



Installation dinner

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Crocodiles?! Van Pelt's Voyage

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Jan Feb 2008 Vol. VI No. 1

Newsletter

FROM THE BRIDGE

Tony Musolino Commodore

Christmas Boat Parade



Dec 8 2007-Low temperatures and rainy weather aside, members had a great time. The party started in the warm comfort of the newly decorated LMVA Board Room. Christmas carols, table decorations, plenty of good food, refreshments, and sweets, made a perfect setting for a nice get-together for members during the holiday season. The rain stopped just about the time the Parade got underway. Yes it was

chilly, but there was good participation with 17 beautifully trimmed boats parading along the lake shoreline, led by the Schooner and our two party boats following. Cathy Willkie did a great job earlier in the day stringing the party boat lights. It seems each year that the Schooner shipbuilding project becomes easier. Our volunteer journeymen and apprentices worked in unison earlier that morning and as usual, had a lot of fun in the process. Prior year photos and memory indeed helped, since there are no ship's drawings. Many thanks to Chair Morrie Willkie, Fleet Surgeon Tami Nicklin, Quartermaster Ed Rodriguez and others who volunteered.

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Post-its from the Secretary

NEW MEMBERS

The Yacht Club year is off and running and we're delighted to welcome our three newest members: Rebecca and Lawrence Berge, Theresa and Jeff Buchman and eight year old Quentin; Stephanie and Bob Johnson with their sixteen year old daughter Nicole. A hearty welcome aboard to all of you.

REMINDER

Thank you to all who have paid their 2008 dues and a nudge to those of you who forgot! Please respond ASAP so the new roster can be assembled.

SOMETHING NEW: IMPORTANT INFORMATION FOR EVERY MEMBER

Our Club has really grown in the last few years and the after regatta dinner we all enjoy has really overworked our Fleet Surgeons, those intrepid souls who are in charge of organizing and serving the food. Your Board at the Annual General Meeting in November unveiled a plan to assist our Fleet Surgeons. Those of you unable to attend that meeting will have read about it when the Minutes of the A.G.M. were emailed to you.

These are the details: Two or three family memberships will be assigned to be "Duty Officers" to help in the Clubroom at each Club event. It is expected that each family would only need to report for duty once every two years for a few hours. A small amount of time to give to the Club in return for all we enjoy as members.

The duties will involve greeting visitors to the Club and helping to coordinate the events of the day. Under the direction of the 2008 Fleet Surgeons,

Marilyn Haehn and Cathie Willkie, you may be asked to help set tables, organize the buffet tables, make coffee, wash up a few things and generally tidy up and put things away after the food service, and of course have fun! The hours of service will be from approximately 4 pm to about 6:30 pm. And you'll have time to enjoy your own dinner too. Many hands will make light work and on special event days like Opening Day we plan to have several teams working at different times so no member has to work more than a couple of hours even on that big day.

The Duty Officers will be selected in alphabetical order. Serving once every two years is expected to be the norm. You will be receiving the Duty Officer Rotation list for the year shortly. If you cannot serve on the day you're assigned it will be your responsibility to find a substitute from the list, in order to remain a member in good standing. Marilyn or Cathie will be in touch with you before your turn comes up.

New List for 2008: Yacht Clubs Offering

Reciprocal Privileges to LMVYC One of the benefits of belonging to the family of Southern California Yachting Association clubs is that some Clubs extend reciprocal privileges to other clubs including LMVYC members. Not all of the clubs have bars and dining rooms but those that do welcome us to use their facilities. These privileges are extended on a yearly basis and the list of 2008 Clubs, to date, is below. Remember it's a good idea to call ahead for hours of operation, to reserve. When you arrive you will need to show your LMVYC badge and sign in at the front office. **American Legion Yacht Club, Alamitos Bay Yacht Club, Corsair Yacht Club, London Bridge Yacht Club, Marina Yacht Club of Long Beach, Navy Yacht Club of San Diego, Pierpoint Bay YC, Shoreline Yacht Club.** Look for an updated list on the last page of future newsletters as clubs continue to contact us.

Audrey Simenz

Installation Dinner



Jan 12 2008-The Fish Market & Grill on the Lake was the venue for this year's event. The program was highlighted by

recognition to the general membership for their ongoing support to the club. Special recognitions were awarded to Staff Commodore John Olson for his untiring excellent craftsmanship in refitting the first of the four Naples Sabots, which are now in the Club Fleet, Staff Commodore-Secretary Audrey Simenz for her ongoing outstanding professional service and Race Chair Rod Simenz for excellence in race management. Our 2007 slate of officers; Flag Officers, Board Members, and Appointees did a great job throughout the year.



The Fleet Championship Series Awards are always a highlight and this year was no exception. Race Chair Rod Simenz and Commodore Tony Musolino had the privilege of making presentations to the Club's fierce

competitors! The champions and those in runner-up positions.

Capri 14.2	Champion	Robert Van Pelt
A Fleet	Champion	Horst Weiler
	2nd Place	Willi Hugelshofer
B Fleet	Champion	Ced Fields
	2nd Place	Randy Tiffany
C Fleet	Champion	Peter Tietz
	2nd Place	David Livermore
	3rd Place	Frank Fournier

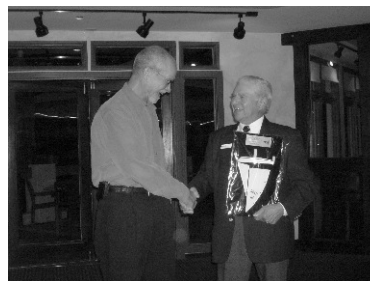
Passing the Gavel



I was honored to install Ron Meyer as Commodore, LMVYC for 2008. Ron has been a member going on ten years. He is Thistle Fleet Captain, a competitive

sailor, most professional and unquestionably grandson Christian's "Super Papa" as we notice the little tyke's whereabouts at the lake on Regatta days. Getting to know Ron a bit more these past few years, I learned that that he is a graduate of Dayton University – Dayton, Ohio, and a US Navy veteran. Through Ron's leadership, and support from all levels, we can expect continuation of the momentum we have gained in our quest to make LMVYC one of the finest yachting organizations in Southern California. We wish Commodore Meyer and all the Officers-Board Members, and appointees the very best in this forthcoming year.

Ron's presentation to me of the Half-size Capri 14.2 model



was most unexpected and is truly appreciated. My thanks to all of you. Somehow, last year's SCYA Midwinter Regatta crept into the presentation and the past was

relieved momentarily. Crew David Livermore joined me for a photo-op characterizing our capsizing a short distance from the Tortilla Flats Restaurant. Fortunately the incident was handled well all the way around. There were no safety issues or boat damages, just a little interruption of the races and a few personal items lost to the bottom of the lake.

On behalf of our membership, sincere appreciation is extended to Event Chair Donna Livermore for the outstanding job she did in professionally planning and

seeing through completion of this year's Officer Installations and Awards Dinner. We called upon her two years in a row and she indeed exceeded all our expectations for the event.

A Reflection on 2007

Our membership rose to the occasion and volunteered in a variety of ways to organizations events and programs - taking positions within the Southern California Yachting Association, Association of Orange Coast Yacht Clubs and supported, among hundreds of volunteers, to the annual Newport to Ensenada Race organized by the Newport Ocean Sailing Association. Through the efforts of 2007 Vice Commodore Ron Meyer, a fund raiser was held at the Spring Regatta II to benefit the Leukemia-Lymphoma Society. In October, club members volunteered to join numerous others from SCYA member yacht clubs, including the American Legion Yacht Club (ALYC), and Post 291 at their Newport Beach facility. Both these organizations hosted "SVI-2007" - Sailing for the Visually Impaired. Well over 65 volunteers joined forces to escort approximately 150 visually impaired adults to and from the boat docks for a sail in the harbor and open waters. Club member Robert Van Pelt upgraded from Escort to Skipper of a 40' ketch while the owner visited with guests on board. SVI has been ongoing for over fifteen years and one of the most significant benefit programs in the Newport Beach community. Capping off the year, club members Norma and Randy Tiffany spearheaded the 14th Annual Toy Run sponsored by the Orange County Harley Owners Group (HOG) on behalf of the Children's Hospital of Orange County (CHOC).

The foregoing is a look at where our club is today, which is indeed a tribute to our membership. Our future can be as bright as we want to make it. My thanks go out to all of the 2007 Officers, Board Members, Appointees, the many in our general membership and the LMVA Board, Management and Staff for their support throughout a great 2007. I proudly pass the helm to Commodore Ron Meyer

and wish him the very best of health and success as he proceeds into 2008.

Commodore Ron Meyer

My Goals for LMVYC in 2008



I would like to build on both what others have accomplished as well utilize the expertise of those still serving. I am very fortunate to have many of the main drivers from the most recent years who have

contributed much to LMVYC, who are still serving and assisting me on this new tack!

Membership is up and members are participating in many aspects of the scheduled LMVYC activities. This coming season the club, (besides the current lake rental fleet of fixed keel C-14s), now owns two new fleets of boats, Balboa 13s and Sabots.

My goal is to complete these endeavors by encouraging and providing more sailing opportunities and instruction. Many new and past members have completed the basic sailing. I think it is a good time to build on individual sailing/racing skills allowing more members a chance to increase their racing activity with a greater selection of sailboat choices.

We can offer upper levels of sailing and introductory racing outside of the regular scheduled events. The LMVYC Race Committee will offer at least one beginners/intermediate race during the current schedule of regattas.

We need to hear from you on what assistance you need in order to have your participation.

Club Room 2008 Update

On another note the club has gone through many upgrades including new paint and fresh carpeting!! Many thanks to those before me who led the way to make this happen!! LMVYC members will be welcomed this year to an improved club facility this 2008 Sailing Season.

On the same note many thanks to Rear Commodore Morrie Willkie who led many other volunteers in the clubroom dismantling prior to the painting and reinstallation of the many club flags. Also new Fleet Surgeons Marilyn Haehn and Cathie Willkie have spent a couple of weekends organizing and tracking the many items needed to provide the meals and support for the 2008 events.

Tune Up Regatta 2008



A few brave frost biters showed up to challenge the volatile weather on Sunday January 27, 2008 for the Annual LMVYC Tune Up Regatta. The seven sailors in six sailboats completed two

very windy and gusty weather races before the skies opened up and dumped fresh cold liquid sunshine on all participants including the four brave souls handling the race committee.

The Tune Up Regatta Race Committee was Dave Livermore, Michele Asay, and Commodore Ron Meyer with his visiting Chicago cousin Susan Wirtz. Cousin Susan commented on the frozen lakes back in Chicago and enjoyed the event less the soaking at the end!

Participating LMVYC Frost Bitters Sailors were Willi Hugelshofer in his Finn, Arnold Christensen in his Laser, Morrie Willkie, Peter Tietz, Steve Johnson one each in the C14 Lake Boats, and the racing team of Frank

Fournier and Tony Musolino also in a C14 Lake Boat.

Arnold in his Laser demonstrated proper recovery after approximately five knockdowns and partial capsizes. He moved fast and stayed dry during these skill exercises, much to the dismay of the lifeguard with the on station rescue boat. Every time Arnold dumped his boat the lifeguard got the rescue boat up to speed lights flashing, but Arnold was already upright and sailing away!!!

See You on the Lake

Cruise on Mexico's Pacific Coast

A sailing buddy of mine advised me last summer that a couple from Dana Point were planning to sail down the coast of Mexico and on to Central America in the fall and



were looking for additional crew on their 44 foot ketch. I contacted Dick and Lynda on S/V Enchantress, who are members of DWYC, and expressed my interest. They agreed to take me on as crew

and plans were set to rendezvous in November and set sail from Puerto Vallarta.

The first leg of the trip was actually a short sail north to La Cruz to test everything before we attempted to sail south away from civilization. Everything checked out, or so we thought, and we departed the following day for Yalapa along with another ketch named Cada Dia Mas. We anchored for the evening but didn't get much rest due to the heavy swells in the narrow bay. In the morning we headed south again but lost the raw water pump about two hours out. Being relatively close to Puerto Vallarta, Cada Dia Mas agreed to give us a tow, which was extremely fortunate as the wind that day was practically non-existent. It took several days to find and replace the pump but eventually we were ready to head out again, but this time we were going to be alone. We left at 2 am to get a lift out of the harbor at high tide and to

time our arrival at the next anchorage, Ipala, in day light hours. We spent just one night on the hook at this tiny village along side Blue Aweigh, a new Morgan 42.

Leaving early the next morning, we again headed south but were startled around eleven am when our shallow water warning alarm went off despite our position three miles off shore. Apparently, we had crossed over a submerged whale, which rose to the surface just moments later. He followed alongside for a short time and then kicked up his tail and dived to the depths. That same afternoon 100's of large sea turtles could be seen swimming on the surface, which gave the appearance of a World War II minefield. We had to take the helm off autopilot and steer manually to avoid hitting them.

PieRat, the owners little terrier, barked incessantly at these strange creatures.



The next several nights were spent at anchor at Chamela, a small village consisting of a few small outdoor restaurants and bars. Dick and I decided to row ashore in the dinghy, as it was not far and the surf was down. Rowing back however was a challenge as we snapped the plastic blade off one of the oars and now the afternoon wind was kicking up. Try as we might, the last 50 feet rowing directly into the wind was impossible and we were starting to lose ground. Lynda however was able to throw us a line with a float attached so we were able to pull ourselves back alongside Enchantress. That same afternoon we made a concerted effort to repair the outboard motor, which turned out to be just a case of contaminated fuel.

Our next stop was Bahia de Tenacatita, an interesting bay adjacent to a fresh water lagoon that connected to the ocean at high tide. We took the dingy ashore, pulled it across the shallow sand bar and motored up stream to the lagoon. Facilities were very sparse in the little village but we did manage to buy a pitcher of homemade fruit juice

which really hit the spot.

We noticed that the water temperature on Enchantress had been going up on the last leg of our trip, which we attributed to all of the growth that had accumulated on the bottom since we left Puerto Vallarta. However, we were



advised not to dive in this bay due to the presence of crocodiles which can be found in both fresh and salt water in this

tropical region. Since our next stop was only a short hop we decided to put off the bottom cleaning for another week and just cut back on the engine speed a little.

We spent Christmas and New Years at anchor in Barra de Navidad along with 31 other sailboats from the western US and Canada. For many cruisers, this is the final stop of the season before heading back up north for the summer. The town itself was very picturesque and is frequented by many Mexican tourists from the interior during the



holidays. Each morning a French baker arrives by ponga, selling his pastries to the various boats at anchor. It

became a morning ritual, which we all looked forward to.

Shortly after New Years, we said adios to our friends in Barra and again sailed south, this time to Manzanillo. We were fortunate to find an anchorage just offshore from the beautiful Las Hadas Hotel which was the setting for the 1970's movie "10" with Bo Derek. Manzanillo was quite

large with many restaurants and even had a Wal Mart store. The bay itself was very clean and safe which afforded us the opportunity to finally get into the water and scrape the growth off the hull.

It was tough to leave Manzanillo as it was a very beautiful setting and we knew that for the next 200 miles there would be only a few potential places to anchor. In this isolated region we preferred instead to stay way out at sea at night. Unfortunately, the radar on Enchantress had become inoperative due to corrosion in the drive motor, which presented us with a real dilemma. However, as luck would have it we made contact with four other skippers with functioning radar who all had plans to sail south the following morning. They agreed to maintain radio contact with us during the night and keep us apprised of any traffic in our area.

Before daylight we all pulled anchor and set course for Ixtapa, but in a few hours we were pretty well spread out due to the relative difference in speed. One boat also stopped to reel in a Dorado that was hooked on the trolling line. We had our eyes on a large marlin that had leapt across our bow but had no luck. Just about sunset we spotted a large ship in the haze on what appeared to be on a collision course with our little flotilla. We turned to port and so did she so we altered course again and the ship followed. We were starting to become concerned when the skipper of our escort, the Merry Rose, came on the radio advising us that the Mexican Navy was boarding him. We then heard that Nikiwiki, our other escort, was also being boarded. We turned to port to stay clear of the shore boats that had been launched by the destroyer and continued on alone. It was now getting dark and our radar-equipped escorts were well behind us. We then heard on the radio that the Merry Rose was turning back to Manzanillo due to mechanical problem. It was reassuring when Nikiwiki came on the radio stating that the Mexican Navy had cleared him. Within an hour we spotted his bow light and once again we had radar cover.

The rest of the night was relatively uneventful except for a brief vapor lock at 2am when one of the fuel tanks ran dry. However, the morning sunrise was a welcome sight and could not have come an hour too soon. Our course had taken us straight into a long commercial fishing line set by the locals who shook their fists at us as we went by. A ponga sped along side to show us the way around the line, which stretched for at least a mile.

Instead of sailing all the way to Ixtapa we decided to get some rest at anchor on the lee side of Isla Grande, which is noted for it's shallow reef and clear water. This was an excellent place to fish, dive and go ashore to enjoy the beach. In the evenings the stingrays would leap out of the



water and smack the surface with their wings in an effort to stun the baitfish. I had never seen this before and it was quite sight, especially when two

or more rays were airborne at the same time.

Our final stop was Ixtapa, which is a resort town adjacent to Zihuatanejo. This is a very popular destination with cruisers and serves as host city for the annual Sea Fair charity event held in February. The Ixtapa Marina is very modern with excellent facilities but swimming is not allowed due to the crocodiles, which like to hang around the boats. As the owners of Enchantress have decided to spend the rest of this season in Ixtapa, I reluctantly returned home via Alaska Airlines but somehow have the suspicion that I'll be back out on the water in pretty short order.

LMVYC INFO

Flag Officers

Commodore: Ron Meyer 837-1197
V/Commodore Arnold Christensen
R/Commodore Morrie Wilkie
Jr. S/Commdore Tony Musolino

Officers

Race Chair Rod Simenz 462-0838
Fleet Surgeon Marilyn Haehn
 Cathie Wilkie
Treasurer Willi Hugelshofer 582-8350
Secretary Audrey Simenz 462-0838
Port Captain Peter Tietz

Commodore Appointees 2008

Jr. Commodore
Website Roger Robison 855-8094
Quartermaster Randy Tiffany
Trophy Chair Bob Van Pelt 488-2989
Measurer Horst Weiler 714-402-4439
Newsletter Jack McCollum 235-1699

Fleet Captains

C-15 Horst Weiler 714-402-4439
Capri 14.2 Randy Tiffany 830-0826
Capri 14.2K Peter Tietz 859-9266
Finn Willi Hugelshofer 582-8356
Thistle Ron Meyer 837-1197
Wayfarer Frank Fournier 462-3282

Regatta and Sailing Schedule

Midwinter Regatta February 16
Opening Day Regatta March 30
Wednesday Night Sunset
Sailing begins April 2
Spring Regatta I April 20
Spring Regatta II May 18
Summer Regatta June 22
Fri. Sunset Sail & BBQ July 11
Fri. Sunset Sail & BBQ August 29
LMVYC 31th Regatta August 17
Fall Regatta Sept. 21
LMVYC Fall Invatational Oct. 4
Wed. Night Sailing Ends Oct 8
Top Skippers Regatta Oct. 19
Turkey Regatta Nov. 9
Christmas Party & Parade Dec. 6

RECIPROCALs

Please refer to Audrey's notice on page two and here are a few extra photos just for fun.

