



The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

September 2012

From The Bridge:

Inside this Issue:

From the Bridge	1
2012 Schedule	2
You Make a Difference	2
LMVYC Golf Tournament	3
Fall Regatta	4
Hospitality Crew List	5
Regatta Reports	6
Dutch Shoe Sabot Regatta	6
Balboa13 Club Championship	8
Junior Regatta I	8
Annual Regatta	9
Old Glory Boat Parade	10
Commodores Cup	11
Situational Awareness	12
Flag Tradition	13
Classified Ads	14
Merchandize	15
LMVYC Stuff...	16



We are well into the summer, with much heat, humidity, and a very warm breeze when there has been one. We are also more than half way through the year, but do not fear, we have some of the best regattas yet to come. Join us in the activities, sailing, socializing and a general good time. We have had some outstanding after regatta events hosted by our Hospitality Chairpersons, Randy and Norma Tiffany. We see Randy at the lake in full force preparing for the after event prior to our regattas. Norma is there with her spectacular dishes and setting up. We also see our duty officers hard at work. Please let them know how much we appreciate all they do.

Our membership is steadily growing, please give or new members a hearty welcome when you see them at one of our next events.

One of our dear members Morrie Willkie, recently underwent double knee surgery. He is home and doing remarkably well with the aid of in home physical therapy and much help from wife Cathie. Keep up the good work Morrie and hope to see you at the lake soon, Horst and Caecilia can teach you the polka in September at the Octoberfest if you are up to it.

Karin Bennett
LMVYC Commodore

Mark Your Calendars!

- LMVYC Golf Tournament—
August 31
- Last Friday Night Sunset
Sail & BYO BBQ— Friday
August 31
- Fall Regatta - Octoberfest—
Sunday September 23



The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

LMVYC 2012 Sailing & Events Schedule

Friday Night Sunset Sails & BYO BBQ ends	Fri. Aug. 31	Sail 4:30pm, Dinner 6:30-7pm-Club picnic area
Fall Regatta	Sun. Sep. 23	Food and beverages after sailing-picnic area
Junior Regatta II	Sun. Oct. 7	Food and beverages after sailing-picnic area
Team Challenge Regatta	Sat. Oct. 13	Pancake Breakfast before Regatta-Clubroom
Top Skipper Championship	Sun. Oct. 21	By Invitation of the Commodore
Wednesday Night Sunset Sailing ends	Wed. Nov. 7	Informal Sailing starting approx. 4:30pm Food and beverages after sailing-Clubroom
Turkey Regatta followed by LMVYC Annual Meeting	Sun. Nov. 11	Annual Meeting 4:30pm-Clubroom. All members invited. Food and beverages.
Christmas Party & Parade of Lights	Sat. Dec. 8	5:00PM Admin Building
Installation 2013 Officers and Board Members & Annual Awards Dinner	Sun. Jan. 13	Tijeras Creek

Watch for Monthly Flyer by e-mail

You Make a Difference

It's hard to believe it is already time to prepare for the 2013 sailing season. To be successful we need your support to continue with the programs we have in place. We are looking for individuals that can lend a little of their time and expertise to take over some of the leadership positions in the club. If you are interested in an officer or appointed position we are interested in talking to you. Please take a look at the current roster Officers and appointees and let me know where you can help. I'll be happy to discuss the duties and responsibilities with you or answer any other questions. Remember the Club is only as successful as **YOU** make it.

Please contact Peter Tietz jr-staff-commodore@LMVYC.org or 619-757-3915



The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

Hackers Wanted

LMVYC Golf Tournament

All Members of LMVYC, Family and Friends are welcome

August 31st at Casa Del Sol Golf Club

Tee Off between 1:00 and 2:00 pm

Cost \$31.00 including green fee, cart, and refreshments on the course.

Finish off the evening with the final BBQ at the lake at 6:30pm

Part of each fee will go to funding the Junior Sailing Program

Tournament rules will be determined by the number of golfers and will be provided before the match. We hope to make this a team best ball event. Prizes may be awarded.

Contact Peter Tietz at 619-757-3915 or jr-staff-commadore@LMVYC.org for more information and to register. Registration must be in by 6:00 pm

August 23st to insure a FEE TIME



The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

Fall

Lake Mission Viejo Yacht Club

Regatta and Oktoberfest

Sunday September 23

Skippers registration 12 noon at the dock



Horst and Caecilia's
Oktoberfest
Follows the Regatta





The Main Sheet

LAKE MISSION VIEJO YACHT CLUB



From the Hospitality Chairs

Norma & Randy Tiffany

The Hospitality list that was published in the April Newsletter was revised by the board. Here is the revised version which is also available on our web site in the Members Only section:

Lake Mission Viejo Yacht Club 2012 Hospitality Crew Schedule

* Coordinator/member in charge Where a couple is listed, we do depend on having two crew.

EVENT	2012	Description & Hospitality Crew
Spring Regatta I	Sun. April 15	Chili Cook off – Clubroom *N. & R. Tiffany; T. Robison; K. Bennett; A. Simenz
Spring Regatta II	Sun. May 20	South of the Border Fiesta - Clubroom *N. & R. Tiffany; D. & D. Broeman III; C. & J. McCollum
Summer Regatta	Sun. Jun 24	BBQ after sailing - Picnic area *S. & A. Christensen; M. & K. Asay; J. & T. Buchman; M. & D. Clayton
Balboa 13 Club Championship Regatta	Sun. July 29	BBQ after sailing – Picnic area *N. & R. Tiffany; K. & M. Davoodian; S. Davis & K. Everett
LMVYC 35th Annual Regatta	Sun. Aug 19	BBQ after sailing – Picnic area *N. & R. Tiffany; M. & M.E. Gladkin; J. & B. Hagan
Fall Regatta	Sun. Sept. 23	October Fest after sailing – Picnic area *C. & H. Weiler & family; S. & D. Keller;
Team Challenge Regatta	<u>Sat.</u> Oct 13	Pancake Breakfast before Regatta – Clubroom *N. & R. Tiffany; P. & S. Krinitt; P. Lodder
Top Skipper Championship	Sun. Oct 21	Food and beverages after sailing – Clubroom *A. & R. Simenz; I. May.
Turkey Regatta LMVYC Annual Meeting	Sun. Nov 11	Annual Meeting 4:30 PM Clubroom Dinner will be served after the election *N. & R. Tiffany; J. & L. McGraw; S. & L. McGraw; K. Mellon;

For Telephone numbers and email addresses go to the Members Only section of www.lmvyc.org.



The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

LMVYC Regatta Reports

By Rod Simenz

A Really Different Kind of Marathon



SDYC's Dutch Shoe Marathon takes place on the water, San Diego bay to be specific. You don't have to wear Dutch shoes, but you must sail in an eight foot dinghy called a Sabot (Dutch shoe). This year three club members sailed the marathon course that takes the boats from SDYC toward Point Loma to the exit from Shelter Island, across the main channel, then along North Island



shore all the way to the Coronado Bridge and a finish just off shore down from the Del Coronado Hotel. After finishing, the boats sail over to the Coronado YC for awards and festivities. So about 7:30 on Friday morning, July 20, the Murdy family, Kevin and Tyler Peyatt, Ted Ishikawa and I all left for SDYC. Jeff Murdy used his Ford Expedition to tow a rental trailer with three Sabots packed on to it.

We were among the early arrivals at SDYC, there were *only* about 35 to 40 Sabots being readied for launch. That number would grow to 188! Skipper ages ranged from eight year olds to eighty something. Tyler, Ali and Ted got their Sabots ready while Kevin and I went to pick up a 15' Boston Whaler graciously loaned to us by Silver Gate YC to use as an escort boat. Thank you Peter Tietz for arranging that.

Bella, CeCe, Kevin and I took the Whaler out to the starting line area where Ali and the "C" class were preparing to be the first start. She was in a good position up on the line in the middle of the pack and got a decent start. She went to the right-hand side of the course so she could approach the windward mark on starboard.



The Race Committee (RC) boat obscured our view of that side of the course but we could see the first mark. We watched the leaders round, meanwhile Tyler also got off the line in good shape in "B" class and soon was at the windward mark, still no Ali. Then "A" class started followed by Sabot seniors where Ted was doing very well and also soon reached the windward mark, still no Ali. By now about 150 boats had rounded the first mark and finally we spotted her in the last group to round.

Tyler and Ted managed to pass a few boats on the short second leg, a broad reach. Ali also passed a couple. The third leg was sailed out toward the exit from Shelter Island inlet and it varied from a close reach to close hauled and back to close reach. All three of our racers made steady progress passing boats on this leg. The mark rounding was fairly orderly as the fleet headed out to the main channel and rounded the next mark. At that point the RC made a major change in the course and sent the fleet down the left side of San Diego Bay instead of the right side. We were warned at the skippers meeting that there might be Navy ship traffic and such a change might be necessary and also that the RC might even have to stop the fleet to allow ships to pass.



It was a beautiful day and the wind was ideal for the Sabots. Our three LMVYC sailors all were





The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

doing well, moving up in their fleets. Then Ali signaled us that she had a problem, her tiller broke again. Again? That's when we learned it broke soon after the start and she had returned to the RC boat to ask for help, they had one of their support boats make a duct tape repair. That explained her delay in getting to the first mark. We came along side and I used her tiller extension as a splint and duct taped the broken pieces of the tiller together. She took off again passing many boats until she came to a complete stop when about a fifteen foot long cluster of kelp caught on her rudder. That eventually got cleared off and she was back in the race. All of us enjoyed the ride and the scenery as we passed the Midway aircraft carrier and down town San Diego.



Then we noticed something strange happening at the head of this armada of Sabots. They were being stopped by the RC. The reason was soon apparent as the tallest navy ship I have ever seen came cruising by, it looked like it wouldn't fit under the Coronado bridge. The stop of the race was hard on the lead boats because all those behind kept sailing and made huge gains. A bit later the fleet was stopped again, this time for three Canadian war ships. Without question safety had to come first, but it resulted in the entire fleet milling about together as boats 10 and 15 minutes behind caught up. It was like starting the whole race over with the fleet near the Coronado bridge with less than two miles to go. Eventually the RC signaled the fleet to resume racing. We couldn't see Ted but Ali

and Tyler were in positions to claim room at the next mark. As the photos show, good luck with that.

It was a crowded mark rounding, then a sail under the bridge and finally a beat in Glorietta Bay to the finish line. Ted and Tyler sailed on to the Coronado Yacht Club while we towed Ali's Sabot. The tiller had broken again and the boat could not be steered. What a scene at CorYC, 188 Sabots being hauled out of the water. We joined the fray, got our Sabots out of the water and back onto the trailer, then relaxed and enjoyed great food, a great crowd and live music.

Our three sailors competed well, in Ted's case except for a small group of elite sailors that grabbed an early lead, no boats got passed him. The marathon was more than eleven miles long and took over three hours to complete. That in itself was an achievement as well as a great experience for our three racers.

The day wasn't over yet, we had a Boston Whaler we had to be returned to SGYC. Ali, Bella and Tyler jumped at the chance to ride back in the Whaler, Kevin drove. That turned out to be a wet trip into the wind and into the heavy chop the whole way. The rest of us drove back to SGYC where we all met up and had dinner and rehashed the adventure. It was unanimous, doing the Dutch Shoe is truly something special.





The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

Fourth Annual Balboa 13 Club Championship.

Seven skippers showed up to compete this year, that matched up nicely with the seven Balboa 13s we have. Race format was six races, one discard and everyone change boats after three races. After a hard afternoon of racing in good wind with tough competition Willi Hugelshofer was the 2012 champion. He posted three first place finishes, plus a second and a third. Jeff Buchman was only two points behind and had two



first place finishes. Randy Tiffany started a bit slow but finished strong after the break, with a first and two seconds. Bill Yount was off to a good start taking a second place in the first race, but disaster struck in the second race when his tiller broke and he had to retire for the day. It was Mark Glackin's first time racing a Balboa 13 and he finished a respectable fourth. Complete results are posted on the website.

While these competitors and the race committee were busy doing their thing, there were other noteworthy

activities going on aboard the mark set boat. We got to try out the twelve volt submersible pump on Mark's boat during the second race. He capsized in a gust but quickly got the boat upright. However, Balboa 13s are famous for scooping up huge amounts of water so Mark found himself wallowing in a swamped boat. We brought him the pump which sure beat bailing, but it still took a surprising amount of time to empty the boat.



While in the process of relocating the weather mark, our mark set boat driver, who shall remain nameless, managed to drive over the two foot diameter inflated ball where it got stuck between the hulls half way down the length of the boat. About that same time Horst Weiler got hit with a gust and filled his Balboa 13 with water. We wanted to bring him the pump but we were busy dealing with the ball and he ended up bailing his boat himself.



We tried pulling the anchor line attached to the ball forward and backward but it didn't move. The next bright idea was to back up and tow the mark into shallower water to see if the pull of the anchor would dislodge the ball. This only succeeded in accumulating the largest mass of grass I've ever seen on an anchor and eventually the anchor line broke. The ball hadn't moved.

We returned to East Beach dock and asked the lifeguards for help. One of them swam under the boat and was able to free the ball and we were back in business.

Thank you Lifeguards.

After the regatta Norma Tiffany and Kathleen and Mathew Davoodian put on a spread of Indian and Middle Eastern curries, and beautifully arranged platters of exotic rice, herbs, hummus, salads and far Eastern flat bread. A feast for champions!

Junior Summer Regatta I 8/12/2012



Twelve members of the LMVYC junior sailing team mixed it up with eight junior sailors from Dana West Yacht Club on a perfect summer day in nice breezes. They raced in four classes, Capri 14.2k, Sabot A, B and C. Brinna Lee from DWYC won in the seven boat Capri class, Tyler Peyatt was first in Sabot A,





The Main Sheet

LAKE MISSION VIEJO YACHT CLUB



Karl Ponti sailing in his first race on the Lake won Sabot B and Aidan Cornforth sailing in his first race won Sabot C. There were lots of close races, Erik Ponti tied with Blade Russi from DWYC for second in Sabot A, and Lisa Ponti and Jaden Talay tied for second in Sabot C. Complete results are posted on the club website.



Our lake is always a grand setting and the shifting winds challenge the racers as much as they challenge each other. But a regatta on the lake for juniors in August is definitely special. Everyone gathers at East beach, the racers tie up there when their class is not on the course and parents get settled on the grass or the dock to watch the races where the entire course can be viewed from start to finish.



The kids get to swim between races, have soft ice cream and other treats from the snack bar and generally unwind before going out to race again.

About fifty people enjoyed food and festivities after the race at the lakeside picnic area next to the club room, where Jim Talay and son James manned the BBQ grill and kept the burgers and hot dogs coming. What fun for all.

Thirty fifth Annual Regatta 8/23/2012

Thirty five years is a significant milestone for our club and its observance was properly celebrated by the 65 members who participated. The celebration got off to a good start when twenty one boats competed in the regatta. That was a high number for the year and it included Ced Fields' Condor, a boat he purchased at the Lake when it first opened. Ced has sailed the boat regularly in our regattas for thirty five years. He is still a tough competitor and he still uses the original sails! The day was windy, just ask Scott Davies who laid the top of his mast in the water and went for a swim before he expertly righted the boat and continued to sail.



Willi Hugelshofer, Frank Roberts, and Christian Davoodian were winners in A, B and C fleet respectively.



Some highlights were the many close finishes during the day, Willi edging Horst Weiler by four seconds in the first race, Horst in his C-15 leading Arnold Christensen's Balboa 13 to the finish by one second in the next race. In C fleet Ali Murdy squeaked by her sister Bella by less than one second in race two and Tyler Peyatt squeezed by Christian by two seconds in the last race. Another highlight was Steve Vandenberg sailing to first in the Lake boat fleet where only three points separated first and fourth place. Check the website for complete results for the day as well as series standings for the year and more pictures. Thanks to the race committee for the day, Audrey Simenz, Sue and Allyn Edwards, Mia Ishikawa and Jewel Kamita. After the race Randy Tiffany served up a tri-tip entrée and Audrey Simenz provided the rest of the main course. Everyone then enjoyed the 35th anniversary cake that also served to recognize Ced Field's 88th birthday... and many more Ced.





The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

JULY 4th OLD GLORY BOAT PARADE

By Peter Tietz

For over 50 years Newport harbor has hosted an annual 4th of July Boat Parade. Now known as the Old Glory Parade it is hosted by the American Legion Yacht Club. Over 25 boats were decorated and competed for the many prizes with this year's theme being "It Stands For Freedom". Hundreds of spectator boats filled the harbor and thousands of people lined the shore to view the procession.



This was the second year that I was invited by the host club to be part of the boat judging committee. By the time I arrived at 10:00 am festivities at the Legion were well underway. The day starts with a pancake breakfast, followed by a BBQ lunch with Live Music and Dancing throughout the afternoon. Being a judge prevented me from experiencing most of the festivities as I was called to duty aboard a vintage Horn Blower Yacht stocked with

great food and refreshments. The judging committee mostly individuals from the yachting community spent over an hour deciding which boats were the most worthy of an award .

If you are looking for a patriotic way to spend your 4th of July I highly recommend the festivities at the American Legion.



ALYC also supports many worthy organizations. During the parade over 90 kids from the Make a Wish foundation were guests of the Legion and viewed the parade from one of the Horn Blower party boats. The Club is again hosting the Sailing for the Visually Impaired on Saturday October 20. Over 200 visually impaired individuals and their escorts will be guests to the club and enjoy a day sail in the Harbor. Over 150 volunteers are needed to make this event a success. LMVYC has been part of this event over the last 5 years and we again hope to rally the members to volunteer their time. If you can help or need additional information please contact Peter Tietz at jr-staff-commadore@lmvyc.org



The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

2012 Commodore's Cup

By Frank Roberts

Every year, Newport Ocean Sailing Association, NOSA, presents the Commodore's Cup. This race features privately owned Harbor 20 boats offered for the day's use by their owners. The race is open to yacht club commodore's or their appointee who needs to be an officer. Our Commodore, Karin Bennett graciously chose me to represent LMVYC as skipper and I chose Peter Tietz as my crew.



The race starts with a draw for which boat each skipper is to use. There were three heats with the top two places going on to the three race finals. After the first two heats, it was our turn to see if we could place in the top two.

The race started cleanly with a fast upwind leg to the K mark. After a few tacks, we reach K a few boat lengths behind the leader. A smooth reach to N we then rounded the mark and headed for M, still in second place. A run to M left us a bit closer to our competition after a good downwind cover. After rounding the mark, they headed off in more of a close reach while we sailed close hauled to the mark. A couple tacks later and we rounded N in first place.

No mistakes and we passed up the K mark and headed for home finishing in first place. We were in the finals!

After careful analysis and plotting, my start for the first final race was poor. I was buried and made a decision to stay on course and try to make it up near the mark. After passing by a big tug boat and sailing too far to the left, I rounded the mark and headed for home in fifth place. The downwind leg was tough and our competition nipped us at the line for a six out of six finish.

The second race was not much better. After trying to tack before the tug boat, I lost speed and when I came back around, we were solidly in sixth place again and finished there. Very disappointing, but we were still having fun.

The final race was academic for our chances of placing in the competition, but I wanted to go out with at least some dignity. So, a slightly different starting technique lead to a fast start that left a few boats behind. A longer tack to starboard left us almost on the lay line, but in fifth position. A tack at the mark made up one spot and a down wind run had us chasing down the third place boat. After chasing them down, we gained a few boat lengths before crossing their stern and taking their wind. With a fresh breeze over our port side, we passed them and headed for the finish line in third place. A few anxious moments as we took them up a bit, then headed down to the line and we sealed third place. At least a good way to finish the day.

Cups handed out to second and third place and a huge trophy went to first place. This is the same trophy won by Randy Tiffany two years ago. The trophy is kept by the winner for a year and it is said that Randy's house is the farthest inland it has ever travelled! Congratulations to Randy as I now know how hard it is to win that cup.





The Main Sheet

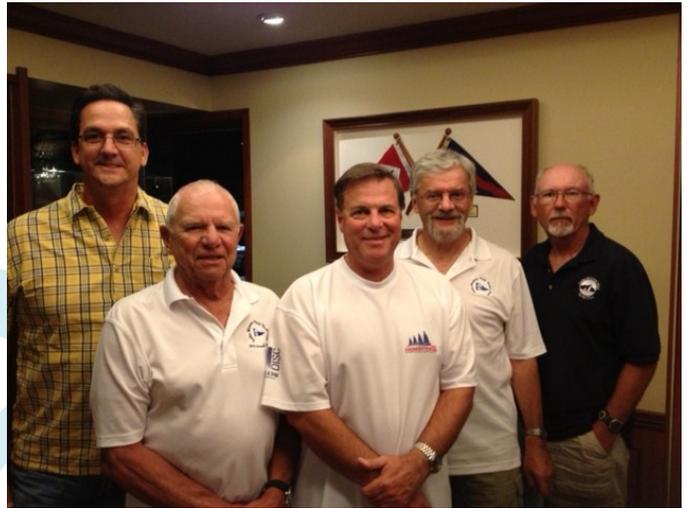
LAKE MISSION VIEJO YACHT CLUB

Situational Awareness class at Bahia Corinthian Yacht Club

By Frank Roberts

On August 17, five LMVYC members attended a safety seminar hosted by Bahia Corinthian Yacht Club and taught by retired USAF pilot Mr. Joseph Price. The class titled "Sea Safety, An Aviation Perspective" covered several real life incidents where situational awareness could have prevented or mitigated errors.

One example that helped us understand the loss of situational awareness was the wreck of the Costa Concordia in Italy. The events leading up to the crash were textbook examples of losing situational awareness. How could a ship of that size, commanded by an experienced captain backed by a seasoned crew manage to sail so close to shore that it hit rocks and sank?



A component of the captain losing situational awareness was following an undocumented procedure. The captain had tried the close pass before and got away with it thereby making the close pass an undocumented procedure. "Did it before, I can do it again." This was an operational error.

Following the crash were human errors like ambiguity while informing passengers of the severity of the crash. There were also poor communications as various ship personnel were not following standard operation procedures in the event of an emergency. Each error resulted in another problem which made the situation worse by the minute. The ship was lost, many people died and many have lost or will lose their jobs because they failed to do anything to mitigate their errors.

Another topic was strategic vs. tactical thought. Our strategy is a plan to get from point A to point B during a race. Tactics are how we go about implementing the strategy. However, if you lose situational awareness, reliance on tactics may result in getting deeper into trouble if strategy is not reassessed.

Now, you wonder how Situational Awareness applies to dinghy sailors plying the waters of Lake Mission Viejo. Well, I think it could apply when assessing our boats prior to sailing. Are the shrouds sound? Does the drain plug really seal? Are life jackets in good order and do they fit you and your crew? Also, it can apply to our on lake sailing. How do I communicate with other sailors on the lake? Am I skilled enough to sail safely during periods of high wind? Are my tactics supporting my strategy to win or do I need to reassess my strategy to prevent using tactics which will lead to loss of the race or an accident.

Having situational awareness prior to a race may give you that edge you need to win safely. Or, if things go wrong, it may help you mitigate small errors and prevent them from becoming bigger ones.



The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

Why We Do It: Carrying On A Naval Tradition.

By Audrey Simenz.

Yacht Clubs around the world, from their origin almost three hundred years ago, have associated themselves with naval and sea going tradition, including some flag protocol. Sometimes people ask why the Yacht Club does not fly our National Flag from the top of our flagpole as other public displays do. Instead, we fly it on a staff leaning out at an angle. The short answer is because in naval tradition that is the position of honor. But like many short answers it doesn't explain much, so the following longer explanation may be of interest. I have quoted and "borrowed" extensively from a couple of articles written by authorities committed to flag protocol in the United States.

First it's good to note the difference between a regular flagpole and those used at yacht clubs. Generally yacht clubs display their flags – naval fashion - from a gaff-rigged pole with a yardarm and/or crosstree thereby providing many positions to display flags and convey information. There is a strict protocol regarding what and where each flag is flown on the pole. The gaff-rigged pole had its origins at sea. Because of all the sail carried by the rigging on vessels years ago the flag of a nation could not be clearly viewed if it was placed at the top of the mast, and the flag was moved over time to several different positions, eventually to a gaff-rigged pole. In the eighteenth century, when the U.S. Navy was created this was the practice. Even now with modern warships, our navy still carries the Ensign at the gaff peak when under way, and if going into battle can carry a larger version known as a Battle Ensign.



I've read that the most frequently asked question received by the USPS Flag and Etiquette Committee (and that's the US Power Squadron not the US Postal Service!) is "What is the proper way to fly flags on a gaff-rigged pole?" To paraphrase their answer: "Gaff-rigged poles are used by navies, boaters and yacht clubs around the world. On-shore, the "yacht club style flagpole" represents the mast of a ship. Many people are confused about the proper way to fly the National Flag from a gaff-rigged pole. A National Flag or National Ensign should be flown from the gaff and the club or organization's burgee should be flown from the masthead." The usual argument given by those that think it wrong to fly the National Flag from the gaff is that it is placed below the yacht club's burgee flying at the masthead, and so contrary to the Flag Code. However, in naval tradition, the highest point is not the place of honor. The place of honor is at the peak of the gaff. When the National Flag is flown from a gaff-rigged pole, a flag flown at the top of the mast is not considered to be above it because it is not being flown directly above it on the same half-yard.

Years ago the Palm Coast Yacht Club near St Augustine, Florida had a continuing battle with a local veterans group which insisted the club was showing disrespect for the flag by flying it at the gaff of the club's flagpole, a point physically lower than the club's burgee which is flown at the masthead. The matter was settled only after the club obtained a letter from the Secretary of the Navy confirming the tradition of flying the National Ensign from the gaff, is used by the U.S. Navy, and also in the world of yacht clubs, and that the highest physical point of a flagpole is not necessarily the place of honor.

So check out our flagpole next time there's a regatta and all the flags are flying from our gaff-rigged pole, created back in 2000 from an old sailboat mast by S/C Frank Fournier.

P.S. I've used the words National Flag and National Ensign interchangeably. National Ensign is what a nation's flag is called when flown from ships and boats. The word ensign gave rise to the military rank of Ensign – a junior officer once responsible for bearing the Ensign.



The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

Classified Ads

FOR SALE

1970 Olympic Class FINN & Zeiman Trailer



Olympic Class Finn with spars used in 1972 Olympics for sale! Fresh paint, new control lines & racing cleats, three sails including VICTORY racing sail. Ready for racing! \$1500.00

Randy.tiffany@cox.net (949)830-3577

Capri-14.2 for Sale.



Must see!! Bristol condition. Ready to race. Two suits of sails. Trailer. New blue canvas cover. New running rigging. Boat has been dried stored and covered always.

Price: \$1,500.00, including trailer. Call Steve 626-449-4521 x 228





The Main Sheet

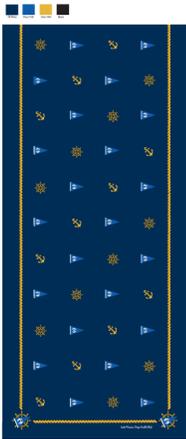
LAKE MISSION VIEJO YACHT CLUB

Promote the Club

Need a new t-shirt or polo shirt the club has them available for order with the club burgee proudly displayed. We also have a limited number of caps (\$10.00) available immediately. Club burgees for your personal use are available for only \$20.00. If you trade your LMVYC burgee with a burgee from another club and have it displayed in our club room, we give you another one for free!



Many members have asked about ties for the men and scarves for the women. Thanks to the efforts of Tony Musolino we have now ordered 30 ties and scarves. Ties are \$25.00 and the scarves are \$27.00. We have them now in stock.



On Hand
Price \$27.00





LAKE MISSION VIEJO
YACHT CLUB

22555 Olympiad Road
Mission Viejo, CA 92692

(949)770-1313 ext. 308

E-mail: commodore@lmvyc.org

Lake Mission Viejo Yacht Club is located at 33 38' N 117 38W



Member of US Sailing



Member of Southern California Yachting
Association



Member of Association of Orange Coast
Yacht Clubs

LMVYC CELEBRATES
35 YEARS OF
SAILING EXCELLENCE

*Twenty years from now you will be more disappointed
by the things that you didn't do than by the ones you
did do. So throw off the bowlines. Sail away from the
safe harbor. Catch the trade winds in your sails. Ex-
plore. Dream. Discover.*

--Mark Twain



Membership in Lake Mission Viejo Yacht Club

Membership in the Club is unrestricted but access to the Lake requires membership in the Lake Mission Viejo Association or admission as a guest of an Association member. A Membership Application along with dues information can be found inside this newsletter.

Lake Mission Viejo Yacht Club conducts monthly Regattas from March through November. Other sailing opportunities exist throughout the year including sailing Invitationals, informal "pick up" races on Wednesday evenings followed by informal get-together at Round Table Pizza and summer "raft ups" followed by BYO-BBQs in July & August. See our 2012 Sailing Schedule inside for details.

In the true sense of Corinthian sailing, our goal at LMVYC is to promote sailing, to encourage good fellowship among yachtsmen afloat and ashore, and to introduce non-boat owning amateur sailors young and old to the sport of sailing. Informal sailing lessons are provided free of charge to new members.

Share this News & Invitation to Join LMVYC with a Friend!