



Lake Mission Viejo Yacht Club

22555 Olympiad Road, Mission Viejo, Ca. 92692

NEWSLETTER

JANUARY 2000

From the Editor

They say life is a series of new beginnings, so here we are in a new year with another new beginning of our club's sailing, racing and social activities.

The calendar planning is well under way and will be available in February. Back on 11/17/99 the club elected officers and staff to operate our club in 2000, so here is the list of these highly capable and most importantly, willing individuals, who are the key to our successful new beginning for this year.

CLUB OFFICERS and STAFF for 2000

Commodore	Audrey Simenz
Vice Commodore	Frank Fournier
Rear Commodore	Milly Thomas
Treasurer	Willi Hugelshofer
Secretary	Vivienne Savage
Fleet Surgeon	Tara and Roger Robison (assisted by Schaffners and Edwards)
Junior Commodore	Brian Wegner

Measurer	Doug Sheppard
Race Committee Chairman	Steve Gonsowski
Trophy Chairman	Arnold Christensen
Newsletter Editor	Rod Simenz

Lido Fleet Captain	Doug Sheppard
C15 Fleet Captain	Horst Weiler
Finn Fleet Captain	Willi Hugelshofer
Thistle Fleet Captain	Don Schaffner

We are all looking forward to another great year of monthly regattas, fleet invitationals, and the always imaginative and tasty food and refreshments after the conclusion of each day's racing.

LMV Fleet Champions and Runners Up for 1999

Roger Robison compiled the finish places from regattas sailed throughout the year to determine standings in each fleet. The results are:

Thistle Fleet	Lido Fleet
1 st Don Schaffner	1 st Doug Sheppard
2 nd Brett Tremaine	2 nd John Drake
3 rd Arnold Christensen	3 rd Audrey Simenz

"A" Fleet	"B" Fleet
1 st Horst Weiler	1 st Ced Fields
2 nd Willi Hugelshofer	2 nd Allyn Edwards
3 rd Roger Robison	3 rd Troy Edwards

C-15 Invitational Regatta

Seven visiting C-15's and three from LMVYC competed in this regatta on the Lake on 11/6/99 which counted as part of the Area J 1999 Coast Cup.

This was the second C-15 Invitational hosted by our club this year. Allyn Edwards and Don Schaffner headed up the race committee. Three races were sailed: winds varied from 0 to 10 knots but were light and shifty most of the time. Tara Robison and Audrey Simenz provided food and refreshments for the participants and guests after the races.

Top finishers were:

C-15A

1st Barat and Randy Sprout
2nd Willi Hugelshofer and Graham Newman
3rd Ed Hanson and Will Paul

C-15B

1st Audrey and Rod Simenz
2nd Roger Robison and Steve Gonsowski

Race Results- Turkey Regatta

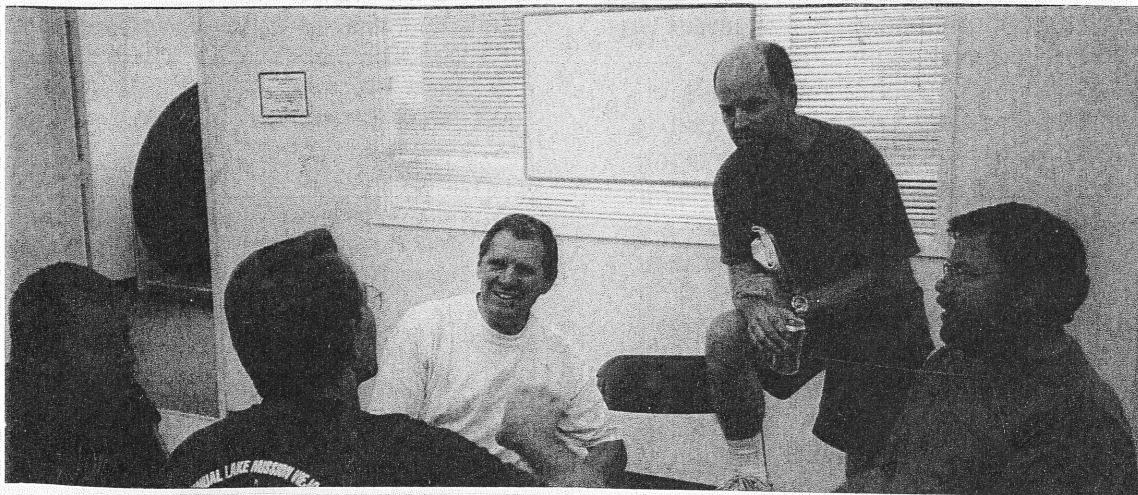
11/21/99

"A" Fleet

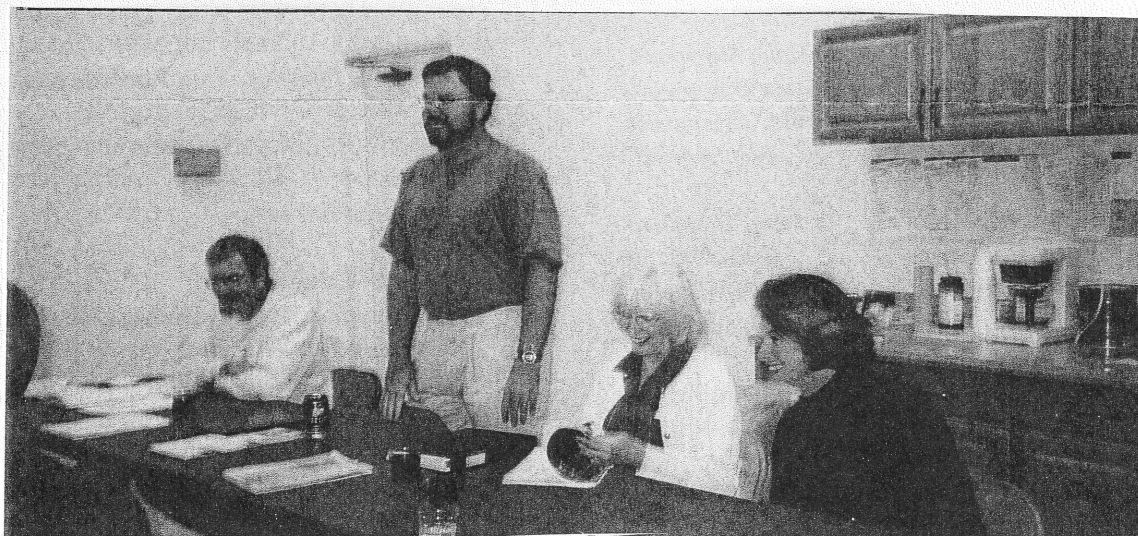
1st Don and Linda Schaffner
2nd Ron Meyer and Loren Mollner



Willi, Sue and Frank Enjoying LMVYC Election Night-- 11/17/99



T.J., Allyn, Horst, Arnold and Roger--- Discussing Election Issues?



Commodore Roger Presiding over Election of Officers for 2000
With Board Members Willi, Vivienne and Audrey

(Turkey Regatta- cont'd)

3rd Willi Hugelshofer

Lido 14

1st Doug Sheppard

2nd John Drake

"B" Fleet

1st Ced Fields and Vivienne Savage

2nd Frank Fournier

3rd Randy and Norma Tiffany

Juniors

1st Brian Wegner and Tom Anderson

Race Committee- Arnold and Michele

Christensen

One Design Fleet News

The District J C-15 Coast Cup competition concluded with the regatta sailed at Mission Bay Yacht Club on 12/11/99. Horst Weiler and Graham Newman took second place in "A" Fleet and Audrey Simenz, with crew Rod, skippered their boat to second place in the "B" Fleet.

Final standings in the Coast Cup, which required racing ten regattas with three throw outs, had Horst in second place overall in "A" Fleet and Audrey in second place in the "B" fleet.

The Lighter Side

Scientists say 1 out of every 5 people are crazy. Check four friends, if they are OK you're it.

Always remember you are unique just like everyone else.

Never test the depth of the water with both feet

The Melinda Incident

Are you following the America's Cup competition? If so then you are aware that the Italian boat Prada lost its mast while sailing in moderate winds while competing in the challenger semi finals. Naturally they lost the race. The point is failure of the mast was avoidable, which brings me to the Melinda Incident.

It is customary at LMV to tow our boats from the ramp to the storage lot fully rigged and mast up. Recently a couple in our club (they are staunch competitors) became distracted in conversation on the way to the storage lot and exited the main entrance instead and headed for home. Everything was fine until they hit the traffic light

support beam at Melinda. It snapped the forestay and the mast crashed down on the transom and split. The boat had minimum damage and no one was hurt. The boat now sports a new mast and they are back in competition just like Prada. But that's not the end of the story.

A club member related the story to the Thistle class via the internet and asked for a ruling whether it should be the crew's duty to advise the skipper to either unhitch the boat or lower the mast before travelling on surface streets. The analyses and ruling follow.

The Melinda Incident: Skipper or Crew Fault?

Facts:

Boat is sailing its proper course home.

Boat has ample room and opportunity to avoid contact.

Boat hits obstruction.

Boat rigging was in the normal position when contact occurred.

Contact resulted in damage.

Boat did not do a 360 around support beam.

Obstruction was not surrounded by navigable water.

But boat was not racing. Part 2 - states "The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are racing or have been racing. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 22.1"

Rule 22.1 states : " If reasonably possible, a boat not racing shall not interfere with a boat that is racing."

It is clear that the boat interfered with an obstruction not another boat that was racing so 22.1 could not apply.

Note: If the boat was racing, the skipper could be penalized under 42.2 which prohibits "ooching": sudden forward body movement, stopped abruptly.

Other possible rule violations

Rule 54 - Forestay and headsail tacks, except those of spinnaker staysails when the boat is not close-hauled, shall be attached on a boat's centerline.

Rule 47 Manual Power- A boat's standing rigging, running rigging, spars and movable appendages shall be adjusted only by manual power

The rules also state: "The International Regulations for preventing collisions at sea or government right-of-way rules apply between a boat sailing under these rules and a vessel that is not, and they replace these rules if the sailing instructions so state."

Assuming that the obstruction was not heeding any of the Racing Rules of Sailing, IRPCS rules state that in general sailboats have the right of way unless in narrow channels and it would rule that the obstruction is at fault. *Driver and crew are exonerated.*

Post Race Social Activities—11/21/99



Building the LMVYC Christmas "Schooner", John Olson, Willi, Roger and Don Schaffner with Frank Fournier and Horst Offering Advice



Testing Lights Before Decorating the "Schooner"