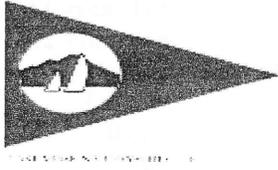


Vol.2 No.6



# THE NEWSLETTER

November - December 2004

## LAKE MISSION VIEJO YACHT CLUB

TURKEY REGATTA NOVEMBER 17



**What a day! Snow on the mountains, temperature in the 40s, gusts to 16 knots and no one capsized! Commodore Rick Quick helps skipper Rod Simenz keep his boat flat and afloat! Ten intrepid skippers and crew competed in the final race of the year.**

### Flag Officers

Commodore	Rick Quick	598-0469
Vice Commodore	Fon Koot	215-2759
Rear Commodore	Vivienne Savage	830-6695
Jr. Staff Commodore.	John Olson	830-4794

### Officers

Secretary	Eric Kaltenbach	855-0748
Treasurer	Willi Hugelshofer	582-8350
Race Chair	Tony Musolino	457-0899
Fleet Surgeon	Tara Robison	855-8094
Port Captain	T. J. Henricks	459-5317

### Commodore Appointees

Quartermaster	Horst Weiler	714-402-4439
Web Site	S/C Roger Robison	855-8094
Sunset Reg. Chair	Doug Sheppard	347-9346
Trophy Chair	Randy Tiffany	830-0826
Newsletter	S/C Audrey Simenz	462-0838
Measurer	Horst Weiler	714-402-4439

For Y.C. membership information call Rear Commodore Vivienne Savage 949- 830-6695

### MARK YOUR CALENDARS

Well we've come to the end of this year's racing schedule and all that's left is to celebrate the holidays. For current standings of the annual fleet championships and race results check LMVYC website. Web site coordinator, S/C Roger Robison keeps the results up to the minute

The LMVA Annual Parade of Lights will take place on **Saturday, December 11**. On Saturday morning at **10AM** all hands should be on deck to help assemble our Club "schooner" which will lead the parade around the lake.

As always yacht club members will gather in the Board Room at **5 PM** for the traditional pot-luck hors d'oeuvre party before the start of the parade. So bundle up in your warmest jackets and enjoy this final event of the yacht club year.

**And note the date change for the Annual Installation and Awards dinner. The dinner will be on January 22, 2005.**

### SCYA Delegates

Commodore Rick Quick is LMVYC's delegate to SCYA. Alternates are V/C Fon Koot, R/C Vivienne Savage and S/C Audrey Simenz.

### Sailing Schedule

Midwinter Regatta	February 14/15
Tune-Up Races	February 29
Opening Day Regatta	March 21
LMVYC Invitational	April 3
Sunset Sailing begins	April 7
Spring Regatta 1	April 25
Beginner's Racing Class	May 15
Spring Regatta 11	May 23
Summer Regatta	June 27
Friday Night Sunset Sail	July 16
Family Fun Regatta	July 18
Friday Night Sail	July 23
27 <sup>th</sup> Annual Regatta	August 22
Fall Regatta	September 19
Sunset Sailing ends	October 13
Top Skippers Championship	October 17
Turkey Regatta	November 21
Christmas Parade	December 11

For regatta information call Race Chairman Tony Musolino 949-457-0899

---

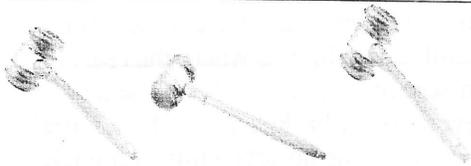
### Yacht Club Reciprocals

The following Yacht Clubs have extended reciprocal privileges to the members of LMVYC for the year 2004. 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 are open is a good idea. Check out the bulletin board in the Clubroom for any additions which may have come in after this list was printed

American Legion YC	949 - 673-5070
Balboa YC	949 - 673-3515
Cabrillo Beach YC	310 - 519-1694
Cortez Racing Assoc.	619 - 685-7717
Dana West YC	949 - 661-1185
Hollywood YC	310 - 836- 3862
Los Angeles YC	310 - 831-1203
Pacific Mariners YC	310 - 823-9717
Marina Del Rey	
Pierpoint Bay YC	805 - 644-6672
Ventura	
Sunset Aquatic YC	714 - 846-7931
Ventura YC	805 - 642-0494

... from the editor.

Our sailing schedule may have slowed down but your dedicated race committee chair and other officers have been pouring over the calendar as they put together the racing and event schedule for next year. Once it has been approved by the LMVA board it will be official. Copies will be mailed to all members with their annual dues billing in January so you can mark all those regatta and sailing dates on your new calendar.



Well it's official! The new board for 2005 was voted in, on November 17, at the annual General Meeting. A quorum being present as required by the bylaws, the election took place with a unanimous vote for the slate of officers presented by the hardworking nominating committee chaired by Staff Commodore John Olson and assisted by Staff Commodore Frank Fournier and Wil Chong.

#### The Board of Officers for 2005.

##### Flag officers:

Commodore	Fon Koot
Vice Commodore	Vivienne Savage
Rear Commodore	Tony Musolino
Jr. Staff Commodore	Rick Quick

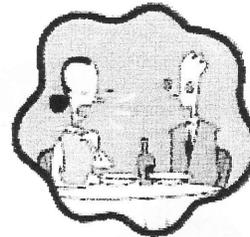
##### Officers:

Treasurer	Willi Hugelshofer
Secretary	S/C Audrey Simenz
Race Chair	Randy Tiffany
Fleet Surgeons	AnnMarie & Chuck Seymour
Port Captain	S/C Frank Fournier
Junior Commodore	Ross Bennett

##### Commodore Appointees:

Webmaster	S/C Roger Robison
Trophy Chair	Candace Kaltenbach
Quartermaster	
Newsletter	S/C Audrey Simenz
Sunset Sailing Chair	Doug Sheppard
Measurer	Horst Weiler

### Installation and Awards Dinner



The Installation and Awards dinner will be held at the **Boathouse Restaurant** on **January 22, 2005**. Invitations will be in the mail soon, so save the date.



#### SCYA Board of Directors meet at LMVYC

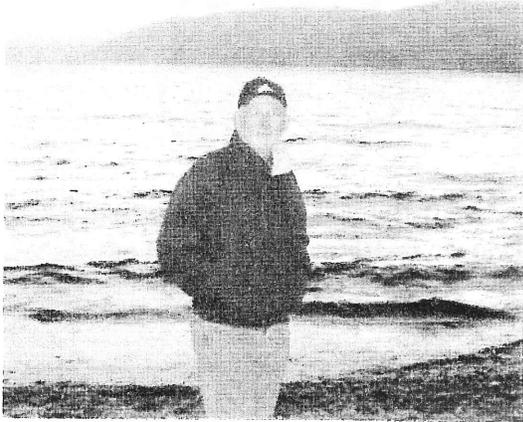
On Saturday December 4, Commodore Rick Quick hosted SCYA Commodore Jerry Montgomery and thirty nine SCYA commodores and delegates from other clubs, at LMVYC, for their final board meeting of the year. LMVA made the Boardroom available for the meeting and lunch was served afterwards in the Clubroom. During the course of the year all SCYA meetings are held at different yacht clubs throughout Southern California. All expenses are covered by SCYA delegates ... they even bring their own American flag to all the meetings for the Pledge of Allegiance that precedes each meeting! Working tirelessly and enthusiastically to make the lunch a huge success were S/C Frank Fournier, R/C Vivienne Savage, Leonard Savage, and S/C Audrey Simenz and Rod Simenz

#### In Memoriam

Yacht club members mourned the loss of two members in November.

Lido 14 and Twitchell sailor **John Drake** passed away suddenly on November 15. And race committee member Pamela Strunk's husband, **Marvin Strunk** passed away on November 22 after a long illness. Yacht Club members extend their sincere sympathy to Bea and Pamela and to their families.

**Wandering LMVYC Member:  
Bob Van Pelt at Loch Ness, Scotland**



One of the many things on my “to do” list has always been to go backpacking in Europe without any advance reservations or set schedule. Recent events in my life have convinced me that there is no time like the present to get on with these matters, so in September I just took off by myself with only a small backpack filled the bare essentials, my ATM card & my ticket home.

I landed in Dublin and followed the directions of other travelers who advised me that if you need anything in Ireland, just ask in the local pub. After three days of this I realized that I had spent more money on liquor than food, but I did find a place to stay & some valuable directions on where to go & what to see. Following this advice I hopped a train to Cork, toured the city on foot & eventually found the bus to Blarney to kiss the fabled stone and to empower myself with that famous luck of the Irish. The local bartender gave me the instructions on the best way to Killarney, Tralee and Dingle which were now on the top of my newly refined “must see” list. I was not disappointed in the least. The Ring of Kerry was just spectacular and Sleat Head (filmed in Ryan’s Daughter) offers an incredible view of the Blasket Islands.

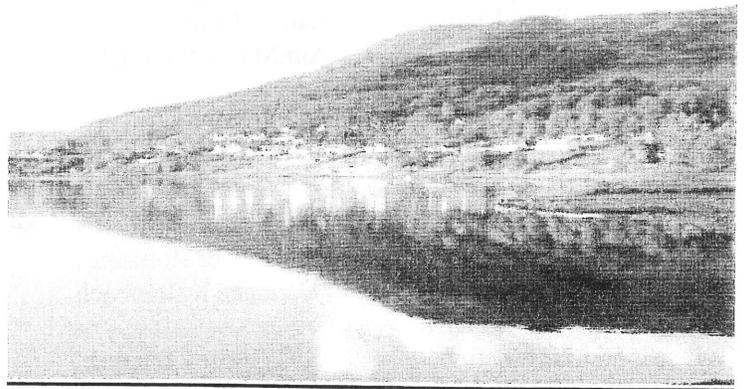
After a week in this region I decided to take the train up north to Belfast to sample the “other Ireland” which is a bit like England.

Not being impressed, I took a late ferry across the channel and caught some sleep on board with the truck drivers who favored this midnight shortcut to Scotland.

As I have some relatives who still live in the Scottish lowlands, I made a detour for a quick visit to a little mill town called Cathrine in Ayrshire. The town was pretty much the same as it was when my grand parents left Scotland 99 years ago which really seems surreal for a guy from Southern California. Fortunately, the transportation system has improved and I was able to find a local bus to Glasgow and the express train on up to Edinburgh which is where the real Scottish scenery begins. While in transit I meet several other backpackers who advised me to check out the hostels while in the UK and Europe. They are very reasonable (about \$20 per night) and a great way to meet other travelers and pick up travel tips. I took their advice and was able to find a hostel on the Royal Mile in Edinburgh which also sponsored a hop on hop off bus tour to the highlands with a guaranteed bunk for as long as you wanted to stay in each town. This was a great way to travel which afforded me the opportunity to extend my stay in search of the Loch Ness monster, mingle with the locals on the Isle of Skye and to tour the Braveheart battle grounds made famous by my namesake, Robert the Bruce.

---

**The Isle of Skye**





### Cinque Terre

Now I will have to confess that after a few weeks of this I started to miss the sunshine and again had some appreciation for our California climate. As luck would have it, I met several thrifty Australians on "walk about" who advised to check the internet specials offered by Ryan Air and sure enough they offered a morning (4AM) flight from London to Rome for only 25 pounds plus tax. Accordingly, I jumped an express train to London, slept a few hours at the airport and before I knew it I was looking up at the coliseum and eating my favorite pasta. I spent three days in Rome, but after seeing Rick Steves PBS show on Italy, I knew that I just had to save time to visit the little Mediterranean fishing villages known as the Cinque Terre. These towns are relatively remote and only accessible by train. There are no hotels, but individual home owners do rent out rooms. Very little English is spoken here but cash seems to break the language barrier as they do not take American Express. As luck would have it, the trains went on strike the day after I arrived. This was actually a blessing as

I found a local boat that plied the waters along this coast which afforded an excellent opportunity to view and photograph these colorful villages from the sea. The sunsets were absolutely spectacular.

After several days of this, I journeyed further north to Nice and Monte Carlo to do some sight seeing along the French Riviera and eventually wound up in Lyon which I believe to be just as spectacular as Paris, but on a smaller

and more intimate scale. I did make one late reservation on this trip, as I wanted to ride the high speed TGV bullet train to Paris for my final three days.

Again by chance, I met a French backpacker on this train who gave me detailed instructions on the confusing subway system and who also advised me of a very affordable hotel just two blocks from the Arch of Triumph. I followed his advice and took in the usual Paris attractions before departing for home and reality, or so I thought.

Upon unpacking, I unfolded a small piece of paper with an email address from one of the Australians that I met along the way who had invited me for a visit down under. I fired off an email to confirm if the offer still stands and it does. So I'm off to New Zealand and Australia in January on my own walk about. Reality will just have to wait for awhile.

Robert Bruce Van Pelt

---

### Race Committee Signal Boat Tools of the Trade

Take notice of a redesigned Race Signal System which Thistle sailor Don Schaffner recently presented to our Club.

While on race committee during the Fall Regatta, Don was also busy thinking on how to advance our system to the next level. After taking measurements and some signal placards, Don went to work focusing on human factors and weight. The new signal system features lighter weight, quicker installation and removal, from the signal boat rails, and more rapid display of signals by a flip of the fingers. The PVC tubing frame, lightweight vinyl placard signals and rolodex type signal mounting are key attributes. Since its initial use at the Top Skippers Regatta, some additional improvements were made. It worked out great during the Turkey Regatta. Repositioning it from port to starboard rails between races was a snap when the Race Committee used reverse courses in the first two races. We hope all you skippers and crew like it too. Another step forward!

Tony Musolino ( see picture)

**Turkey Regatta, Nov. 21, 2004**  
**Seventh and final Fleet Championship Series**

Overnight lows in the forties, rain, thunder and lightning, on the eve of the Regatta was not the weather many expected. Seems like winter arrived 30 days early. Fortunately by late morning, the weather improved with overcast skies, and northerly breezes. At the launch area, C-15 skipper Horst remarked, "this is the day we have been waiting for. We rarely get winds like this for a good sail". Not totally convincing words since skepticism prevailed among some skippers and crew. Few boats were at the launch area and several still at the boat yard as time approached for the skippers meeting. Since this was the final FCS Regatta and everyone was familiar with the sailing instructions, the main focus was whether there would be a Regatta! Having previously reviewed safety aspects with Lake management and lifeguard personnel, safety and contingency plans with options to abandon racing or curtail the race program in the event the weather turned crummy were covered. "How much crummier could it get"? asked Lido14 skipper Rod Simenz. Chiming in, Audrey Simenz asked Tony if bribes to the lifeguards to cancel the race were in order! With risk management being of paramount importance and an understanding of the safety precautions which included mandatory life jackets, the race committee decided the race should proceed. It was great to see from the skipper/crew pairings, the camaraderie and sportsmanship among members, including some father-son bonding.

A surprise guest entry at the conclusion of the skipper's meeting, Capri14.2 skipper Susan Taylor and crew Werner Horn from CYC, welcomed back to our Club, increased the competition to a total of ten entries for the regatta.

Two Thistles, and one C-15 and one Finn formed the A fleet first start. The B fleet/second start had four Lido14s and two Capri 14.2s.

Northerly winds were ideal conditions for reverse starts in the first two races. Reverse courses which had not been used all season, may have caused a delayed reaction by one skipper in the first race. He recovered nicely and avoided being on course side (OCS) at the start. "It pays to be in the second start. You learn from what is ahead of you" expressed Robert Van Pelt, who passed on sailing his own Capri 14.2 crewing instead for Capri 14.2 skipper Randy Tiffany. Temperatures on the lake probably were in the fifties with northwest winds blowing at about 10-12 knots. The first race was a sprint. The sun had not yet broken through the clouds. Brrrrrr.

The Thistles, C-15, and Finn raced a much longer windward-leeward course in the second race. Unexpectedly the wind velocity diminished to light air and it took a while to finish. Lido14s and Capri 14.2s finished ahead since they were on a shorter course.

During the end of the second race and at the break the sun broke through the clouds. Temperatures increased a few degrees. Fortunately, the weather did not get inclement, the mood was friendly and the PRO did not get beat upon.

After two races there were many tie scores among the competitors and the third race would decide the outcome.

With winds shifting from north to south during the break, a decision was made to have both starts sail the same windward-leeward course; 3 -A - finish. This would allow all boats to finish in close proximity at the north end of the lake. It was a good suggestion that came from the sailors during the break. Everyone was anxious to finish racing and get to a warm Club Room for Pot Luck and refreshments.

**Some race highlights.....**

In the Thistle/A fleet; Finn skipper Willi Hugelshofer took first, scoring three bullets, competing with C-15 skipper T. J. Henricks and crew Horst Weiler.

Tied at three points going into the third race, scoring a second bullet enabled brothers Ron and Robert Meyer, to win. Averting a near



OCS in the first race may have made the difference in sailing against skipper Roger Robison and crew Graham Newman. The competition was keen. Most of you know that Graham regularly crews for Horst on a C-15. It was great that he could get out with Roger. Fleet standing finals were hanging in the balance.

Lido14 skipper Rod Simenz and crew Rick Quick, scoring eight points in the B Fleet broke a tie with Capri14.2 skipper Randy Tiffany and crew Robert Van Pelt. The Lido 14 bullet in the third race did it.

Interestingly, the finish in the first race for second and third position between these two was really close with Rod taking it. The consolation was that Randy placed first in Capri14.2 against CYC Capri 14.2 sailors Susan Taylor and Werner Horn.

At the end of the day, no harm, no foul - or dunkings in the cold lake! Lake lifeguards were on alert and thankfully we had a safe and successful regatta.

Look for complete results on the club website at [www.lmvyc.com](http://www.lmvyc.com). It also shows fleet standings for FCS series. Awards will be presented at the Installation and Awards Dinner on January 22, 2005

### **The Year in Review**

We have come a long way since we hosted part of the 75<sup>th</sup> SCYA Midwinter Regatta here at Lake Mission Viejo that kicked off the season. Fellow club member and SCYA Midwinters Vice Chair Rod Simenz helped guide us along the way for this major event, which turned out to be a great success and a credit to all those who helped.

We drew twenty- two entrants, of which eleven were guests, six C-15s, two Finns, and three Capri14.2s. Fifty percent guest participation speaks well for our Club's image. Our Club members did well across the board. C-15 class was an exception since our single entry, skipper Horst Weiler and Graham Newman did not sail the first three races on Saturday and were mathematically out of the competition going in on Sunday. LMVYC rose to the occasion for this event.

We even had local publicity through the Saddleback Valley News.

**The Spring Invitational Regatta** had a turnout of twenty-three entries. Eight from visiting clubs at 34% was down a bit from the Midwinter Regatta. This time the Thistle class had the largest contingent of guest competitors, four out of six entrants. Had the Adult Sabot Fleet from BYC been able to make it, the guest list would have been even larger. We'll look for them at the two Invitationals next year. Sailing his Thistle, skipper Don Schaffner and Linda Schaffner (DPYC) and Peter Troin and Annabelle Troin (ABYC), placed first and second respectively. Roger Robison and Tara Robison took a third. Willi Hugelshofer placed first in a field of three LMVYC Finn entrants. In the Lido 14 class, skipper Bob Martin and crew Kevin (SSC) were first, with Eric Kaltenbach and Candace taking second. C-15 skipper Barrett Sprout and Randy Sprout (CYC) racing in a field of three aced first place with three bullets. Unbelievable, but true, Tony Musolino placed first in the Capri14.2 class which started off with five entrants, however four club members did not start in the third and last race. As I am writing this article, I am staring at the trophy! Thanks guys, it gives me a nice feeling.

**Our Opening Day Regatta** in March drew seventeen club member entries. I believe we had close to twenty-one boat owner members at the time; a solid representation of the fleet. Coming off a preseason Race Clinic, conducted by Chris Snow of North Sails One Design in mid-January, plus the beginner's racing class coached by Eric Kaltenbach who also took charge of the Tune-Up Regatta in February, the fleet was ready! Commodore Rick Quick at the Opening Day Ceremony asked me that traditional opening day question and there was no doubt in my mind.

A change was made in the A Fleet structure beginning with the second qualifying regatta in April. The Thistles decided to race only in their One Design class for the remainder of the series, leaving the C-15s and Finns in the A Fleet using the Portsmouth ratings.



It was a good series with substantial competition among the classes throughout the season. Although rain dampened the Top Skippers Regatta and cold weather put on the brakes for a few skippers, we had great turnouts. Top Skippers Frank Fournier(2<sup>nd</sup>) Willi Hugelshofe(1<sup>st</sup>) and Horst Weiler (3<sup>rd</sup>) did not mind getting soaked.

Mid-season, our Club, headed by Doug Sheppard, again participated in the LMVA Lake Fest program. It included hosting a Regatta for junior sailors who completed sailing programs offered by Westwind Sailing on our Lake. There was a big turnout of youngsters who had a great time testing their competitive skills. We look forward to working with Laurel Jacoby, LMVA Recreational Supervisor next year. V/C Fon Koot played a key role during this event and later told me that the awards ceremony for the Junior Sailors was quite an experience.

Managing several different race programs during the year was a challenge. We had a lot of folks involved who contributed to our success. Lots of credit is in order to many members!

Up front, I had a lot of help from my predecessor, Rod Simenz during the transition, and Willi Hugelshofer, especially during the early part of the season. Thanks also to Allyn Edwards who used his graphic arts expertise to come up with additional original course charts; countless copies of copies had caused them to lose their sharp quality image. My gratitude to Eric and Candace Kaltenbach for registering regatta entrants, especially for the Midwinters and Spring Invitational, and for guiding the beginner's racing class and the Tune Up Regatta early in the year; to Susanna and Willi Hugelshofer who so diligently processed competitor entries, race finishes, and regatta results using their lap top computer and portable printer. While most members were getting a jump on snacks and refreshments, Susanna and Willi were always at their workstation, set up in the Club storage room. Lots of activity in that little room, thanks to Fleet Surgeon

Tara Robison and her team readying for one of the best parts of the Regattas.....food and refreshments; kudos to our Webmaster Roger Robison who worked with Willi to post Regatta results and fleet standings on the club website in a prompt and professional manner. If you have not done so, log on to [www.lmvy.com](http://www.lmvy.com). You will be amazed at the professionalism of this site.

Thanks are due Randy Tiffany, our Trophy Chair for the neat trophies awarded at the Invitational Regatta and to S/C John Olson who helped with the wood-crafted bases for the trophies awarded to the winners at the Top Skippers Regatta. Randy no doubt will come up with some good ones for the Fleet Championship Series, and ... of super importance, thank you to Commodore Rick Quick, who was in the forefront with me at our regatta awards ceremonies and race results announcements.

At the core of all of this was your Race Committee who all worked together so well during the season. Recruitment for race committee was a lot easier than I expected, which speaks volumes for the interest our membership has in our club events.

We goofed a few times and I take the heat. How could you leave the Start/Finish pin out on the course, not once, but twice in a row? I guess we were so excited about getting off the water.

Our state of the art race starting system was toasted during set up for the Fall Regatta. A classic example of getting wires crossed. A big thank you to Commodore Rick Quick who stepped in with a suitable replacement for the Top Skippers Regatta. I still need to talk to him about that remote. It's acting a little bit unfriendly.

On behalf of our Fleet, a huge thanks to Susanna Hugelshofer, Vivienne Savage, Pam Strunk, Leonard Schupak, Corinne Musolino, and numerous others who worked on Race Committee during the season. I don't think Corinne ever expected to be on Race Committee when we joined the Club. That's what happens when your spouse is Race Chair and he's not racing.



.Rounding out the rest of the gang, were Commodore Rick Quick, Joe Kaltenbach, Jack Millikan, Eric and Candace Kaltenach, Ron Meyer, Robert Meyer, Tara Robison, S/C Frank Fournier, S/C Audrey Simenz, Sue Edwards, Will Chong, Peter Bennett, Ross Bennett, S/C Milly Thomas, Bud Corning, Willi Hugelshofer, Ed Wiscott, Tricia Gonsowski, and Don Schaffner.

---

---

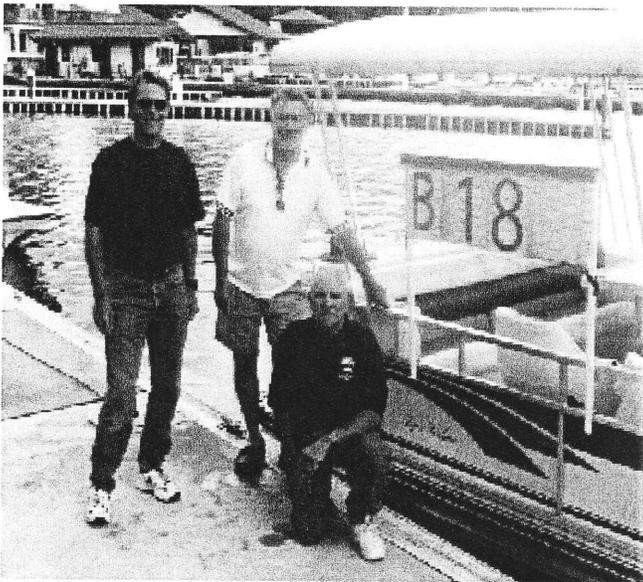
Countless thanks to Susanna for her dedicated involvement with the Race Committee. The regattas would not run as smoothly as they do without her taking charge in an ever so confident manner with the starts, timing and scoring. What a team! For all of you who helped our Club in so many ways to have a successful season, "We did it".

Tony

---

---

Commodore Rick Quick and Race Chair Tony Musolino with Don Schaffner who designed and made the new race signal attachment for the race committee boat replacing the older heavier system. Don presented his gift to the Club in time for the Top Skippers regatta. Thanks Don!



DECEMBER 11

**LMVYC Christmas Party**

Start the day off early by helping to build the "schooner" that leads the Parade of Lights

Join the club gang at the dock at 10AM,  
Refreshments will be served

**Pot Luck Hors D'oeuvres at 5PM  
in the Board Room**

Remember to bundle up, it'll be cold!  
And best of all, you can help on Sunday to break down the "schooner" and put it away for next year.

So the party is really a two day event!

**MERRY CHRISTMAS  
AND HAPPY HOLIDAYS  
TO ALL**

