



The Main Sheet

LAKE MISSION VIEJO YACHT CLUB

From The Bridge....August 2017

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From the Bridge August 2017

It is my pleasure to share with you that Kevin Weir has been appointed to serve as our Rear Commodore for the balance of 2017. LMVYC bylaws allow for the commodore to appoint this role given the circumstances. The slate of officers for 2018 will follow the normal process. Andrew Cornforth had stepped up and was elected to Rear Commodore for this year. Having received a job offer in Massachusetts, Andrew and his family have moved away. We thank Andrew for his service year-to-date and wish him and his family well in New England. Our thanks to Kevin Weir for agreeing to take on this role. Without pomp and circumstance, I presented Kevin with a Rear Commodore's flag with other club members present on a lake pontoon boat at a mooring in the middle of Lake Mission Viejo on July 27th. Below are examples of the officer's flags. Emmet Rixford and I are in possession of our respective flags. At the January 2018 Awards dinner, we'll pass along the flags to the new officers.



Mark Your Calendars!

- ♦ Annual Regatta—Aug. 21
- ♦ Fall Regatta—Sept. 24
- ♦ Junior Regatta 2—Oct. 8
- ♦ Night Race—Oct. 14
- ♦ Top Skipper—Oct. 22
- ♦ Turkey Regatta—Nov. 12

All year we've been focused on how all of you make this a wonderful club and Kevin Weir is just another great example. Additionally, at the Lake Mission Viejo Association Board meeting on August 8th, it came to my attention that someone who has been consistently helping LMVYC will retire after 39 years. Dave Kerr's last day as the Lake Mission Viejo Association Administrative Manager will be September 2nd. At the Lake on August 31st from 2:00 – 4:00pm there will be a celebration for Dave's retirement. When you see Dave in the coming weeks, be sure to thank him for all the behind-the-scenes support he has given LMVYC for just shy of four decades.

Mark Glackin

Mark Glackin Commodore 2017



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Team Out of the Blue

Over the weekend of June 2nd to 4th Dana West Yacht Club held their annual charity fund raiser benefiting the City of Hope and DWYC Junior Sailing. The regatta consisted of a distance race on Friday with a run from Newport Beach to Dana Point and with random leg races on Saturday and Sunday. Friday provided good conditions for the distance race ,although the sun had a difficult time breaking through the cloud cover. The weather did not get any better over the rest of the weekend with inconsistent winds on the course and a pretty good current making the sailing a good challenge. The experience of sailing on Lake Mission Viejo paid off for the boats with LMVYC racers on board.



Team Elizabeth

Jeff Buchman and Bill Yount were on team Out of the Blue ,a Catalina 32 ,and won the Jim Ferguson Cup for best overall finish in the Non-Spinnaker class with 3 bullets. Carl Paez skippered his Catalina 27 to 2 first place finishes with Peter Tietz as crew in the cruising class C. The weekend provided other great opportunities to support a good cause with a poker run, silent auction ,and live band at the Club.

Junior Olympics

By Christian Davoodian

This summer I had the chance to participate in the Junior Olympics Festival down at the San Diego Yacht Club. I had sailed in CFJ class races previously, but this was my first time sailing with Ezugo Ononye, who would be my crew for the weekend.

We knew that some of the teams we would be facing had been sailing together on the ocean practically since birth, but Ezugo and I had complete confidence in ourselves, despite the short amount of time that we had been practicing together. One of the biggest problems we faced was that we had never done spinnaker sets together. The little time that Ezugo and I had spent in a CFJ under the coaching of Mr. Simenz and Guy Heaton would prove to be very valuable in the coming days.

The first day, being purely for practice, gave Ezugo and I a great chance to get a feel for the wind and the waters down in San Diego. We were



Christian and Ezugo



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Junior Olympics Cont. :

so confident in ourselves on the way out of the harbor that we raised the spinnaker and attempted a close reach, which did not end well. Ezugo and I decided, after nearly capsizing the boat three times, that we should stick to what Mr. Simenz had taught us and keep the spinnaker for downwind runs.

Only ten boats showed up for the practice day, which meant we could get some good practice starts and races in. It also meant we could take in the amazing view. We could see the entirety of downtown San Diego all the way to the Coronado Bridge. Once we had finished, and been given a tow back in from some very kind members from SDYC, we took part in the Opening Ceremonies. With the Eye of the Tiger playing, Ezugo and I walked in the procession proudly displaying our club Burgee.

The second day was when we realized the size of the fleet we would be racing in. Nearly thirty boats were crowded into the launch area, with sails, lines, and equipment everywhere. I had forgotten the chaos ensued when trying to launch multiple CFJs at the same time, and while trying to coordinate tow lines on the water. Fortunately for us, an old friend from the lake happened to be there to give us a hand. Tyler Peyatt, a seasoned sailor, had come down because he was helping his kids from DPYC and was kind enough to offer us a tow (many thanks ,Tyler).



Tyler advising the LMVYC Team

From the moment that we got on the course ,I could tell that this would be much different than the previous day. Once the flag went down and the horn signaled the start, I saw that we were going up against experienced competitors. For most of the races we held our own on the upwind, but the downwind was where we gained most of our places. We seemed to be exceptionally faster than most of the boats around us once the chute went up. Unfortunately, we had a problem with our mainsail on the second upwind leg in the first race, which meant that we had to take a DNF, not a great way to start the

weekend. The next three races, however, turned out to be some of our best races out of all three days. Each time, Ezugo and I would get better and better at spin sets, jibes, and roll tacks alike.

All in all ,we put in some great races over the course of three days. In addition, we managed to avoid capsizing the boat, which was a major win in itself for Ezugo and me. Each day we would both come back to the docks and be exhausted, but satisfied that we put in our best efforts. We finished consistently in the high teens and low twenties, with a best place finish of 16th out of thirty boats. It was an amazing experience and I was thrilled to just be a part of it.



A big thanks to Mr. Simenz for taking the boat down to SDYC and helping with the rigging, in addition to the coaching he gave us on the lake with the spinnaker. Thanks also to Guy Heaton who gave us valuable coaching and advice while practicing on the lake. It was because of these two people that we were able to have the opportunity to go out, sail, and be competitive.



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The club will host the 40th annual regatta on Sunday August 27th. It's hard to believe that the club has been active for this long. Come out and help celebrate by getting your boat in the water, sailing on one of the club's boats ,or entering the regatta in one of the lake rental boats. The sailing is always more fun when there are a lot of boats to compete against. The skippers meeting will be at noon with the racing starting at about 1:00pm.

Please stay for the festivities in the picnic area after the regatta. The Hospitality Committee has a great event planned that you will not want to miss.

The Curse is Broken

By Peter Tietz



Since the start of the LMVYC Team Challenge some 8 years ago , the Red Team has never won. I know this to be true as I have been one of the few racers that has never been on a winning team , and always been on the red team. Well on Sunday July 16th the Red team curse was finally lifted. The Red Team consisted of Patrick Stege, Guy Heaton, Arnold Christensen, Peter Tietz and Randy Tiffany. The competition really started about a month before the regatta when the team captains chose the racers from the list of available sailors.



Allyn, Frank , Tony , Bill, Emmet



Horst, Ted, Kevin, Jeff, Frank, . We thank them for the great job starting and finishing 24 classes that day!.

The morning of the regatta started with a pancake breakfast headed up by the event chair Frank and Anne Roberts. Assisting them with cooking and the cleanup were Leonard Savage & Jeanne Boukai, Roger & Tara Robison, and Ed Rodriguez & Tami Nicklin. After everyone was well fed, it was time to get on the water and get this settled.

Each team sailed 4 boats -Sabot's, Balboa 13 Expos and Capri 14.2.'s Six races were held to determine the winner of the regatta. While victory went to the Red Team, the Blue Team and the White Team fought hard for second place. In the end, the teams tied for second with 54 points each. Not pictured on the white team is alternate Bill Taylor who stepped in for Frank Fournier after an injury. Critical to success of all the regattas is the Race Committee .On this Sunday it consisted of Sue Edwards, Susanna Hugleshofe, Audrey Simenz, Kevin Peyatt, Mia Ishikawa, Yasemin Talay and Race Chair Guy Heaton.





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Sail On, Sail On, Sailor

Junior Sailing Team Plans an Exciting Summer

Learn to sail like the professionals. Lake Mission Viejo's Junior Sailing Team scored seven 1st place finishes in eleven regattas in 2016. **Tyler Peyatt** and **Ali Murdy** are shown in picture, rounding a mark at the 2016 Junior Olympics. This year, team members have already competed in Dana Point, Newport Harbor and three regattas at Lake Mission Viejo.

The juniors receive valuable support from the yacht club, the Lake Association as well as Mission Viejo Youth Sailing Foundation. Boys and girls who are members of LMVA are invited to contact **Rod Simenz, LMVYC Junior Program Director** for more information at 949-462-0838



A Phoenix lives up to its name

By Rod Simenz

When John Pugh learned there was a used Phoenix Sabot available at a good price he checked into it and learned it had possibilities. It needed some expected TLC ,but also had a damaged bow and floor panel. He asked John Olson and me to have a look and John was sure he could repair the bow and replace the raised wood panel in the back half of the boat. Phoenix Sabots have a good reputation for being competitive and son Griffyn Pugh liked the boat, so the Pughs bought it. Then with John Olson's guidance the boys went to work on cleaning it up and restoring the gelcoat and teak. Meanwhile ,John repaired the bow damage and made a new fiberglassed wood floor panel. So just like the Phoenix that rose from the ashes a Phoenix Sabot was restored to a beautiful, near new condition. Watch for it when Griffyn starts sailing it in competition. Photo shows John Olson, Griffyn and brother Madoc working on the boat.



LMVYC Get Press

The article in the left was featured in a recent issue of the Mission Viejo Reporter.

This local publication is available for free at many locations around the area. Pick one up to find out more about our community. You never know what you will see.



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Juniors were busy this summer

By Rod Simenz

Our Junior Sailors Perform Well at Major Summer Regattas

The busy summer sailing season for our club juniors began with Griffyn Pugh competing in the Bahia Corinthian YC Leukemia Cup on June 4. He raced a Sabot and had an introduction to the “turning basin” in Newport Harbor. It is frequently used at regattas with big fleets because it is the largest open water area in the harbor. The problem is the huge amount of weekend boat traffic and usually multiple clubs holding races in the same area. Tide can be a big factor too, as waters from the back bay and the upper channel ebb and flow. So it was a good learning experience for Griffyn. That included the “big boat rule” (Eight-foot Sabot with right of way, does not challenge a 65’ yacht in its way at a leeward mark). Actually, he learned to keep clear of many sail and power boats bigger and smaller than 65’ in the course of the afternoon. Griffyn had a good day; he won the first race and was second in the last two races, but had a tougher time in the other three races.

All Girl Sail Jam at Mission Bay YC, June 10

John and McKenna Pugh and I trailered a Sabot to San Diego and when we got there discovered the trailer had a flat tire, and there was no spare. First things first, we checked McKenna in, then rigged and launched the Sabot from the beach. John took charge of dealing with the tire. That got complicated; it took a couple of hours and he had to go clear to El Cajon to get it. Meanwhile, McKenna sailed out across Sail Bay to the starting area for the races. The winds were very good from the start and she was doing well, but the winds kept building until she could no longer manage the conditions and had to return to the dock.

LMVYC Summer Regatta

Things went better for McKenna the next day at our club's Summer Regatta. She sailed her Sabot into 3rd place in “C” Class behind 2nd place Eric Lara in a Laser and Nicole Sighiartau 1st, also sailing a Sabot. Christian Davoodian scored 1st in “B” Class sailing a CFJ with Ezugo Ononye as crew.

LIYC hosts Jr. Commodore's Cup, June 25.

Our junior's had three boats in this regatta. Christian and Ezugo competed in the CFJ class in preparation for the Junior Olympics in July and found some tough competition from NHYC and LIYC. Griffyn raced a Sabot in a class with 9 entries. His best finish was a 3rd and he placed 5th overall. McKenna enjoyed her first experience sailing a RS Tera as she posted two 1st and two 2nd place finishes for 1st overall. Thanks to “Kenna” for keeping our streak going. LMVYC juniors have won awards at the last 24 LIYC regattas going back almost five years.



Griffyn at
LIYC



McKenna
on the way
to a 1st
Place



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Juniors Cont



Nicole with her Trophies



Griffyn getting awards at LIYC

Newport Harbor Summer Gold Cup, July 8,9

This is a very popular regatta always drawing over a hundred boats. Nicole sailed in Sabot C1 and finished a respectable 6th place in a field of 24. Her best finishes were two 4th places. Griffyn sailed in a real crowd. His Sabot C3 class was the largest with 50 boats. He also did well with a 13th place overall and best finishes of 4th and 5th. They both out sailed competition from San Diego, Long Beach, Balboa, Lido Isle, Mission Bay and Newport Harbor yacht clubs.

Sabot Division II North Championship

This annual regatta is an International Naples Sabot Association (INSA) event for juniors under age twelve and was held on July 12. There were 31 entries in the North Division II and Lido Isle Yacht Club was the Host club. Nicole placed 3rd overall in the North Division where the competitors were divided into fleets and then sailed 6 races. She scored 1,1,3,1,2,2 just two points out of 1st place. The South Division was sailed in San Diego on the same day. The top 15 in North and South qualified to sail in the Division II Championship that was sailed at Mission Bay Yacht Club the following week.

INSA Sabot Division II Invitational Championship, July 19

Congratulation to Nicole for earning the top, under 12 girl Sabot sailor award by sailing an outstanding series to capture 1st place in the Division II Girls Championship and 3rd place overall.

LIYC All Girl All Ages Regatta, July 14

McKenna Pugh sailed a Sabot in this regatta and placed 5th overall ahead of 5 Sabots from LIYC, 2 from NHYC and one from LBYC.

San Diego YC Dutch Shoe Marathon, July 21

Many of our juniors have sailed this iconic endurance test. This is a Sabot race from San Diego YC to a weather mark near Southwest YC, across the main channel of San Diego Harbor to North Island ,down the shoreline past downtown San Diego under the Coronado Bridge ,and up Glorietta Bay to the finish near Coronado YC. After the finish, the boats head to Coronado YC for festivities including a delicious BBQ. The race is usually sailed in good wind and occasionally with passing navy warships generating big wakes. This was the 48th annual race that drew 163 entries. It requires one escort boat for each



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Juniors Cont.:

and provides "ride along" opportunities for visiting spectators. Tyler Peyatt was a veteran of the race having done it about seven years ago and was ready for another try, this time in the senior division. Luck was not with him. His Sabot boom parted from the goose neck very early in the race. Now what? He decided he came to race ,so he figured out a jury rig with the boom jammed into the bottom of the boat in the mast step area and actually managed to finish the race and pass boats in the process. Better luck next time Tyler.

Midsummer Regatta, Lido Isle YC, July 22, 23

This race is usually sailed right in front of the club house and is an ideal spot for spectators. But this year's trend of southerly wind combined with the large number of boats forced the PRO to move the race course to the turning basin where they could run a longer weather leg. Nicole raced in the Sabot C1 fleet of 16 boats. She won the first three races but got caught in a port starboard situation and had to do penalty turns that cost her many places. She finished 2nd overall and that moved her up to "B" class for her next regatta. There were 23 Sabots in Griffyn's class. He got some of his best starts of the summer and sailed a lot of good races, that got him a 1st in one race and fourth overall. He might have placed two spots higher but he had to do some penalty turns for hitting a mark and also fouling a leeward boat. Most of the clubs in these regattas have coach boats that give their racers tips between races. One of the coaches at this race complimented Griffyn for his good sportsmanship in doing penalty turns even though no one saw him touch a mark. Doing the turns was costly but the right thing to do. Good for you Griffyn.

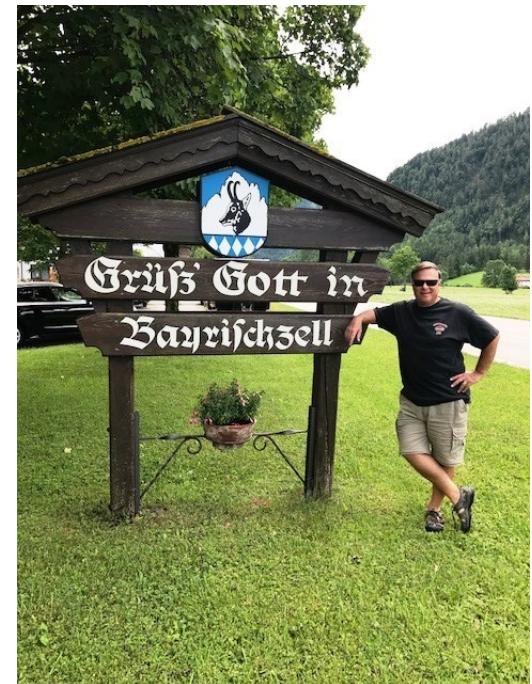
Returning a World War II Watch to Germany

By Frank Roberts

Towards the end of World War II, my dad, Frank Roberts, captured some German soldiers in Bavaria. Upon disarming them, he noticed a chain dangling from one of the soldier's pocket. As he pulled the dangling chain from his pocket, attached was a beautiful gold pocket watch. Dad kept the watch as a war souvenir and brought it back home.

As a kid, we would sometimes get the watch out and look at it. When opened, it had an inscription inside the cover that said it was given to a German Burgermeister (mayor) for 25 years of service. I was always amazed at how the watch face was inscribed with parallelograms, every other one shaded so the face had an almost three dimensional look to it. The watch had long since quit working as its travels during the war saw too much water, probably in the bottom of a foxhole.

After dad passed in 1971, I kept the watch ,usually in a drawer ,and rarely ever looked at it.. After moving to South Orange County, I put it in a safe deposit box and there it sat for many years. One day I decided to get it out. The thought occurred to me to have Horst Weiler, one of our founding club members, read the inscription to see if he could shed some light on where it might be from.



After a Wednesday sail, Horst took a look at the watch. As he read the inscription, he recognized the town name on the inside. "Bayrischzell!" he said. "I have been there. It's a town in Bavaria".

Well, that gave me a whole new perspective on the watch. It now had a home. It had a place, an



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Germany Cont:

owner, possibly even relatives that may want the watch. After all, it is their history, not mine.

So, I did what anyone does nowadays, I Googled the name Bayrischzell. And there it was. A tiny little Bavarian mountain town of 1500 people. Something you would see in photographs or on a Rick Steve's travel show. The tiny town is surrounded by towering mountains, filled with homes with red roofs and flowers on the balconies. A huge bare rock mountain, Mount Wendelstein, has a cable car taking people to a beautiful ski resort above.

The website had an email to the current Burgermeister. I emailed a couple of pictures on the watch to Mr. Kittenrainer asking if the town wanted the watch for their museum. After a few days, I got an email back saying they would love to have it back. In fact, he said the family of the watch owner still live in the town! They offered to pay mailing fees, but after talking to Anne, we decided to personally deliver it. What a great excuse for a trip to Germany!

So, after making our plans with the help of Stephanie Hintermayr who is in charge of tourism, we settled on a beautiful little hotel on the outskirts of Bayrischzell. On our arrival, Stephanie met us for a quick pre meeting. We showed her the watch and I noticed a bit of a tear. Stephanie said plans were made to meet at the Post Hotel in Bayrischzell with Burgermeister Kittenrainer, Resi Mainwolf, wife of the watch owners grandson, and Verena Funk, great granddaughter five times removed!

That morning we met at the hotel. Mind you, unlike here where we tear down buildings after 20 years, this hotel stood since the early 1900's and was there when dad went through the town. We gathered outside and took photos while the press recorded the event. The watch was given to Verena and then we went inside for a traditional Bavarian brunch of white sausage, pretzels, mustard and of course, beer!

It turns out the owner of the watch was Burgermeister Sebastian Mainwolf. He was a horse breeder, farmer, mayor and a beloved town figure. In fact, there was a photo of him on the restaurant wall! He received the watch in 1933 as a parting gift for so many years of service. After we ate, Verena invited us to visit their farmhouse a few miles away.



Now, if you thought it couldn't get better, the house was the same one Sebastian had lived in and where the watch came from. Town history recorded that the watch went missing after it was stored in a box in the house. It is possible the house was used as a military headquarters as the family was forced to move out for a while during the war.

We met Verena's mom, Molly the dog, Princess the horse, and the huge milk cows that still feed on Bavarian mountain grass producing some of the best milk in the world. The cows are so spoiled they were in the barn because it was too hot for them outside!

After our visit, we left the watch and the family knowing we had done the right thing. It was a perfect ending to a perfect day.



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Germany Cont:

KURIOS RECOVERY ACTION

The long journey of a gold watch

For 70 years she was considered lost - now she is back in her home: the gold watch of former Mayor Sebastian Bayrischzeller Main Wolf. Thanks to an American couple.

OF BASTIAN HUBER

Bayrischzell - Watches known serve the reading of the time. For this purpose it the gold pocket watch,

the have brought Frank and Ann Roberts from California to Bayrischzell at least for the moment no more - the hands are stopped, it is something One special, a piece of history Still for Resi Mainwolf, (78) and her granddaughter Verena Funk (28). Towards the end of World War II was the watch that once belonged to the Bayrischzeller mayors Sebastian Main wolf, lost. Now, more than 70 years later, she's back where she hears hinge: Bayrischzell.



Flown in for the watch handover are the two Americans Frank (3rd from right) and Ann Roberts (2nd from right). Much to the delight of (from left) Resi Mainwolf, tourism expert Stephanie Round termay, Verena Funk and Mayor George Kitten Rainer.

PHOTO: ANDREAS LEDER



Long lost: the Ta schenurh of ex-Mayor Main Wolf.

Address by Mayor George Kitten Rainer, provided with the letter "Dear burger meister," he told the town hall boss be Vorha- ben with. He was thrilled to finally something does not happen every day. After egg her short search in the chronicle the story was reconstructed at least in broad terms. Kitten Rainer-informed descendants - who could hardly believe it. "The fact that there is still something that someone back the clock are" Resi Mainworf import mer says still clearly overwhelm- Untitled sausage breakfast with the AME Rican guests at the common white.

The story of the NEN gold- pocket takes its

Beginning in 1931. Main wolf, since 1906 mayor in Bayrischzell, the clock gets handed over by the municipality during his 25-year engined service anniversaries. Just two years later his term ends because he refuses to beizute- the NSDAP. A new town hall parteikonfor- mer chief.

it was lost, but that is even mentioned in the town-chromatid technology.

Even the US Americans

Frank ro
berts (63) let the clock together
memnit a money belt from the war in
the neighboring received his father,
can only be based on the stories. This
was against the war with the

men abgenom- rule soldier whom he
had arrested," says Roberts. "The HAT
te the clock probably on a chain in his
breast pocket." Who was said a
soldier, is not known.

After the death be his father Robert
was sitting in the fields of the clock, but
really dealt with it he has not - the
piece stored together with other re-
likken from the Army-time sides ne-
father in the safe, until

Main Wolf after 27 years.

End of the war the clock leaves
their home. Like, nobody knows for
sure. That

36. Division, a special unit of the US
Army, stationed been driven cell in
Tampa Bay. "The clock he has a
German

last summer. As Roberts sat with his
sailing buddy Horst Weller, an
emigrant from Cologne, at the yacht
club, he showed him the watch along
with their engraving on the home inner
side of the cover: "devoted overall by
the municipality Bayrischzell for the
25th Mayor -Annversary".

Roberts took the decision circuit to
bring the clock "to home keeping." Per
Google search he came across the
email

Thanks to the couple Ro berts the
clock is back in the health resort. "We
are only times the relationship show,"
says Wolf Main en- kelin Verena Funk.
"They're already excited."

Subsequently will be issued - have the
kitten Rainer

and

Main Wolf already agreed. The clock
stops, the Robers' move on. They
combine the handover with a round trip
through Germany and Austria. Next
stop: Salzburg.

Backpack Trip to the Eastern Sierra

By Frank Roberts



Arnold Christensen, Guy Heaton, and I went on a backpack trip with some other friends. Our goals were to fish, camp and relax at 11,000 feet. So, we decided to hike into the Cottonwood Lakes region high above Lone Pine on Highway 395. The area is known for its many lakes, streams and scenery.

Our friend Troy Crawford joined us and we headed off to the great beyond. The drive up 395 was, as usual, interesting. A couple of road closures caused a slight delay, but we made it to Lone Pine in time for a nice lunch at the Alabama Hills Café, a quaint little spot on a side street.

After a lunch of huge sandwiches, we bought a small pie and some cookies for our first night camp at the backpacker campground

called Horseshoe Meadows. Horseshoe Meadows lies at the end of a road that climbs over 6000 feet up from the valley floor. The elevation is about 9,900 feet, perfect for getting accustomed to the high altitude.



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Backpack Cont:



Two more friends met up with us at the site, Jerry Wells and his daughter Stephanie. Jerry and I go way back hiking many times together. We cooked steaks, drank some good beer, ate dessert and then crawled in our tents.

The next morning we readied our backpacks and any last minute provisions. Stopping for one photo at the trailhead, we set off for our six mile hike with about a 1,000 foot elevation gain. We agreed to stop at any water crossing to regroup so we could all hike at our own pace without getting too separated.

The first stop was at a beautiful stream running with clear mountain water for which the Eastern Sierra is known.

After regrouping we headed off. After another mile or two ,we crossed into the Golden Trout Wilderness. The Golden Trout is the official California State Fish as designated in 1947. The trout is considered the most beautiful of all trout. Gold in color with a reddish stripe and beautiful medallions on its side, the trout is native only to the Southern Sierra Nevada Mountains and generally lives between 6,000 and 10,000 feet.

Our trail continued through a pine forest on the edges of beautiful meadows. The area was full of flowers. Towards the end of the hike we had one last hill to climb before entering the Cottonwood Lakes region. The valley was probably sculpted by glaciers during the Tahoe and Tioga glaciations. High above the valley towers Mt. Langley at 14,026 feet. We searched for a nice campsite and found one above Lake 3. It was big enough for our six tents, but not too crowded.

Our first night was a beautiful, star lit one. The Milky Way covered the sky and we pointed out various constellations and kept our eyes out for shooting stars. The next morning we got up, ate breakfast and headed out for some fishing. Now, I am not much on catching fish. I am usually uncomfortable catching the little slime balls. However, Troy and Guy taught me some secrets that make it much easier and less damaging to the fish which are catch and release only. Pinching down the barbs and using long pliers to hold the hook while turning it to release the fish makes it much easier. Although I did not catch anything the first day, Guy, Arnold and Troy had fun catching quite a few.

After another night of stargazing and a good night sleep, Guy and I headed up towards Long Lake. Arnold and Troy climbed a mountain after fishing and Jerry and Stephanie spent the day at the camp reading and flying a kite I brought along. I managed to catch three nice Golden Trout while standing knee deep in the lake water. What a thrill as each one went back in the lake.

Heading back to camp, we decided to go for a swim in the chilly, clear water. One more meal of freeze dried food and we were greeted by a huge mountain thunderstorm. Thunder, lightening, hail ,and rain kept up for about two hours. It's a good thing our tents held out and kept our gear dry. After the storm, we did a hike around the area as the clouds cleared up and peace was restored.

The next day we hiked down the mountain, ate lunch again at the café ,and made the drive home.

"In every walk with Nature one receives far more than he seeks." John Muir.





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NOSA Commodore's Challenge Race

By Commodore Mark Glackin

This annual regatta was held at the Bahia Corinthian Yacht Club in Corona Del Mar on Sunday, July 9th. Emmet Rixford, our Vice Commodore, was crew and I took another shot at skippering a Harbor 20 to put LMVYC on the board. It wasn't to be.

After a terrible first start, we had two excellent starts but no boat speed. Every time we were in the lead the other boats walked right over us. The good news is that Emmet was there crewing and will no-doubt represent LMVYC better in this race next July. We had a very gracious Harbor 20 owner on board, George Hampton. He is a member of BCYC and his children are in the junior sailing program. He himself is not a sailor. Even though our race performance was lackluster, George enjoyed it and learned a lot. He even offered to have us come back and sail with him on his Harbor 20. Perhaps Emmet can take him up on some practicing to prep for next year. We'll just have to either make sure Emmet is assigned to a different boat or make George's faster.

In quintessential Port Captain style, Frank Fournier was there again for moral support. Unfortunately, I disappointed him again. Frank was able to secure a spot on the committee boat and could be seen launching the large pin for the starting line, being his usual helpful self.

One of the best things for me personally on that day happened after the race. There was a delicious 16 knot breeze blowing across Newport Beach Harbor, right across the BCYC deck. Emmet and I had a few hours left in our Sunday afternoon. We decided we wanted to go for a sail. We went out on a C&C 34, just the two of us. We hoisted the main and rigged the #2 genoa inside the harbor – knowing there could be a good surf outside. As we passed the breakwater at the harbor side of the wedge, there were some good rollers coming in. Since he was my guest, I offered the helm to Emmet so I could go to the mast and hoist the jib. He said, definitively, "I've got this". Without difficulty, without fuss, he swiftly raised the jib on a 1977 34-footer with 16 knots of wind, in a bouncy sea. Then he neatly coiled the halyard and secured it over the winch. This is always critical on a boat like this – because a halyard that slips overboard from amidships can ruin your whole day if it warps around the prop. Then he flaked out the jib sheets. This is another sign of a skilled big-boat sailor. For those who may not be familiar, flaking is when you take a sheet or a halyard or even an anchor line and, from its bitter end, lay it out so that when it is released it is more likely to not tangle or kink as it feeds out quickly through the nearest block. This was a subtle move while out for a casual sail, but it instantly impressed me as a much grander implication of Emmet's sailing prowess. Apparently, Emmet had been out sailing even before he was born. He began learning to sail as a toddler. He gained big-boat racing experience on his grandfather's Lapworth 45 in San Francisco Bay. He has competed in national regattas for Etchells 22, Moore 24, Olson 30 and was on the winning Schock 35 in that class in 1996. He has sailed and raced on many more types of boats. Spending the day with Emmet not only gives me hope for a LMVYC win at the Commodore's Challenge next year, but also solace that our club will be in great hands with Emmet as our Commodore in 2018.

Sailing for the Visually Impaired

Since 1990 the Women's Sailing Association and American Legion Yacht Club have been taking people with visual disabilities and their helpers sailing on Newport Bay. This year on Saturday, October 7th 240 people are expected for a day of activities at the ALYC. Many volunteers are needed to make this event a success. To learn how you can help, send an email to info@wsaoc.org. LMVYC has sent members in the past and they can attest that this is a very rewarding experience.