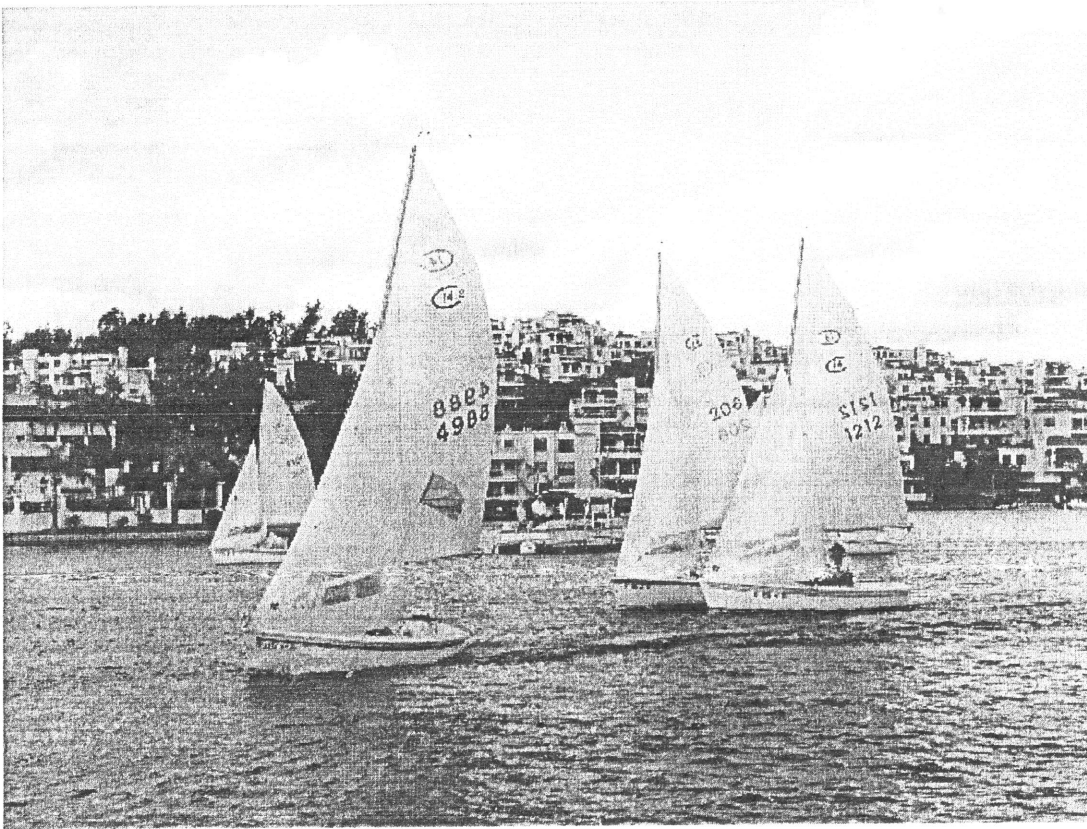


Frank and Bud shooting the breeze
photograph by Ko Tanaka



Wayfarers beating to G mark

photograph by Ko Tanaka



Tight Start for the Capri 14.2s

photograph by Ko Tanaka



2006 LMVYC Staff