



The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

August 2011

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From The Bridge

We are more than half way through the year and some of the best sailing and events are yet to come. So make it a point to come out and enjoy the activities whether as a sailor, race committee member, or just for socializing after the regatta. The events we have already put on have been spectacular, thanks to the hard work of the event chairpersons and the help of the duty officers. I thank you all for your participation.

Speaking of participation, I am proud to say that we now have 81 members. This is the most in the club's history. If you are a long term member please make it a point to welcome the members who have just joined. If you are a new member, welcome, and please let us know how we can best serve your needs. Everyone's active participation is needed to make our Club a success. Please help where you can.

Thanks to the years of hard work by Rod Simenz our junior program is stronger than ever. Rod has been busy providing instruction to 15 young sailors. The program's success was evident during the Summer Regatta when Tyler Peyatt captured 3 first place finishes in the C fleet, beating out 6 adult skippers.

Make sure to check out the rest of the newsletter to see what you may have missed and what opportunities are still ahead.

My fellow flag officers and I are always available if you have any questions.



Mark Your Calendars!

- Friday Night Sail & BBQ—
August 12, 2011
- 34th Annual Regatta—
August 21, 2011

Summer Regatta & Hawaiian Luau

Before the regatta 18 skippers were hopeful for a victory. In the end each class was won by triple bullet finishes by a single skipper. The winners were Shawn McGraw (A Class), Peter Tietz (B Class), and Tyler Peyatt, (C Class). The results were not indicative of the actual battles taking place on the water, with Shawn edging out Arnold Christensen by 2 seconds of corrected time in one race. Bill Yount single-handing his newly acquired C15 posted a very respectable 2nd place in one of the races.

The action was not just on the water, the post-race Luau was one of the most memorable we've had. Led by Event Chairs Arnold and Susan Christensen, the fifty people in attendance were treated to a culinary feast. Coming off the grill were skewers of shrimp, chicken and beef. This was complemented by a variety of side dishes. Randy and Norma Tiffany provided enough pulled pork for two events! The Luau could not have taken place without the enormous help provided by the assigned duty officers, Mia Ishikawa, Shawn and Liz McGraw, John and Carol Keator and Will Chong.



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Need to Know?

This newsletter is only one of the ways to find out about important events at the club. If it has to do with LMVYC it is probably on the rejuvenated web site. Race results, event pictures, race notices, and listing of future events, is only some of the information available. A complete roster of members, the Duty Officer list and schedule, and past newsletters, are in the Members Only section. You should have already received the ID and pass words to gain entrance, but if not please e-mail Willi Hugelshofer at webmaster@lmvyc.org to get this information.

If you have sailing or travel experiences you would like to share, please submit this to the newsletter editor at newsleter@lmvyc.org to be included in upcoming editions.

Where do the Flags come from?

Have you ever wondered how the Clubroom got all those flags on the walls? The flags are burgees from other yacht clubs who have visited us, or yacht clubs our members have visited. Most of the clubs in Southern California are represented. But we also have burgees from Mexico, Europe, Japan, South Africa and Israel. If your travels take you places where there is a yacht club, e-mail or call that club and see if you can visit and exchange a burgee. This is a great way to experience the yachting community from a different perspective. Most clubs will welcome you to have dinner or drinks at their facility. Just let them know you are coming, present your LMVYC membership card and hopefully you can exchange burgees. LMVYC burgees are available to members for exchanges free of charge. After your trip just bring us the new burgee or return ours if you were unsuccessful. If you want your own LMVYC burgee they are available for \$20.00.

People make Great Events:

We do not have a Hospitality Chairperson this year so the success of our events is the result of the hard work by the Event Chairs. I think we would all agree that they have done an outstanding job. But they cannot and should not do this alone. Therefore there have been a number of "duty officers" assigned to each event. This team has the responsibility to plan and execute the event. The Event Chairs will contact their team well before the event to solicit their assistance and to let them know what help is needed. In the past you needed to be at the event to fulfill your obligation as duty officer. This year it is even easier. Can't make it to the event? You can help out by purchasing some of the requested food for the Event Chair, preparing food, or whatever else is needed beforehand. Check with the Event Chair to see how you can help.

If you were on the duty roster (check the web site, lmvyc.org) and missed your chance to help, you still have an opportunity to provide help on upcoming events. Just contact the Event Chairperson in charge of the event you want to be part of and let them know. They will find some way to let you be part of the Club's success and you will have fulfilled this membership obligation.

Summer Fun:

August 12th and 26th are the last opportunities to participate in the Friday night lake cruise and BBQ. Watch for the flyers and make your reservations for the party boat early. It leaves the dock at 17:00 hours. The BBQ starts at about 19:00 hours but if you can help set up the BBQ early that would be great. This is a no host event so bring what you need. The club provides the grill and charcoal.

Need to brush up on your sailing skills? We sail Wednesday late afternoons, through November 2nd. This is a great time to gain experience and build confidence. This is also a good time to take a lesson or try out one of the Club's boats if you have some sailing experience. Lake boat rentals are free to members during this time. We had 14 sailors out one night and welcome more. Even if you are not sailing, please join us for dinner at Round Table Pizza (Marguerite and La Paz) at 19:00 hours. That's 7:00 pm for you land lubbers!



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No Cup for Us:

One year ago last year's Commodore, Randy Tiffany, and Treasurer Willi Hugelshofer, brought home the prestigious Newport Ocean Sailing Association's "Commodores Cup", the big trophy presented to the winner of this annual invitational race sailed in Newport Harbor and skippered by the commodores of local yacht clubs. Current Commodore Peter Tietz and Willi had the honor to defend the cup this year and return it to LMVYC. But on a perfect Sunday in July at the Balboa Yacht Club it was not meant to be. Racing in donated Harbor 20 sailboats Team LMVYC made it through the elimination round. The finals included three races with the crews switching boats after each race. An over early in one race start hurt our chances, and some stiff competition from respected area yacht clubs deflated our high hopes. It will be up to our next commodore to come through where we did not.

LMVYC Staff Commodore Morrie Willkie also made it to the finals representing NOSA. Earlier that same day at NOSA's annual meeting Morrie was elected Vice Commodore. We wish him much success.

Off Lake Activities:

Need more water front activities? Check out the Wooden Boat Festival at the American Legion Yacht Club on September 17th. This is followed by the Great Brigantine Race on September 18th sailed outside Newport Harbor. Members of BYC will be racing identical wooden 90 foot Brigantines against a crew from BCYC.

LMVYC will once again be assisting ALYC and WORS in the Sail for the Visually Impaired on Saturday October 15th. Watch your e-mail for more information on this great volunteer opportunity. Check out americanlegionyachtclub.com, for more information on any of these events.

The Americas Cup World Series is coming to San Diego November 12th to the 20th. The teams will be racing 45' catamarans in San Diego Bay in preparation for the Americas Cup to be held in San Francisco. Check out cupinfo.com, for more information. We will try to put a field trip together if enough people are interested.



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LMVYC 2011 Sailing & Events Schedule

Wednesday Night Sailing	Wed March 16 - Nov 2	Pick Up Races @ 5PM
Friday Nite Sail & Tie Ups	Friday August 12	BYO BBQ 6:30PM
LMVYC 34rd Annual Regatta	Sunday August 21	Food & Beverages
Friday Nite Sail & BBQ Ends	Friday August 26	Last BYOBBQ
Fall Regatta	Sunday September 25	Oktoberfest
Team Challenge Invitational	Saturday October 15	Pre Race Pancake Breakfast
Top Skippers Invitational	Sunday October 23	Post Race Food & Beverage
Turkey Regatta & Annual Meeting	Sunday November 13	Annual Meeting 4:30PM
Christmas Party & Parade of Lights	Saturday December 10	5:00PM Admin Building

Watch for Monthly Flyer by e-mail



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Volunteers Make For Smooth Sailing!



**Serving as a LMVYC
Officer has it's perks!
One of them being
invitations to attend
Opening Day
Ceremonies at
prestigious SCYA
Yacht Clubs
throughout So CAL!**

Believe it or not, it is already that time of the year to chart our course for the next sailing year. I don't mean "*E*" to "*D*" *twice around*. What I am referring to is seeking out Volunteers to ensure a smooth transition from the current 2011 LMVYC Board to the 2012 Board.

As you know, LMVYC is an all volunteer organization. It takes quite a few people to put on each event. Your Officers, Officer's Appointees, Race Committee, Mark Set boat, Pre & Post food prep, refreshments and clean up are all volunteers who, like you, have their own responsibilities outside the Club but still manage to find some time to keep LMVYC sailing smoothly. As always, we count on our Members to step up to continue the tradition of *Sailing Excellence* on Lake Mission Viejo. Our Club is only as good as you make it.

Please take a moment to consider volunteering a little bit of your time in 2012 to make your Club an enjoyable experience not only for yourself but your fellow members. As always, many positions are open! Please refer to the current Roster of Officers and Appointees and contact me if you have any questions about the duties and responsibilities of any position.

Our Annual Elections are November 13. The Slate of Officers must be approved by the Board October 4.

Thank you, in advance, for volunteering!

Randy Tiffany

Jr. Staff Commodore

Email: jr-staff-commodore@lmvyc.org

Tel: (949)830-0808



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Third Annual Balboa 13 Club Championship

The competition was held July 24, a day of many firsts and not all of them were a good thing. Six of the best sailors on the lake signed up for the challenge. All the Balboa 13 Club boats are identical and were assigned by lottery. The boat numbers were drawn from a hat by LMVA General Manager Kevin Frabotta. That was a first.

Horst Weiler was assigned boat #3 for the first three races, #3 has a light blue hull, Shawn McGraw got boat #7, its hull is white. At the start of the first race the race committee noted Horst was in White boat #7 and Shawn in blue boat #3. Fortunately, Horst and Shawn were scheduled to swap boats with each other for the last three races so it did not really affect the overall boat assignments. But it was a first, how did that happen?

The wind was good for the first start, all the skippers sailed to hit the start line with good speed and on time, two had perfect starts... and four were over early which resulted in only the second general recall we've ever had. The restart went off without a hitch and Arnold Christensen scored a first.

Ross Bennett sailed yellow boat #5 to a first in the second race. That was the first race win ever for the yellow boat in the history of the Club B13 championship.

Wild wind shifts are not uncommon on the lake, but Sunday's were exceptionally weird. Pity the poor RC trying to pick a course. On the ocean the RC would call a postponement if there was a 15 or 20 degree wind shift. If they followed that rule on Sunday there would not have been any races. Pity the poor competitors, several times it was a case of the last shall be first, as a huge header buried the leaders and lifted the laggards. Even so the racing was typically very tight, with four or more boats arriving at a mark at the same time. It made for exciting racing and lots of great action pictures taken from the mark set boat by new member Bert Hawkins. Be sure to check out his fine photos on the website.

The accompanying photo of one of the starts captured a lot of information. First of all, the racers are barely able to cross on starboard tack, that indicates a less than ideal starting line that is heavily favored at the port end. It appears that there was a wind shift of as much as thirty degrees left after the warning signal. These are topnotch racers so they caught it and are all crowded near the favored end. They are also all hitting the line with good speed and on time. Beginners should note that these boats all have a huge lead over a boat starting at the RC boat end of the line.

There were a total of six races with one discard allowed. Horst Weiler, the new Balboa 13 Club Champion, scored a one point victory over Ross Bennett who nosed out Randy Tiffany by one point who nosed out Arnold Christensen by one point. It was that kind of day. Willi Hugelshofer's boat unfortunately had a gear failure in the fourth race and he was not able to sail in the last two races. It might have been an omen when Willi's other assigned Balboa 13 capsized at the dock before he sailed out for the first race. See the LMVYC website for complete results and photos.

Thanks to Principle Race Officer Audrey Simenz and her crew of Allyn and Sue Edwards and Karin Bennett. Thanks also to Jeff Buchman and Frank Fournier for manning the mark set boat for the day.

Rod Simenz





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Treasurer's Report

This is essentially a reprint from what appeared in our April 2010 Newsletter. With many new members, I felt that it would be good to print this again.

With family dues of \$75 a year (since 2009) you may wonder how we are able to pay for trophies, boat maintenance, SCYA and AOCYC dues, food and refreshments after each event etc. etc.

There are a number of reasons for this:

- Our Duty Officers and members are super careful where they purchase food and beverages, always looking out for the best deals.
- LMVA now contributes \$3500 yearly to our club since the Board of Directors feel that we provide a great service to members of the LMVA by offering sailing lessons and organizing sailing regattas.
- LMVA pays for the insurance which we had to get for our club boats and also to protect our officers.
- A lot of members contribute a lot of their time and effort to help run the club without spending a lot of money. Just look at how we were able to build up a fleet of club boats!
- Members often contribute food or beverages to our events without handing in an expense sheet to get reimbursed.

This last item may need a bit more clarification especially for newer members. We obviously expect our Hospitality Chair and/or Event Chairs or designates to get full reimbursement for the purchases they make. If you plan to hand in your receipts for items you purchase for an event, please make sure that you coordinate with the Hospitality Chair or Event Chairs to make sure that we can keep the costs to a minimum. Of course, if you are not expecting to get reimbursed, you are free to bring what you like! Caviar here we come! Finally, we typically have a couple of events labeled "pot luck". The expectation here is that each member brings a dish without handing in a receipt unless specifically asked by the Hospitality Chair or Event Chairs to purchase certain items.

I hope I did not sound too harsh with these rules but as we grow our membership, it is important that we keep our frugal ways to keep our dues as low as possible. The way I see it is that we provide the food and beverages not as a substitute for dinner at home but as an incentive to hang out with friends after the earlier activity on the lake.

LMVYC Web Site News

Since we moved our lmvyc.org web site from Cox to GoDaddy, we are no longer restricted due to the limited disk space allocation we had on Cox. I have taken this opportunity to add results and pictures I still had on my computer to the Archive section which now has nearly complete results back to 1999.

I am currently missing results from the following regattas:

2007 Opening Day, 2006 Top Skipper and Turkey Regatta and 2005 Turkey Regatta

If you have any of these results, please send them to me so I can add them to the Archive.

I have also added a "Members Only" section which is userid and password protected. An email with this info was sent to all current members. This section on the web site contains the current and old rosters, Duty Officer list, Newsletters and any other document I got from Audrey or I found in a box labeled LMVYC in my garage. It is kind of fun for longtime members to browse through these old documents.

I am trying to keep the site up-to-date so if you ever need to find out when the next event is taking place, go to www.lmvyc.org.



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Jim and Sharon Benda

If you work, what do you do? I work as a Project Manager in custom residential construction, typically new high end homes along the coast. My wife is a Special Education teacher for SVUSD.

What college did you attend? Jim - University of Wisconsin, Madison. Graduated in 1973. Sharon - Ohio University - Athens for her BS, University of Colorado, Boulder for her MS

How long have you been sailing? Started as a young boy with my Uncle on Lake Michigan. He was an avid racer. I sailed some during college, but I never raced before this year. Sharon took sailing lessons when we lived in Aspen, Colorado. For our honeymoon we spent a week sailing on a Windjammer Cruise in the Caribbean.

What is your current boat? We have never owned a sailboat but, we have two Kayaks and like being out on the water.

If no boat, what is your dream boat? My dream boat would be one that is comfortable enough to be able to sail from port to port in the Mediterranean.

What other hobbies do you have? Snow skiing, bicycling and swimming. Until a few years ago I liked to play basketball and "Old Boys" rugby. I coached our four children for years in soccer and basketball.

Are you involved in other clubs or sailing organizations? Not members of any other club, but look forward to visiting more of them in the near future.

How many LMVYC events do you plan to attend this year? We plan to attend most events this year. The food has been great!

What is your favorite LMVYC event and why? The strong winds at the Midwinter Regatta made for the most challenging and the most fun to sail in so far.





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Hitch up yer wagon and git on over to the pond on Sunday
August 21

An' check out LMVYC's 34th Annual Regatta
Tie up yer horses in the shade and rig that there floatin' wind
wagon for some excitin' wave stompin'
Driver's Meetin' at High Noon at the rail by the Club's waterin' hole

I hear tell that ther' racin' boss Rod, sure'd like a buddy to ride
shotgun on t'other RC boat, the one what watches out fer them
sticks a pokin' outa the water iffen one needs a movin' round, and
gives folks a ride to watch the round-up too.
How 'bout given him a holler at 462-0838?

After a couple hours a' that bone rattlin', water chillin' fun, yer
throat'll be a parched and yer belly'll be a callin' out fer some vittles,
not to mention yer missus'll be ready to say howdy to them old cow
pokes she hasn't laid eyes on fer donkey's years.

Those rascally folks, Allyn, Sue, Ruth and Donald, 'al be a cookin'
up tasty stuff on the bbq.

An' jes like the good neighbors they is, them August duty folks, Bob,
Stephanie, Richard, Robin, Ed, Tami, Eric, Glory, Buddy & Kathy
'll show up to lend a helpin' hand.

And while we's all a havin' fun chompin' away an wet'n our
whistles, we'll wish that grand fella Ced a big ol'
Happy Birthday!

– I hear tell he's a bringin' a big cake!
So y'all come, ye hear?

Stranger in town? It'll set y' back \$15



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RAILS ACROSS CANADA

By Bob Van Pelt

I've always had a fascination with trains. As a young boy I lived with my aunt who rented a house right next to the Santa Fe mainline. The big thrill of the day for my cousins and me was when the Santa Fe Super Chief rolled by with its impressive war bonnet paint scheme and shiny stainless steel coaches. We always waived to the passengers. In the evening, we watched the eastbound railway express headed by a Baldwin steam locomotive pulling olive drab Pullman coaches. Of course those days are long gone but there is one opportunity to still cross the North American Continent by rail, which is up in Canada.

Just like in the United States, passenger travel by rail became unprofitable in Canada with the advent of inexpensive and convenient air travel in the 1950's. Both Canadian National and Canadian Pacific Railroads petitioned the federal government to abandon passenger service. However, many small towns in Canada are 100's of miles away from suitable airports and major highways are still lacking. The weather can also be a big factor. The decision was made for the federal government to manage and operate a new passenger service known as VIA Rail on the CN mainline, which spans the entire continent.

As luck would have it, a friend of mine was driving alone from Orange County to Quebec in June and needed a backup driver. I jumped at the chance and after 4 days of driving we found ourselves in Montreal just in time for the annual jazz festival. I found some cheap accommodations in the dormitory of the University of Quebec, which became home base for the week while I explored Quebec and the scenic St Lawrence River region.



Upon checking the Via Rail website I was delighted to discover that a 50% sale was in progress for the remaining week. I jumped right on that and was able to purchase a one-way coach ticket from Montreal to Vancouver for \$480. The journey itself would require 4 nights sleeping on the train but stopovers were allowed as the train operates 3 times per week in the summer. The first leg was the run from Montreal to Toronto, which is really a commuter train with comfortable coach seating, AC outlets and free Internet. The stopover in Toronto was 5 hours, which

gave me plenty of time to explore the city on foot. I boarded Via Rail Number 1, the Canadian, at 9pm. This was a very impressive train with 24 cars including a baggage car, 3 diners, 3 vista dome lounges, 4 coaches and 13 sleepers all pulled by 2 of the latest diesel locomotives. We pulled out of Toronto at 10pm just as the sun was setting over Lake Ontario.





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It's amazing how quickly the city faded away and you found yourself in the wilderness of Ontario. This is the Canada that you see in post cards with countless trees, numerous lakes and streams, tiny roadside towns with children like me gawking at the passing train and log cabins with bright red canoes leaning against the wood pile.. For me this was totally amazing as I sipped my early morning coffee alone in the observation car waiting for the sun to rise. Some of the other passengers were actually sleeping through all of this.

The first stop in the morning was at the small station in Sudbury to drop off a large contingent of Amish Mennonites who pretty much filled the first coach car, which was reserved for commuter passengers. Of course they were all dressed in their traditional outfits with boots, bonnets, suspenders and straw hats. The children were delighted to explore the modern train, but rarely spoke and always looked away from your glance. Taxi vans were awaiting them for their short journey to Massey, which is home to 1500 members of their congregation. We all waived goodbye and after taking on some fuel and water we pulled out of the station just in time for a breakfast of bacon and eggs.



After several hours we made an unscheduled stop to pick up a small group of Indians, or First Nations as they are called in Canada. Trapping and hunting are still viable occupations in this area. The Hudson Bay Company still sells the 4 and 6 point blankets which are priced in beaver skins, one skin per point. These days they only accept cash, which is probably a better deal as beaver skins are selling for over \$50 each. This was to be only one of several unscheduled stops as the Canadian carried both freight and passengers who relied on the train for local transportation. I was also informed that the engineer and most of the crew were smokers who were always looking for an excuse to pull over for a quick smoke and a welcome stretch.

After several days of travel the pine trees and lakes gave way to the expanse of the mid western prairies, which seemed to go on forever. We stopped in little towns with unfamiliar names and had the chance to visit with local passengers from the farming communities. One man boarded with his wife who had bought him a train ticket for Fathers Day so he could experience having dinner on a train. They only stayed on board until the next town but were totally thrilled at the adventure. Another couple boarded the train with their guitars in route to the Calgary Stampede where they were invited to perform. They sang for us in the lounge car, mostly old time country music and gospel which many of the passengers knew as they joined in. The Canadian was starting to feel more like a little community than a travel vehicle. There really was something special about riding in that swaying coach, listening to those country tunes to the rhythm of the clickety clack of the RR track while the sun took forever to set over the Saskatchewan prairie. It really all came together. One of those special timeless moments that you will always remember.





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Eventually the hills faded in the distance and there were no more bison to be seen. We were coming back into civilization, which I almost dreaded. We dropped off short-term passengers and picked up new ones who were amazed that we had already spent 3 nights on the train since leaving Toronto. After leaving Edmonton we started the steady climb up into the world famous Canadian Rocky Mountains. The scenery here is breathtaking and we had to take turns riding in the popular vista dome car. I took as many photos as possible, and right on schedule spotted a young grizzly bear just outside the city limits of Jasper where I stayed over in a B&B for 2 nights. I felt sad waving goodbye to my travel friends as the train pulled out of the station, but then again another similar train would pick me up in 3 days.



My first night in Jasper was July 1st, which is Canada Day and is celebrated much the same as our Independence Day.

Small towns are great as they always put on a parade followed by family picnics and fireworks, which start at 11pm this far north. This town has certainly grown since my last visit 15 years ago but it is still charming, especially the old train station and exhibits.

As much as I enjoyed my brief stay in Jasper I was still excited as the Canadian pulled into town and I was allowed to board for the overnight run to Vancouver. We still had 7 hours daylight left and I was anxious to see Mt Robson as we passed through the Jasper National Park and then down along the scenic Fraser River towards the Pacific Coast. In the morning I woke up in Kamloops, British Columbia and enjoyed my last breakfast on the train. Eventually we crossed over the Fraser River and pulled into the historic Central Pacific Station in downtown Vancouver. As I hoisted my backpack and departed the train I felt very much privileged to have had the opportunity to make this journey, as did grandmother so many years ago. Now I understand that a journey by rail really is much more than just a trip, it's an adventure. I'll think about that the next time I'm just "flying over".





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Classified Ads

FOR SALE
1970 Olympic Class FINN & Zeiman Trailer



Refinished hull (2008) including Harken hiking pads, hiking Straps and cleats. Harken boat cover. Zeiman boat trailer With Buddy Bearings. \$750.00 to LMVYC Member.
Randy.tiffany@cox.net (949)830-3577



LAKE MISSION VIEJO
YACHT CLUB

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LMVYC CELEBRATES
34 YEARS OF
SAILING EXCELLENCE

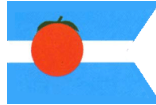
Lake Mission Viejo Yacht Club is located at 33 38' N 117 38W



Member of US Sailing



Member of Southern California Yachting
Association



Member of Association of Orange Coast
Yacht Clubs

*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 RoundTable Pizza and summer "raft ups" followed by BYO-BBQs in July & August. See our 2011 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!