



THE MAIN SHEET

LAKE MISSION VIEJO YACHT CLUB

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Welcome to Spring 2022 and it's starting out strong! We've already had our Midwinter, Opening Day and Spring I Regattas, along with Opening Day ceremony and 2021 Awards presentation. It has been busy!

Our Opening Day Ceremony was held under blue skies and a gentle breeze, with a total of 93 members and guests enjoying a beautiful day. Wonderful comradery accompanied by a delicious assortment of food and beverages was the order of the day, followed by the Opening Day regatta.

For 2022 our membership remains robust with a total of 79 paid memberships as of April 30. And the club's finances continue to remain on solid footing.

Wednesday night sailing has started up for the year, and June 24th begins Friday night sailing and BYO BBQ by the club picnic area. The lake Expo 14s are complimentary Wednesday and Friday evenings, and the club gets the grill fired up for whatever goodies one brings to cook. It's a fun time for old and new members alike. And for you newer members, it's a relaxing chance to meet other members. I'll hope to see you there.

Mark Your Calendars!

- May 15—Spring 2 Regatta
- Jun 24—Fri Night Sail & BBQ begins
- Jun 26—Summer Regatta
- Jul 17—Team Challenge
- Aug 24—Last Fri Night Sail & BBQ
- Aug 28—Annual Regatta
- Note: Social gatherings before and after these events are subject to LMVA Guidelines.

With all the activity and action going on at our events, I would like to thank the many volunteers, event chairs, hospitality crews, committee and board members who tirelessly work to make the wheels turn smoothly. Please, please, please be sure to check the event calendar regarding upcoming events and regattas. When you do find your name on the list as being part of the hospitality crew, please respond to Daniela or Mia. Similarly, when you receive an email invitation regarding a club function requesting a reply, please RSVP sooner than later. As an all-volunteer club it truly makes the job of planning smarter, and your cooperation will be sincerely appreciated. Just ask Daniela.

Lake Mission Viejo is a great place to sail, and the longer days and warmer weather afford us greater opportunity to be on the water having fun. As we are spending more time on the water, it's important that we all take time to revisit and refresh our water safety practices and awareness. An area of particular concern has to do with overturned boats and rescue oper-

From The Bridge, continued

ations. Below is an email I received from Jim Turner, LMVA Aquatics Manager that addresses this very topic. While we all have safety and best practices in mind, let's read it and make sure they are adopted as standard operating procedure and second nature in boat handling and water safety.

Let's have fun, be safe, and I hope to see you on the water soon!

Scott W. Pursell

Scott W. Pursell



Man Overboard Lake Requirements

Jim Turner, LMVA Aquatics Manager

I need, and require, the Yacht Club's assistance with a safety issue and request you share this information with the fleet starting this Sunday.

A number of sailboats overturned during the Opening Day Regatta last month.

During rescue attempts, sailors passed within very close distance of LMV boats working to rescue sailors in the water and right overturned boats. All three of my rescue boat operators on the water that afternoon came to me to express their concerns for the safety of the members in the water and the lifeguards assisting those members. One sailor passed between a lifeguard in the water and the rescue boat working with the guard and one sailor passed so close to a rescue boat working a rescue that the operator said he could have reached out and touched the skipper.

Lake Mission Viejo has now been put on constructive notice of a dangerous workplace condition. Staff is obligated to educate and prevent this type of unsafe incident from recurring, therefore:

All boats, sail and power, engaged in a yacht club activity will stay at least fifty (50) feet from any overturned boat or LMV boat engaged in assisting a boater in distress unless they are actively engaged in attempting to save or protect a life.

ALL Yacht Club members shall support maintaining a safe work environment at Lake Mission Viejo by giving way to vessels in distress and those providing assistance, regardless of whether they are racing or simply sailing recreationally. Safety is paramount on the water and LMVA expects all Yacht Club members to support these efforts. Thank you in advance.

Excitement At D Mark

Rod Simenz

Griffyn and McKenna Pugh elected to sail a CFJ together at the Club's Spring Regatta. They enjoyed a fast sail in some strong winds as they made their way to the starting line.

As they neared "D" mark, Griffyn spotted a boat in trouble and went to the aid of a man that had fallen out of his Expo sail boat and was hanging on to the stern. Griffyn sailed his CFJ alongside the Expo and leaped aboard to take control of the empty boat in the high wind. Meanwhile, McKenna, somewhat hampered with a walking boot on her stress fractured foot, lost control of the CFJ and it capsized. All ended well when the lifeguards came to lend assistance.

I talked to the first lifeguard on the scene and he said he was impressed with Griffyn and McKenna's sailing knowledge and cool confidence throughout the incident. Griffyn is to be commended for his quick thinking and rescue effort.

They missed the first race and McKenna decided she had enough of sail boats for the day and got a ride home. Her sister Maycie chose to sail a Laser in the regatta, but later decided the winds were a bit too much for her to handle and parked the Laser at East Beach dock. Meanwhile, Griffyn needed crew in the CFJ, so she joined him and they sailed to a 1st place in the last race! A nice finish for an exciting day.



Griffyn and McKenna Pugh

What's New?

Rod Simenz



Before

Port Captain Graham Newman and I revived another Balboa launch dolly. The dolly axle and wheels were so badly rusted one of the wheels actually fell off. We now have a system for repair. First I round up new wheels, aluminum rod for axles, stainless washers, spacers and cotter pins. Then I watch Graham saw off the old rusted axle, measure and cut the new one, attach wheels, drill cotter pin holes and finish assembly.



After

Who's New?

Rod Simenz



Meyra Salman

Meet two of our newest, young Sabot sailors, Meyra Salman and Spencer Hallstrom. The accompanying pictures show each of them enjoying their second Sabot sailing lesson and making great progress. I expect they will be racing with other Sabots very soon. Spencer may find special motivation as he will have to contend with his brother Tyler, one of our best sailors in the Sabot fleet.



Spencer Hallstrom

We also have two new Laser junior sailors. Ethan Sayers joined the club recently, he has previous sailing experience at Newport Harbor. Sebastian Foster has been sailing an Expo at sailing practice for some time but has switched to a Laser the past few weeks. Both boys are finding the Laser performance to their liking.



Ethan Sayers

Fun At Lido Aisle

Rod Simenz

Congratulations to Tyler Hallstrom and Justin Hendrichs for taking 2nd and 3rd place respectively, in their Sabot class at the Koll Family Spring Dinghy Regatta on April 3. Tyler posted three 1st place and three 2nd place finishes to tie for 1st place, but he lost the tie breaker. Justin sailed in his first venture racing off the lake and did amazingly well with three 2nd place and three 3rd place finishes.

The race committee did a fine job with interesting courses and rolling starts. They man-



Tyler and Justin

aged to put on seven races, each racer's worst score was discarded.

There was a steady ocean breeze to the delight of our "lake" sailors. They had many encounters with CFJs, RS Teras, and Sabots in other classes as about fifty competitors shared the racing area. That added extra interest and challenge to their experience.

Great effort Tyler and Justin.

Juniors Shine At Opening Day

Rod Simenz



Junior involvement began on the Saturday before opening day when Adrian Jawidzik and dad Geoff along with Tyler and Spencer Hallstrom and their dad Jeff helped decorate three Sabot masts and booms with international code flags and then attach them to railings to add color to the lakeside area used in the ceremony.

Next, we were fortunate to have an outstanding color guard at our Opening Day this year. Thanks to Junior Commodore, Maverick Trudell for arranging their participation and coordinating things from start to finish. Members of his Troop 618, from Rancho Santa Margarita and their Scout Master performed

Jr. Commodore Trudell and Troop 618

the presentation and retirement of the colors that added a lot to the ceremony. Maverick introduced the members of color guard and then led the Pledge of Allegiance.

One of our distinguished guests was Diane Hufstedler, President of LMVA and an avid supporter of our junior sailing team. She had the opportunity to meet many of our young sailors and told me she was impressed with the group especially during chats with Maverick and Vivian Ikeda, Junior Commodore in 2021.

Opening Day Invocation

S/C Kevin Weir for Rev. Wayne Welch



When asked to present this invocation at our 2022 Opening Day ceremonies, I struggled to find words that captured our shared passion and our troubled times. I found a supplication delivered by our friend, Rev. Wayne Welch 17 years ago from the same podium. May the spirit of his prayer remain in our hearts throughout the year.

Creator God of earth and waters, grant to us, your servants, your divine presence and your peace. Bestow these gifts upon all peoples everywhere.

Bless the vessels of this fleet and bless those who sail them with courage and safety in this sport. May the boys and girls, and the women and men who breast the wave of life's uncertainties set a course true and wise. Grant to each one cheerful fellowship in victory and graciousness in defeat.

May we bring to the contest not only our seamanship and skills, but a test of our character as well.

When we encounter life's mysteries and adversities upon tumultuous seas, may we look up to You and trace the rainbow through the rain finding that your promise is not in vain – that life can endless be.

Amen

2022 Opening Day Ceremonies

The photos speak for themselves. Please enjoy the following pictures from our 2022 Opening Day Ceremonies.



Opening Day Ceremonies, continued



Opening Day Regatta: A Blustery Day S/C Kevin Weir

The wind gods decided to challenge our sailors at the 2022 Opening Day Regatta. Like a Greek myth, they seemed to play with our boats as if they were toys. As noted in several articles in this issue, there were several capsizes and man overboard drills. We kept the lifeguards busy.

Those who continued racing had stories to tell at the dock. That being said, it was an otherwise beautiful day accompanied by a fun afternoon of racing.

I witnessed the race from our mark set boat, from which we assisted the lifeguards with a rescue. A nobler crew never sailed. The images tell the story. What a great club!



Race Chair Adam Vart and crew



No braver crew



VIC Nemeroff ahead of S/C Christensen



No saving her now

2022 Opening Day Regatta, continued



A Fleet at the line



B Fleet across the line



S/C Frank R. and Graham passing X mark



The eternal battle



Theme of the day



S/C Arnold C getting a stretch

Opening Day Regatta, continued



S/C Glackin action



Marcie Pugh keeping the laser flat



Justin headed downwind



A determined Tyler



Rod Simenz showing his transom

Spring Regatta 1

A Photo Gallery



Our intrepid race committee



C Fleet start—note reversed course



The fleets mixing it up



S/C Randy Tiffany & S/C Emmet



Here they come! Look at the smiles.

Spring Regatta 1, continued



A svelte Bill Yount on the mark set boat



A, B, and C boats



S/C Guy Heaton



Chili Cook Off judges



Top Chefs Donna & Bill Yount



Series Standings

Effective May 6, 2022

2022 Series

A Fleet

Sailed: 9, Discards: 0, To count: 9, Rating system: USPN, Entries: 9, Scoring system: Appendix A

Rank	HelmName	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1st	Guy Heaton	A	1.0	1.0	2.0	1.0	1.0	3.0	1.0	1.0	2.0	13.0
2nd	Mark Glackin	A	4.0	3.0	1.0	5.0	4.0	2.0	3.0 DNC	3.0 DNC	3.0 DNC	28.0
3rd	Ross Nemeroff	A	8.0	5.0	3.0	7.0 DNS	2.0	1.0	2.0	2.0	1.0	31.0
4th	Tyler Peyatt	A	2.0	2.0	5.0	7.0 DNC	7.0 DNC	7.0 DNC	3.0 DNC	3.0 DNC	3.0 DNC	39.0
5th	Nicole Sighiartau	A	3.0	4.0	4.0	7.0 DNC	7.0 DNC	7.0 DNC	3.0 DNC	3.0 DNC	3.0 DNC	41.0
6th	Adam Vart	A	5.0	7.0	7.0	2.0	5.0	7.0 DNF	3.0 DNC	3.0 DNC	3.0 DNC	42.0
7th	Patrick Stege	A	6.0	6.0	8.0	4.0	3.0	6.0	3.0	3.0	3.0	42.0
8th	Arnold Christensen	A	7.0	8.0	6.0	3.0	6.0	4.0	3.0 DNC	3.0 DNC	3.0 DNC	43.0
9th	Ted Ishikawa	A	8.0 DNC	8.0 DNC	8.0 DNC	6.0	7.0	5.0	3.0 DNC	3.0 DNC	3.0 DNC	51.0

B Fleet

Sailed: 9, Discards: 0, To count: 9, Rating system: USPN, Entries: 8, Scoring system: Appendix A

Rank	HelmName	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1st	Emmet Rixford	B	1.0	3.0	3.0	2.0	3.0	1.0	1.0	2.0	1.0	17.0
2nd	Frank Roberts	B	3.0	1.0	1.0	1.0	1.0	3.0	6.0	7.0	4.0	27.0
3rd	Graham Newman	B	2.0	2.0	2.0	4.0	2.0	4.0	3.5	3.5	5.0	28.0
4th	Luke Ippolito	B	4.0 DNC	4.0 DNC	4.0 DNC	3.0	4.0	2.0	5.0	1.0	2.5	29.5
5th	Madoc Pugh	B	4.0 DNC	4.0 DNC	4.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	3.5	3.5	2.5	36.5
6th	Cheyenne Stegal	B	4.0 DNC	4.0 DNC	4.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	2.0	6.0	6.0	41.0
7th	Randy Tiffany	B	4.0	4.0	4.0	5.0	5.0	5.0 DNF	7.0	5.0	7.0	46.0
8th	Ted Ishikawa (B)	B	4.0 DNC	4.0 DNC	4.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	8.0 DNS	8.0 DNS	8.0 DNS	51.0

C Fleet

Sailed: 9, Discards: 0, To count: 9, Rating system: USPN, Entries: 17, Scoring system: Appendix A

Rank	HelmName	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1st	Rod Simenz	C	3.0	2.0	5.0	1.0	1.0	2.0	1.0	2.0	2.0	19.0
2nd	Scott Pursell	C	8.0	7.0	6.0	2.0	2.0	4.0	5.0 DNC	5.0 DNC	5.0 DNC	44.0
3rd	Griffyn Pugh	C	5.0	4.0	3.0	9.0 DNC	9.0 DNC	9.0 DNC	5.0 DNS	4.0	1.0	49.0
4th	Mckenna Pugh	C	2.0	3.0	4.0	9.0 DNC	9.0 DNC	9.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	51.0
5th	Laurent Hendrichs	C	8.0 DNC	8.0 DNC	8.0 DNC	3.0	3.0	6.0	5.0 DNC	5.0 DNC	5.0 DNC	51.0
6th	Vivian Ikeda	C	7.0	1.0	2.0	9.0 DNS	9.0 DNS	9.0 DNS	5.0 DNC	5.0 DNC	5.0 DNC	52.0
7th	Jed Reyes	C	8.0 DNC	8.0 DNC	8.0 DNC	9.0 DNS	4.0	1.0	5.0 DNC	5.0 DNC	5.0 DNC	53.0
8th	Luke Ippolito (C)	C	6.0	5.0	1.0	9.0 DNC	9.0 DNC	9.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	54.0
9th	Dave Hodges	C	1.0	6.0	7.0	9.0 DNC	9.0 DNC	9.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	56.0
10th	Adam Vart (C)	C	8.0 DNC	8.0 DNC	8.0 DNC	9.0 DNC	9.0 DNC	9.0 DNC	2.0	1.0	3.0	57.0
11th	Justin Hendrichs	C	8.0 DNC	8.0 DNC	8.0 DNC	9.0 DNS	6.0	3.0	5.0 DNC	5.0 DNC	5.0 DNC	57.0
12th	Tyler Hallstrom	C	8.0 DNC	8.0 DNC	8.0 DNC	9.0 DNS	5.0	5.0	5.0 DNC	5.0 DNC	5.0 DNC	58.0
13th	Jonathan Owen	C	8.0 DNC	8.0 DNC	8.0 DNC	9.0 DNC	9.0 DNC	9.0 DNC	3.0	3.0	5.0 DNS	62.0
14th	Adrian	C	4.0	8.0	8.0 DNS	9.0 DNC	9.0 DNC	9.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	62.0
15th	Haifeng Gao	C	8.0 DNC	8.0 DNC	8.0 DNC	9.0 DNS	8.0	7.0	5.0 DNC	5.0 DNC	5.0 DNC	63.0
15th	Nicolae	C	8.0 DNC	8.0 DNC	8.0 DNC	9.0 DNS	7.0	8.0	5.0 DNC	5.0 DNC	5.0 DNC	63.0
17th	Maycie Pugh	C	8.0 DNC	8.0 DNC	8.0 DNC	9.0 DNC	9.0 DNC	9.0 DNC	5.0 DNS	5.0 DNS	5.0 DNS	66.0

Racing the 2022 N2SD

Bill Yount

I was invited this year on a couple of boats to crew for them on the Newport 2 San Diego race.

My first invite was on Ruckus, a Tiger 10 (36'). After trying to find crew from the available LMVYC members, I struck out. For very good reasons. There were several red flags that concerned us. First, two weeks prior to the race the crew lost power on their outboard motor and drifted into the jetty at Dana Point on one of our Thursday afternoon Farkle races. They did not have the boat inspected until two days prior to the N2SD race. Second, why did the outboard motor die? Third after the race, and since the boat was in San Diego, the owner decided on getting their standing rigging repaired, (should this have been done before?). And the last reason, looking at the forecast of 14 to 20 knot winds with 8 to 10 foot seas in an unsheltered race boat for an 88 mile race was not very appealing. So I decided to decline their offer. My wife Donna and family were very concerned for me doing that race in that boat and suggested to tell them it would be too risky.

I was very disappointed but really wanted to experience the race and since they only had 5 crew members, I felt really bad to refuse their offer. It was not more than a ½ hour after I told them I was not going that Sue from Tomol, a 385 Catalina (big boat), invited me to crew with them.

Their boat is in perfect condition. With wind forecast of 14 to 20 knots, it was an easy decision to make. And an added advantage - one of the crew is an E.R. doctor.

As a quick summary:

Let's just say ***E-Ticket ride!! For 78 miles!!*** We did the 78 miles in 10 hours rounding north Coronado Island. We hit well over 10 knots many times surfing down 10 foot seas. Then once we rounded the island the wind shut down from the west of 16 to 26.6 knots and now was out of the east by 3 to 5 knots.

I knew it was going to be a wild ride in the morning as we were leaving Dana Point. The boat was slammed by two very steep waves' minutes out of the harbor. We motored up to Newport for our start time of 12:20. It was very exciting to see all the other boats. The one that was most impressive was the Rambler 100, which won first across the line.

We had a good start and stayed with our competition all the way to San Diego. The two other boats were Sole Mate and Marblehead (S/C Peter Tietz was crewing on Marblehead). The wind started out in the mid-teens and grew to low 20s all afternoon and evening. The waves also increased due to the increasing winds. The waves eventually got to 10 feet with very steep and short durations. The doctor had given the crew sea sick medications before the race. I did not take it because I have never been sea sick (thank God). I cannot tell you how many times we "rounded up", but at least 12. We rotated crew every hour main, jib and helm. This allowed one of us who did not get sea sick to sleep, (like a baby).

Newport To San Diego, continued

Sole Mate passed us and was five miles ahead us as we rounded the Coronado. We were only going .5 to 1.5 knots in a 5 knot breeze. We found out after turning on our engine that we had been dragging 10 feet of kelp. Which explains our slow speed. However, we made up 4.5 miles on Sole Mate and in the last 10 miles and we finished first in our fleet!



Kelp on Tomol



Left: Sue Griesbach, skipper/owner of Tomol

Right: Cindy, skipper of Sole Mate

Sailing Newport to Dana Point

S/C Frank Roberts

Newport to Ensenada International Yacht Race is one of the most popular races in yachting. It started in 1948 as an idea between Balboa Yacht Club and Newport Harbor Yacht Club. Humphrey Bogart was involved in helping get that first race going. He sailed along with Spencer Tracy and Errol Flynn in the inaugural event! The race has changed over the years to include Newport to San Diego and Newport to Dana Point.



Lickety Split

So it was I was asked to sail on Lickety Split, a 38 foot Catalina. This race was to include setting a spinnaker for the 14 mile sprint so a larger than normal crew was needed. Our skipper Andrew selected his crew from among those of us who have sailed regularly on the boat. S/C Ron Meyer is a regular so he and I represented LMVYC. As the race drew near, weather reports were calling for gale conditions with small craft warnings. A few boats decided to drop out as the wind was predicted at 20 knots with

Newport To Dana Point, continued

gusts to 35 with six to eight foot seas. As luck would have it, S/C Kevin Weir and Jeff Buchman joined the team at the last minute. So we had four sailors from LMVYC as crew! There is no truth to the rumor we got them drunk at a local watering hole and then lashed them to the mast before they could wake up.



The pit at spin set

The morning of the race proved the forecasts correct. 20 knot winds greeted us and some of the waves were breaking above the deck as we got ready for our start. When the gun sounded we were a bit late which gave the lead boat Horse Feathers a head start. Lickety Split got her wind when we set the spinnaker. As we approached Laguna Beach we were reeling in Horse Feathers. It was clear we were gaining so we kept the boat moving along at times reaching nine knots. Jeff and I went forward to make sure the rigging was ok and to make some adjustments. Later on our spinnaker trimmer came forward for a better view of the spinnaker.



Chasing First

About that time a huge wave came upon our stern. Lickety first started to surf making every attempt to stay the course in her pursuit of Horse Feathers. As the boat glided down the wave, her rudder lost some contact and started losing its grip on the water. The boat met the bottom of the wave and broached, that is

turned sideways to the wave. At this moment the spinnaker was in full power as was the main. Both drove the boat further on its side until Jeff, who was hanging on to the shrouds, was dunked once then twice into the water. My position on the foredeck was tenuous and I hung on as best I

could while watching the ocean move to nearly 90 degrees. Twice. Good times. But, she is a seaworthy boat with 9000 pounds of keel. As the boat struggled to right itself and the pit crew were busy hanging on and trying to dump some air, the spinnaker ripped out the control lines and tossed them to Davy Jones Locker.



S/C Roberts & Weir

After this, the spinnaker was flying from the mast head like Sunday laundry out to dry.

Andrew got his crew to pull the spinnaker down into the companion way and stowed it safely away. He resumed control of the boat which now was watching Horse Feathers sail away under full power while we were left with just the main and jib. After 15 or 20 minutes, and realizing our race was lost, a decision was made to retire. But the fun was not over! We now had to sail on a beat in big seas and still 20 knot winds. Again, Lickety Split showed her mettle by taking us safely back to Newport Harbor. After a few rum and cokes to settle the nerves (and a couple stomachs), we put Lickety to bed on her mooring and lived to fight another day.

As a testament to the stiff winds, Rio100 set a new race record by reaching Ensenada in 07:02:17, nearly two hours off the old record.



L: J Buchman; R: S/C Meyer

Our Club Burgee

S/C Frank Roberts

Ever take a close look at our club burgee? It shows sailboats with a backdrop of Saddleback Mountain. The exact view when out on the water looking towards North Beach. It's our signature. It shows exactly where we are located and what we are about. Other club burgees convey a similar message. The burgees show pride in the club and bear a simple message about it.

Inside our Club Room you probably noticed all the burgees displayed high on the surrounding walls. They come from all parts of the country and of the world. How did they get there? Who gathered them? Why do we display them? Here are some answers to these questions.



First, our club burgee is available for purchase. You can display it at home, on your boat or anywhere you want to show your membership in our club.

This helps answer the first two questions. If, when traveling the country or the world, bring your burgee. Call ahead to a local yacht club and inquire about doing a burgee exchange. This can sometimes be a formal process whereby the Commodore conducts a simple exchange of your burgee with theirs. Sometimes it can just be done in their office. Ask when calling how they prefer to do

the exchange. In Antigua, the Commodore wanted to be present, but was delayed. Our ship was leaving so I asked if we could just do an exchange in the office. After consulting with the Commodore, staff at the club agreed

New Member Introduction

Lauren Xing

We are excited to be new members of LMVYC and are looking forward to introducing our children to sailing. We have three children (ages 3, 5, and 7) and also enjoy skiing, camping, and beach days. We are looking forward to meeting the other members soon.

Steven, Lauren, Anabelle, Benjamin, and Harrison Xing





Welcome New Members

- Serkan Salman**
- Shannon McMoran**
- Eddie Sayers**
- Michael Neumann**
- John Martineau**
- Scott Davis**

(See also: "Who's New?" in this issue)



Sincere thanks are extended to: Commodore Pursell, S/C Frank Roberts, Bill Yount, Jeff Buchman, Lauren Xing, and Rod Simenz for their contributions to this issue.

Thanks are also due to Club Photographer Donna Stegall for her excellent regatta images.

S/C Kevin Weir, 2022 Newsletter Chair

