



# The Main Sheet

## LAKE MISSION VIEJO YACHT CLUB

April 2012

### From The Bridge:

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#### Mark Your Calendars!

- Spring Regatta I Sunday Apr 15
- Newport to Ensenada Regatta Apr 27-29
- Spring Regatta II Sunday May 20
- Leukemia Cup at DWYC June 1-3

Our 35th season.



This year we did things in reverse, on Saturday we anticipated rain and prepared for our ceremonies to be held indoors. On Sunday the sun came out, although it was cold and windy we elected to hold the ceremonies outdoors. All went well till the elements went to battle with our Port Captain, Frank Fournier. The wind was determined not to let Frank hoist the flag, it turned into a battle and after several minutes and much encouragement by the crowd Frank prevailed and won. We had our Jr. Commodore Tyler Peyatt do the Pledge Of Allegiance and The National Anthem was sung by our Jr, Vice Commodore Alexandra Murdy and sister Isabel-la. All three rose to the occasion and were a wonderful asset to the ceremony.



As usual all volunteers did a wonderful job. The members who contributed food outdid themselves.

We did not have the perfect day for our regatta this year. Just as the time came for the racers to converge at the dock the elements turned from bad to worse and the race was called. We did have two brave souls who did venture out on to the lake. Berkeley Green and Ross Bennett braved the waters for approximately an hour and half on Berkeley's RS Feva XL. Who had more fun? The two cold



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and very wet sailors or the members watching from the dry and warm club room? We had access to delightful leftovers and the anticipation of what was going to take place on the water.

Berkeley Green, our guest came to our Opening Day Ceremonies with his RS Feva with the intentions of joining in the race. He is a former Program Director of the Newport Sea Base, Sailing instructor at Orange Coast and volunteers at Sea Base.

I am grateful to all the volunteers!



Hospitality  
Chair, Randy  
and Norma  
Tiffany.

Event Chair,  
Cathie Willkie



Audrey Simenz



Will Chong

Our success comes from our dedicated members who year after year, event after event make our club what it is.

Karin Bennett  
LMVYC Commodore



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### LMVYC 2012 Sailing & Events Schedule

Fishing Derby	Sat. Feb. 11	10am to 2pm Bring your own food and beverages
SCYA Midwinter Regatta	Sat. Feb. 18	Food and beverages after sailing-Clubroom
Wednesday Night Sunset Sailing begins	Wed. Mar. 14	Informal Sailing starting approx. 4:30pm
Opening Day Ceremonies and Opening Day Regatta	Sun. Mar. 25	Commodore's Brunch, Food and beverages after sailing
Spring Regatta I	Sun. April 15	Food and beverages after sailing-Clubroom
Spring Regatta II	Sun. May 20	Food and beverages after sailing-Clubroom
Summer Regatta	Sun. June 24	Food and beverages after sailing-Clubroom
Friday Night Sunset Sails & BYO BBQ begins	Fri. July 6	Sail 4:30pm, Dinner 6:30-7pm-Club picnic area - Every Other Week
Club Championship	Sun. July 29	Food and beverages after sailing-Clubroom
Junior Regatta I	Sun. Aug. 12	Food and beverages after sailing-picnic area
LMVYC 35th Annual Regatta	Sun. Aug. 19	Food and beverages after sailing-picnic area
Friday Night Sunset Sails & BYO BBQ ends	Fri. Aug. 31	Sail 4:30pm, Dinner 6:30-7pm-Club picnic area
Fall Regatta	Sun. Sep. 23	Food and beverages after sailing-picnic area
Junior Regatta II	Sun. Oct. 7	Food and beverages after sailing-picnic area
Team Challenge Regatta	Sat. Oct. 13	Pancake Breakfast before Regatta-Clubroom
Top Skipper Championship	Sun. Oct. 21	By Invitation of the Commodore
Wednesday Night Sunset Sailing ends	Wed. Nov. 7	Informal Sailing starting approx. 4:30pm Food and beverages after sailing-Clubroom
Turkey Regatta followed by LMVYC Annual Meeting	Sun. Nov. 11	Annual Meeting 4:30pm-Clubroom. All members invited. Food and beverages.
Christmas Party & Parade of Lights	TBD	5:00PM Admin Building
Installation 2013 Officers and Board Members & Annual Awards Dinner	TBD	Location to be Determined

*Watch for Monthly Flyer by e-mail*



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## SPRING REGATTA I & CHILI COOK OFF SUNDAY APRIL 15

Sign-up for the Regatta at the R.C. Boat at the dock by noon

Skippers Meeting 12:00 Hours

First Race 13:00 Hours

WE INVITE THE FIRST 7 – 8 CHILI MASTERS TO REPLY TO  
BRING THEIR AWARD WINNING CHILI!



### ALL CHILI TYPES WELCOME!

CHILI CON FRIJOLAS, BEEF CHILI, PORK CHILI, CHICKEN CHILI, VEGETARIAN CHILI

### JOIN THE FUN & WE'LL BRING THE TUMS!

PLEASE CONTACT NORMA OR RANDY TIFFANY TO ENTER:

(949)830-0808 OR [HOSPITALITY-CHAIR@LMVYC.ORG](mailto:HOSPITALITY-CHAIR@LMVYC.ORG)





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### LMVYC Hospitality Crew Dates Set for 2012

#### From the Hospitality Chairs

*Norma & Randy Tiffany*

LMVYC is an all-volunteer organization. It takes quite a few people to put on each regatta. As always, we count on our Members to step up & volunteer to continue the tradition of *Sailing Excellence* on and off the water. Our Club events are only as good as you make them.

It takes a number of people to conduct each Regatta as well as the post-race food & beverage we all enjoy so much. Planning, food prep, site preparation and, yes, clean-up duties must all be shared by all Members.

We try to distribute the load so that no one person or group of people have to shoulder the load alone. To this end, the Club has implemented the idea of using Hospitality Crews for each post-race event.

Participating as a Hospitality Crew Member approximately once every two years is required as a condition of membership in LMVYC.

In the February issue of The Main Sheet, Members were given the opportunity to pick a date from one of the thirteen events that works best for your schedule. Unfortunately, *few if any Members elected to pick their own date to serve as Hospitality Crew!* As we stated in the Newsletter, if you do not sign-up a date will be picked for you!

So here is what the wacky, bingo ball, lottery machine has spit out for 2012!

Please note, if you cannot fulfill your assigned date it is your responsibility to find someone who will fill in for you. Please use the LMVYC Roster.

Members names in **BOLD** will Chair the Event.

### LMVYC Hospitality Crews 2012

Spring Regatt I	20120415	Abbott	Laurie	&	Charles
Chili Cook Off		Benda	Jim	&	Sharon
		Bennett	Ross		
		<b>Robison</b>	<b>Roger</b>	<b>&amp;</b>	<b>Tara*</b>
Spring Regatta II	20120520	Berge	Lawrence	&	Rebecca
South of the Border		Bouillon	Bobbie		
		McCollum	Jack	&	Cecilia
		<b>Tiffany</b>	<b>Randy</b>	<b>&amp;</b>	<b>Norma</b>
Summer Regatta I	20120624	Asay	Kevin	&	Michelle
Hawaain Luaua		Buchman	Jeff	&	Theresa
		<b>Christensen</b>	<b>Arnold</b>	<b>&amp;</b>	<b>Susan*</b>
		Clayton	Mike	&	Dianne
		Ishikawa	Ted	&	Mia
Balboa Championship	20120729	Davis	Scott	&	Kimmarie
		Ebbe	John	&	Judy
		Smith	Brian	&	Barbara
		<b>Tiffany</b>	<b>Randy</b>	<b>&amp;</b>	<b>Norma</b>
Junior Regatta I	20120812	Davoodian	Kathleen	&	Matthew
		Peyatt	Kevin	&	<b>Lisa*</b>
		Trevino	Dominic	&	Nancy
35th Annual Regatta	20120819	<b>Edwards</b>	<b>Allyn</b>	<b>&amp;</b>	<b>Sue*</b>
Western Round Up BBQ		Glackin	Mark	&	Mary Ellen
		Hagan	John	&	Bettie
		Hennen	Ramona		
		Johnson	Bob	&	Stephanie
		Zettler	Doug	&	Christine
Fall Regatta	20120923	Kamita	Jewel		
Oktoberfest		Keator	John	&	Carol
		Keller	Steven	&	Donna
		Newman	Graham	&	Jane
		<b>Weiler</b>	<b>Horst</b>	<b>&amp;</b>	<b>Caecilia*</b>
Junior Regatta II	20121007	Broeman III	Dwight	&	Diane
		Murdy	<b>Cecilia*</b>	&	Jeffrey
Team Challenge/ Pancake Breakfast	20121013	Kotkin	Edward	&	<b>Katherine</b>
		Leibowitz	Howard	&	Ann
		Lodder	Jeff		
		May	Isabel		
		Robb	Bob	&	Elsa
Top Skipper Invitational	20121021	Fournier	Frank	&	Elisabeth
		Hugelshofer	Willi	&	Susanna
		<b>Simenz</b>	<b>Rod</b>	<b>&amp;</b>	<b>Audrey</b>
		VanPelt	Robert		
Turkey Regatta	20121111	McGraw	Shawn	&	Liz
Annual Meeting		McGraw	Jock	&	Lili
		McKindley	Rebecca		
		Mellon	Kathleen		
		Meyer	Ron		
		Principale	Vincent	&	Gloria
		Yu	Steve	&	Sharon
Holiday Party	20121201	Boyer	John	&	Patti
Parade of Lights		Roberts	Frank	&	Anne
		Rodriguez	Ed	&	Tami
		Sighiartau	Julius	&	Daniela
		<b>Yount</b>	<b>Bill</b>	<b>&amp;</b>	<b>Donna</b>



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## LAKE MISSION VIEJO YACHT CLUB

### Rally “round”!

### Really Recently Received & Reliably Receptive Reciprocals

The last issue of the newsletter covered some of the many S. California yacht clubs who offer our club members reciprocal privileges. Not all have dining facilities but here are a few more nice places to visit where we will receive a warm welcome. Remember to call ahead if possible and always sign in. Please note the special instruction about Alamitos Bay YC

For the full list of reciprocal yacht clubs, see the list posted in the Clubroom.

**Oceanside Yacht Club.** 1950 Harbor Drive, Oceanside. f. 760-722-0239  
Business Office: Tu. –Th. 10-2:30/ Fri.- Sat. 12 - 5 PM. Club closed Mon. Tues.  
Club House: Wed. Thurs. 5-10 PM, May – Oct. hours, Fri. 5-11 PM/Sat. 12-12/Sun. 12-5.  
Galley: Friday and Saturday, 5:30 – 8 PM  
Check website for events and more information

**Shoreline Yacht Club** 386 Shoreline Drive South. Long Beach.f.562-432-2544& 562-4354093  
Located in Shoreline Village, with beautiful views, right on the water; Full service dining room on week-ends.  
Dinner Fri. Sat. 6-8:30 PM. Sun. Breakfast 9 – 2 PM. Bar is open additional hours. Reservations needed for dinner. Galley Menu on website, and reservations can be made online.

**Santa Monica Windjammers Yacht Club.** 13589 Mindanao Way. Marina del Rey.  
f.310-827-9144. Wednesday: casual buffet dinner, bar opens at 5 PM, dinner at 7:30. Reservations required. Friday: candlelight catered dinner. Sunday: BBQs 3-8 PM. Social calendar is online for other visitor opportunities.

**Pacific Mariners Yacht Club** 13915 Panay Way, Marina del Rey.f.310-823-4011  
Open 24/7/365 – when a member is present which is usually from 7 AM- 9 PM. Call first.  
Friday night dinners, cooked by a different club member are open to visitors every week.  
Served 6:30 to 7 PM Cost \$7 -\$12 depending on fare served. Honor bar open whenever club is open and a member is present.

#### **Alamitos Bay Yacht Club**

Call before visiting. They recommend you check their website before visiting. [www.abyc.org](http://www.abyc.org)  
They host a large number of regattas each year and welcome visiting racers. They have launching and hoist facilities. When you sign in, a guest card will be issued to you and may be used in the galley and bar.

Sail forth and enjoy!  
Audrey Simenz



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## LAKE MISSION VIEJO YACHT CLUB

### Fishing Derby

Recap by Frank Roberts

Our first fishing derby got off to a good start. We had six fishermen show up to brave the cool breezes and choppy waters of Lake Mission Viejo.

Our fishing started after most of the LMVA fishing club had finished. We boarded our vessels and set out for a fun day. Tony and I were on one boat, Jeff on one, Rod, Kevin and Tyler were on another.

Our first casts of the day were met with fish obviously overfed on the bait from the previous tournament. A repositioning of boats found us closer to the action as other boats were pulling them in. Rod and his crew sidled off to an undisclosed, super secret location.

After some casting and angling for a good spot, Tony had a bite! After a short fight, he landed a nice, one-pound trout. I found myself once again staring face to face with a live fish and not knowing what to do. Tony was expert as he removed the hook and placed the denizen in his cooler.

After that, we repositioned the boat to go after even more fish. For some reason, after dropping our anchors we were caught up in a great swirl. Round and round the boat went. Was it a whirlpool caused by the movement of a great underwater beast? Could it be a Loch Ness type sea monster trying to take us to Davy Jones Locker? Tony and I fought for control as we grabbed anchor lines, fishing poles and beer.

Well, as it turned out, it was our electric motor left on low throttle causing the turbulence. So, there went a nice story about Lake Mission Viejo's very own Nessie! After untangling the anchors, we decided to head back to shore where our other intrepid fishermen awaited.



Tyler had caught two nice trout each about a pound. So, he is the official winner of our first fishing derby. His prize was getting a lesson in fish cleaning taught by Tony. So, off we went with some nice fish for dinner and a nice day under our belts.







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### SCYA Midwinter Regatta

By Rod Simenz

On February 18, LMVYC sailors raced in the 83rd annual SCYA Midwinters. Plenty of wind made for a fun day... for almost everyone, more on that later. Twelve boats turned out. That's down from the pre quagga mussel quarantine era when we enjoyed visiting sailors from other areas.

I came across results from several regattas back then. Would you believe fleets of eight Thistles, nine C-15s or nine Capri 14.2s, including five Capris from Mission Bay? Hopefully, we will be able to have visiting boats again sometime in the future.



So, how did our sailors fare on this day? Complete results are posted on the website, here are some of the highlights. Horst Weiler was the winner in Portsmouth "A", but Willi Hugelshofer gave him plenty of competition. The first race took about thirty minutes, and after calculating the handicap corrected times Horst won by one second! Can't get much closer than that. Some other squeakers during the day were Bill Yount edging Peter Tietz by 12 seconds with Frank Roberts only three second behind Peter.



Jeff Buchman scored first place in the "B" Fleet, one point behind in second place was Tony Musolino. Tyler Peyatt won the Sabot Fleet. All the trophy winners received SCYA Midwinter carry bags.

*Other Happenings.* Sails flapping in the breeze made for a lot of background noise, but a loud cracking sound something like a rifle shot was easily heard anyway. It was Randy Tiffany and Frank Fournier losing the center board on the Wayfarer. The board split in half and after it left the boat they weren't sure where it went. "It's drifting toward "D" mark" they yelled. The mark set boat was in the vicinity so it went hunting for the solid wood center board. It was spotted drifting along just beyond "D" mark and there were curious people on a nearby party boat headed to pick it up. There was concern on the mark set boat that the party boat might cause further damage to the board or claim salvage rights as permitted by nautical lore. They were asked to stand off; they complied and the board was retrieved and returned to Randy.



In another incident, A Sabot capsized and turtled on the way back to the dock. There was a noticeable increase in the wind after the second race so two intermediate junior sailors were advised to skip the last race and sail their Sabots back to the launch ramp dock. One Sabot made it, the other caught a gust during a jibe and went over dumping the sailor into the cold water. Fortunately the mark set boat was nearby and the junior sailor was able to swim to it, climb aboard and get into some warm clothing. Next the lifeguard boat arrived. Two of the life guards donned wet suits, jumped into the water and went about righting the Sabot and then towing it back to the dock in very windy conditions. The Sabot sustained no damage and the lifeguards were thanked for their effort.







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### MEMBER

### S P O T L I G H T

#### Ross Bennett

If you work, what do you do?  
Currently do not. Anyone know of anything open?

How long have you been sailing?  
20 years.

What is your current boat?  
Laser. But the bow is where I belong.

What is your dream boat?  
Finn, or TP52. Something with a big bow and a smidge of danger to it.

What other hobbies do you have?  
Surfing and Photography

Are you involved in other clubs or sailing organizations?  
Balboa Yacht Club

Have you thought of serving the club as an officer, race committee volunteer or other position?  
Would enjoy race committee when not racing or volunteering with the Jr. program.

How many LMVYC events do you plan to attend this year?  
As many as I can.

What is your favorite LMVYC event and why?  
Octoberfest! Always love the German food served by Horst and Caecilia.





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## LAKE MISSION VIEJO YACHT CLUB

### Border Run Race Committee

By Peter Tietz

On Saturday March 10<sup>th</sup> Jim Benda, Larry Berge, Tony Musolino, Tami Nicklin, Ed Rodriguez and Peter Tietz ventured to South Shore Yacht Club to assist on the race committee for the Border Run Regatta. After a quick briefing our members went to their assigned committee boats and headed out of the harbor to set up the starting line. The regatta consisted of 3 separate races, 2 ending in San Diego and the sprint course ending in Dana Point. Parties were held after the finish at both locations.



## Single Start Rules!

**5 LINES IN ONE! LONG COURSE A/B, SHORT COURSE A/B and SPRINT**  
**NO CHECK-IN** - only a check-out thru email, text or cell phone.  
**NO** over early boats interfering with next start...because there is none!  
**NO** boats waiting for their start to interfere with other starting boats.  
**MORE FAIR** - All boats start in same wind conditions and direction.  
**SAFE** - Same speed boats on same course start together.  
**FAST** - All boats start at 11:30.



**DON'T MISS THE BIGGEST START ON THE WEST COAST**  
**ENTER TODAY AT [WWW.THEBORDERRUN.ORG](http://WWW.THEBORDERRUN.ORG)**

The organizers thinking outside the box planned to start all 223 entries at 11:30 am. This required a starting line 1.4 miles long. Heading out of the harbor we were worried about how to get a line that long, straight. Thanks to mild sea conditions and GPS technology this was relatively painless. Ultimately the Coast Guard postponed the start of the sprint race by 30 minutes for the safety of the smaller boats which included many Lasers and a Sunfish.

After setting up the line we had some time to kill waiting for the race to start. It was time for some great food provided by the yacht club. Shortly after 10:00 am the racers started to arrive on the course. Mostly they motored around with little or no wind. It looked like a long trip for the sailors. Shortly before the start the winds filled in from the south. At 11:30 almost 200 boats were on a starboard tack on their way to San Diego. Some 16 ½ hours later the leaders completed their adventure.

On the committee boat we congratulated ourselves on a job well done raised anchor and had a leisurely trip back to the harbor as we watched the start of the Sprint Boats.







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### Border Run Competitors

By Robert Van Pelt

Several years ago a new race was inaugurated in Southern California to serve as an alternative to the annual Newport to Ensenada Race. The new race was to be shorter, just barely into Mexican waters, around the Coronado Islands and back to San Diego. Two years ago a shorter "Sprint" race was also offered in order to boost participation. The Sprint Course was to be a 14-mile course from the Balboa Pier to Dana Point. The start time and date was the same as the longer course.



Since smaller boats could effectively compete in this shorter course we decided to enter Reggae, my Capri 22, as this boat has proven to be very competitive when matched up against boats with a similar handicap. On Saturday March 10th Bill Yount, my son Eric and I motored up to Newport to check in for the race and were greeted by several members of LMVYC who had volunteered to serve on the race committee. We also spotted Willi sailing on a J80 named Hunu.



All together there were 223 boats crowding the starting line, which was quite a sight. The Sprint Class started at exactly 12pm in an 8-10 knot wind, which was favorable to Reggae. However, the wind was coming from the South, which turned the race into an upwind beat instead of a spinnaker run that we had anticipated. The boats in our class were pretty evenly matched and it became apparent that no one had much of a speed advantage. Playing the wind shifts was to be the determining factor and our little team from Lake Mission Viejo has had plenty of experience in that area. We tacked on every header and played the lifts as well as we could. In the end, we crossed the finish line 2<sup>nd</sup> out of 13 boats in our class, just 25 seconds behind. However, the first boat over the line was 35 feet in length and owed us 4 minutes, so we easily corrected over him and captured the first place trophy in Class C.



Back at the club we talked to Willi who served as tactician and crew on Hunu. By following a similar tactic his boat also took first place in their respective class. All in all it was a pretty successful and rewarding day for LMVYC sail-

ors and those members who volunteered their time to serve on the race committee.





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## LAKE MISSION VIEJO YACHT CLUB

### My Trip to New Zealand

By Graham Newman

Saturday at 11pm- LAX: After an exciting morning of calling and chasing various members of the yacht club to purchase yacht club caps that my wife thought of at the last minute to take with me as gifts.....I finally arrived at the airport (thank you to everyone by the way). I boarded the plane with my sister who was to be my traveling companion around New Zealand. 14 hours later and missing a day due to crossing the dateline (who needed that Sunday, anyway!) we arrived in Australia. Landing in Brisbane at 7am on that Monday morning, this was to be a stop-over for 8 hours to see my father-in-law, who had retired there with his wife several years ago (he had been asking for years for someone to visit!). After a train ride from the airport terminal into the city followed by a boat ride up and down the river on the city CAT, plus lunch, it was back to the airport. If there is a trip to Brisbane in your future you will see him wearing his new LMVYC cap.

Next stage was a two-to-three hour flight to Auckland, NZ, which seemed like 5 hours due to time changes! Arrived at 1am in the city.....very quiet! Thankful our host was there to drag us into her car, driving back to her condo in West Harbor. Needless to say the rest of that day was a blur.

The following day: two minute walk to the marina, hopping on a ferry which took off across the harbor to the city center. I had arranged to pick up a car in the city where I had to get used to driving on the left side again and watching out for those roundabouts. That evening I was set to go with some friends of our host to go sailing in the harbor.

Wednesday seems to be the tradition for evening sails, no? I met the skipper and three crew, presented the burgee and second LMVYC cap. Our burgee was flown that day as we took off under power. As we headed out more and more boats of all shapes and sizes joined us as each gradually raised their sails. At the start line there was a very impressive committee boat. The Portsmouth start time began ticking away. First mistake: skipper missed the start by one minute (Horst would be upset!). However, now we were off! Heading across the bay towards Auckland Bridge, around the buoy and a damn fishing boat! Back and forth we sailed until finishing up at the committee boat, coming in at third place. The skipper was very happy as he had just recently bought new sails for the boat and was still experimenting. They broke out the rum before getting back to the dock, woohoo! They gave me the burgee off the boat and then it was off to the bar.



On the entire trip of over three weeks I only made two advance reservations: one for the car, and the other for the ferry that sailed from Wellington, North Island to Picton on South Island, a three and a half hour trip. After sailing I had one day driving to reach Wellington. Never knew how far we would get in a day, so took a chance to find places to stay over night. First stop Christchurch, very sad to see chain-linked fence all around city center. It looks like a ghost town. Still taking the famous cathedral down piece by piece. Rather puzzled why they were taking so long to rebuild the city.....





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Headed west to Queenstown, which turned out to be a haven for young adventurers. The town was filled with 20-30 year olds, bicycles, backpacks, etc. Decided to drive somewhere quieter! Found a B&B at the end of a lake with a million dollar view from the patio looking over the beach. My goal was to get to Milford Sound and back onto some water. The landscape became full of waterfalls, snow peaked mountains, seals, but alas I could not find a penguin. According to the New Zealanders their summer had been rather disappointing, weather-wise. However, for us that made things easier, due to no crowds and lots of places to stay. Fresh fruit stands were always found along the road ways selling local produce....cherries, plums, apricots, etc. Lots of vineyards, sheep, cows, deer farms (venison) and miles and miles of beautiful vistas. At the most southerly point it was only 4,000 KM to the South Pole, but not an iceberg to be seen. Only three cars were spotted one day and they were going in the opposite direction. We decided, because the water goes down the drain the opposite way to ours in the US, the locals drive around the island that way!

Continuing.....came back up through center of the island to the west coast to see Glaciers Fox and Franz Josef (German side). One would follow little signs off road to find cafés and home cooking in the middle of nowhere!! Picked up a rain shower or two as I was negotiating hair-pin bends up and down mountain sides. I was going 90KM and they still passed me at 100KM going around the corners (sign posted 65KM). Eventually driving through Greymouth, West Point, Nelson, then back to catch the ferry at Pickton.

Arrived back at Wellington to a throng of crowds going to the rugby 7 games. The US played disappointingly—not placed at all. In the final it was New Zealand vs. Fiji (UK came in third). The spectators dressed up in fancy costumes (hobbits, storm troopers, cheerleaders—rather strange).

In my final week we worked our way back up the North Island—Taupo, Rotura. I did promise my son to visit Hobbiton (Lord of the Rings) which I accomplished successfully. The new movie, The Hobbit, had finished filming in November. Now back along the coast to Auckland itself—total 6,500KMs in 14 days. Returned the car covered in various New Zealand bugs! Relaxed for a few days before starting my return journey to the USA. Left 7am Sunday arriving in LAX at 6am Sunday, in effect landing before taking off!!  
TIME TRAVEL IS A WONDERFUL THING!

Graham.....



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## LAKE MISSION VIEJO YACHT CLUB

### CRUISING PANAMA 2012

By Robert Van Pelt

Last year while traveling by bus in Panama I met an American named Dave Goen who had been sailing in the Caribbean for the past several years. His boat, "Goen Places" was in Bocas Del Toro and he invited me to stop by for a visit, which I did. I mentioned to Dave that I was retired and available if he ever needed someone to crew. In January Dave emailed me an invitation to join him on a sail to the San Blas Islands, which I promptly accepted.



I flew to Panama City on February 1<sup>st</sup> and flew again at day-break the following morning on the island hopper to Isla Colon in Bocas Del Toro. From there it was just a quick water taxi ride to Isla Carinero to Dave's boat, a Beneteau 43. After getting settled, we spent the next 2 days provisioning the boat and cleaning the bottom with the aid of an air



compressor and regulator. Before setting out we decided to do a short shakedown trip to a nearby island to test everything and soon discovered that the auxiliary generator had a bad injector and the wind generator was not operative leaving the main engine as the only source for electrical power. After some discussion we decided that it would be all right to take off as we had plenty of reserve fuel on board, or so we thought.

When Dave left Florida in 2010 he originally buddy boated with a skipper from Canada who was unfortunately killed by pirates off the coast of Honduras. Since then, Dave has been going it alone but for safety he thought it best if we could travel with at least one other boat. We meet up with "Shaka" a Beneteau 40 from Montreal, which was in Bocas with plans for the San Blas. We decided to travel together as much as possible. Our first overnight stay was at anchor off Escudo de Veraguas about 50 miles from the mainland. Dave caught a King Mackerel on the way out which would be our dinner for the next few nights.



The following morning we started the main engine and diesel smoke promptly filled the cabin. We shut the engine off and tracked the problem down to a crack in the exhaust manifold. Shaka's skipper came over with his tools and we were able to patch the crack with a beer can and some JB Cold Weld. That would have to do for now as it seemed to be working OK as long as you stayed topside. We lost a day but decided to sail overnight to Colon anyway as the winds were really up and running in our favor. The following morn-





# The Main Sheet

## LAKE MISSION VIEJO YACHT CLUB

ing we arrived in Colon, which serves as the eastern entrance to the Panama Canal, which actually runs north and south. After dodging a great deal of commercial traffic we anchored next to the cruise ship terminal across from the container ship loading area. Colon is one of the world's busiest ports and provided us with a great deal of entertainment for the next several days. The city itself is very dangerous and we stayed well away except for one cab ride into town to buy some boat parts.



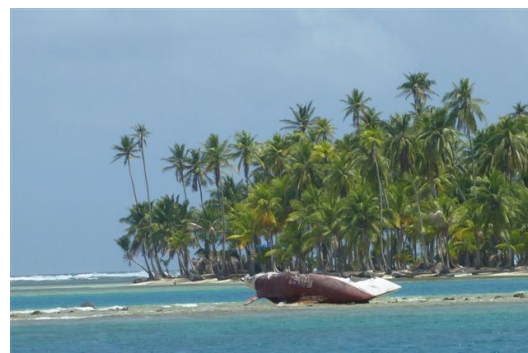
We had to venture on by ourselves from here as Shaka had to stay in Colon for a week to pickup a guest flying in from Montreal. Our next destination was Portobelo, 20 miles away, which was an easy one-day sail. Portobelo itself is a very historic seaport, visited originally by Columbus and settled by the Spaniards who used it as a shipping terminal for the gold that they plundered from the Incas. This naturally attracted the infamous pi-

rates of the Caribbean such as Sir Frances Drake and Henry Morgan. The Spanish cannons in Portobelo are still in place, pointing out to sea. The pirates sailed up the Chagres River and traveled overland to attack from the rear, twice capturing the town and all its wealth. Today, the black market still thrives in this little town. Cigarettes can be purchased for \$1 a pack and hard liquor for \$5 bottle if you know where to "shop".



After several nights anchored in Portobelo we decided to sail to the San Blas Islands in Kuna Yala. The Kunas won their independence from Panama in 1925 after a brief insurrection. They now own and govern all of the islands in the San Blas Archipelago as well as a good portion of the mainland adjoining the islands up to the area know as the Darien. The Darien is the lawless province separating Columbia from Panama. Overland passage is impossible in this region as there are no paved roads and rebels, bandits and drug smugglers control the jungle. To transit you must sail through the San Blas Is-

lands or fly which is prohibitively expensive for the locals. There are over 400 islands in the San Blas but only 40 are inhabited so you can pretty much stake out a little island for yourself but camping is not allowed, just day visits. A large network of reefs serves as a breakwater for the islands. This is a blessing as well as a curse as the shore is littered with boats that misjudged the shallow entrances. We came within inches ourselves of running aground on two occasions. A quality chart plotter and depth sounder are indispensable in these waters.





# The Main Sheet

## LAKE MISSION VIEJO YACHT CLUB

After a week of island hopping, visiting with the Kuna and snorkeling on the reef we decided to head out again but there were persistent gale force winds off the coast of Columbia. One charter boat that attempted to head that way put out a general SOS and was saved by a passing freighter. Another catamaran lost his steering cable and was lucky to be able to anchor before running aground. We attempted to turn on the laptop, which contained the detailed charts for this region and discovered that the infamous Windows Vista had failed and the charts were lost. The backup copy also refused to load. To make matters worse, the laptop also operated the boats AIS (Automated Identification System) which enabled us to track commercial traffic at night. Fortunately, the chart plotter was working and had recorded our track down the coast from Portobelo so all we had to do was follow that exact path out through the reef line and back to Portobelo. We thought it might be safer to motor back along this line but we discovered that our reserve fuel in jerry cans was contaminated so sailing was pretty much the only option.



The winds off the Columbian Coast were now blowing 35 knots, which really kicked up the seas in this whole region. We were looking at 18-25 knots sustained wind with 8-12 swells but it would be coming from abeam and then from our rear quarter so it was doable for a couple of old salts. We set sail shortly before sunset, as we wanted to arrive in Portobelo, 60 miles away, at sunrise. Things went well at first, as we were able to make hull speed with just a 115% jib and no mainsail. However, shortly after sunset we rode up a huge swell and then pitched down at increased speed headlong into a wave which crashed over our bow, tearing off our running lights and busting open a hatch, allowing salt water to pour into the main cabin.

Now, without running lights, bad fuel, inoperative AIS, and no auxiliary generator we both decided that once we were safely at anchor in Portobelo "Goen Places" was going to stay put for a while. Obviously there was no sleep to be had during this final passage as we had to transverse the busy shipping channel at night and avoid those dark hulled behemoths that seemed to appear out of nowhere. Sure enough as the sun slowly rose from the east we could make out the now familiar entrance to Portobelo, the very same safe haven that had appeared to Columbus over 500 years ago. It was a relatively small challenge for us and we could only imagine what it was like back in those days. It gave us a renewed appreciation for what those early explorers accomplished with so little.







# The Main Sheet

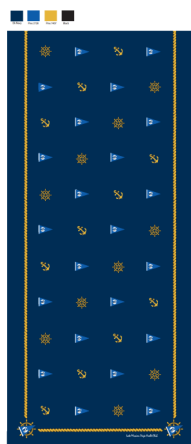
## LAKE MISSION VIEJO YACHT CLUB

### Promote the Club

Need a new t-shirt or polo shirt the club has them available for order with the club burgee proudly displayed. We also have a limited number of caps (\$10.00) available immediately. Club burgees for your personal use are available for only \$20.00. If you trade your LMVYC burgee with a burgee from another club and have it displayed in our club room, we give you another one for free!



Many members have asked about ties for the men and scarves for the women. Thanks to the efforts of Tony Musolino we have now ordered 30 ties and scarves. Ties are \$25.00 and the scarves are \$27.00. We have them now in stock.





# The Main Sheet

## LAKE MISSION VIEJO YACHT CLUB

### 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](mailto:Randy.tiffany@cox.net) (949)830-3577



LAKE MISSION VIEJO  
YACHT CLUB

22555 Olympiad Road  
Mission Viejo, CA 92692

(949)770-1313 ext. 308

E-mail: [commodore@lmvyc.org](mailto:commodore@lmvyc.org)

LMVYC CELEBRATES  
35 YEARS OF  
SAILING EXCELLENCE

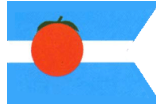
Lake Mission Viejo Yacht Club is located at 33 38' N 117 38W



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 Round Table Pizza and summer "raft ups" followed by BYO-BBQs in July & August. See our 2012 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!***