



# The Main Sheet

## LAKE MISSION VIEJO YACHT CLUB

### From The Bridge

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Welcome to May! Our Midwinter, Opening Day, and Spring 1 Regattas are in the books. So are our Opening Day ceremonies.



First, I want to thank every club member for making the 2019 Opening Day a great success. This all came with preparation, of course. Volunteers showed up Saturday and Sunday morning to assure that everything was in order. All of us contributed to our post ceremony feast; our Perfect Potluck site was complete within a few days of the event. My thanks also to the Lake Association and its wonderful staff for having the tables ready and our mast in place. My special thanks to our hospitality crew that worked so hard to make sure that all of us had a wonderful day.

With Spring also comes Wednesday night sailing. Several evenings, as of this writing, have been blustery, making for some exciting rides. Some moments were not for the faint of heart. That being said, our usual shifting wind patterns continued. This has been one of the more exciting times to sail. I welcome all members who are willing and able to join us for some great evenings.

On the business side, our membership renewals and new member counts are on par with last year. Our financial position remains sound.

Peter Tietz, our Newsletter Editor, has announced that he will be stepping down from his role at the end of this year. Putting together our newsletter, particularly in its current format, requires a fair amount of work including chasing down articles, editing text, preparing layout, and distribution. Thank you, Peter, for all that you have done and will continue to do this year. All of us very much appreciate it. In the interim, our board is exploring new ways to deliver information.

I also want to thank key volunteers who take it upon themselves to make sure that all of us have a wonderful experience. The list is long. There are many moving parts. Thank you again for making sure that your volunteer responsibilities are fulfilled – it is all part of our joint venture.

On to the next event!

*Kevin Weir*

LMVYC Commodore 2019

#### Mark Your Calendars!

- ◆ May 18 — Spring Regatta 1
- ◆ June 21 — Friday night sailing and BBQ begins
- ◆ June 30 -- Summer Regatta
- ◆ July 28 — Team Challenge
- ◆ Aug 25 — Annual Regatta
- ◆ Aug 30 — Friday night sailing and BBQ ends



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### Lake Mission Viejo Yacht Club Celebrates Its 2019 Opening Day!

By Commodore Weir



The Lake Mission Viejo Yacht Club (LMVYC) celebrated its Opening Day on a beautiful St. Patrick's holiday. The event is a tradition among yacht clubs. LMVYC, a member of the Southern California Yachting Association (SCYA), the Association of Orange Coast Yacht Clubs (AOCYC), and U.S. Sailing completed this custom – in style.

The fleet was decorated with nautical flags and standards. The clubhouse was decked out in flags; the interior decorated for the Commodore's Brunch that followed.



Officers, board members, and visiting dignitaries wore their summer uniforms in this somewhat formal and fun event. The boy scouts led the ceremony with a flag presentation, while Junior Commodore Griffin Pugh led the pledge of allegiance. Following the singing of our national anthem and presentation of anthems for each branch of military service, LMVYC Rear Commodore Guy Heaton and Vice Commodore Randy Tisdale introduced visiting dignitaries from local yacht clubs and SCYA. Honors were also given to prior LMVYC commodores, aka Staff Commodores for their past service. At the end of the ceremony, the club burgee was raised to the top of the mast as Commodore Kevin Weir announced, "Fire in the Hole". A blast followed and the season was declared officially open.





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Opening Day continued:

The club held its Opening Day Regatta after the brunch. Several guests came along for what became a blustery series of three races. At the end of the day, family and friends gathered to enjoy one another's company and reflecting on the day.



Many thanks are due to both Lake Mission Viejo staff and LMVYC volunteers, without whom this wonderful day would not have happened.

### A Dozen Juniors at the Races

By Rod Simenz

There was a good turn out of our junior sailors on Sunday, April 28. Four of them found wind to their liking at Lido Isle YC Spring Dinghy Regatta and six others stayed at home for our club's Spring Regatta I. Kate and John Sweeney, Deagan Willis, and Marcus Hopps went to Newport harbor for the LIYC event. John crewed for DPYC Grant Lewis in CFJ class of 10 boats and they won the first race and placed second overall. Deagan and Marcus sailed the club's newest CFJ. It was the first time the boat was put in the water since we got it back in November. Rigging and launching at LIYC went smoothly except for the center board bungee cord that was too stretched out to keep the board down. Deagan came up with a short piece of line and made a temporary fix so they could race. At times they were with the leaders but faded to 8<sup>th</sup> in the first race. They moved up to 5<sup>th</sup> place in the second race in spite of my making them a minute late to their start by keeping them at the dock while I fiddled with the jib halyard. Then they sailed really well and scored a second in the last race. Kate sailed in a huge fleet of RS Teras and placed in the middle of the pack.



Many thanks to Jim and Jaden Talay for towing the boat to and from LIYC and helping with the rigging, and launch dolly transfers.

Meanwhile at the lake there was some amazing competition taking place. Nicole and crew Lindsay raced a CFJ to second place overall in "B" with finishes only 16 seconds off the lead in race #1, 2 seconds behind in race #2, and won the 3<sup>rd</sup> race by 5 seconds. Griffyn and crew McKenna sailed a CFJ in "C" class to 1<sup>st</sup> overall that included a win by just 1 second over Cheyenne in a Laser and 9 seconds ahead of Vivian in a Sabot in the 3<sup>rd</sup> race. Madoc and Maycie also competed in "C" class sailing Sabots. A nice display of sailing skills at both venues, well done LMVYC junior sailors.



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### 2019 Midwinter Regatta

From Commodore Weir



Our 2019 Midwinter Regatta had a couple of firsts. This year we did not participate in the SCYA Regatta given our 30 day lake quarantine restriction. Instead, this regatta became the first of our annual series competition events. This allowed us to make the Opening Day Regatta, which follows our ceremony and brunch, a non-series event.

The second change was the postponement. Weather predictions in the days leading up to the February 3 event became increasingly dire. Race Chair Guy Heaton wisely cancelled the scheduled date – a new date of March 3 was immediately made available. And the weather arrived as predicted on the original date. Commodore Kevin Weir visited the lake a little after noon on February 3. Rain was blowing horizontally at the launch dock, continuing all afternoon. It was one of the stormiest days in a stormy winter.

March 3 arrived with a few less adult sailors at the skipper's meeting. There were four entries in A fleet, three in B fleet, and five in C fleet. The juniors were well-represented.

It was generally a breezy race. Results included the following:

A Fleet: Guy Heaton in first place; Patrick Stege in second, Tyler Peyatt in third, and Arnold Christensen, who single-handed his thistle, in fourth.

B Fleet: Nicole Sighiartau took first, followed by Graham Newman in second, and Kevin Weir in third.

C Fleet: Maycie Pugh, skippering a sabot, took first, Deagan Willis placed second, Kate Sweeney came in third, Griffyn Pugh took fourth, and Madoc Pugh completed the fleet at fifth.



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### Riding the Dragon Route in Japan

by S/C Frank Roberts



Konnichiwa LMVYC members! I have a fun trip to share. It is a Harley ride in Japan, something that you all should do some day.

As you may know, Eaglerider sponsored our IWAR ride. They are now the official rental company for Harley dealers and had just signed up to rent bikes in Japan. The government of Japan authorized a FAM trip, or familiarization trip. Through my relationship with Eaglerider, I was offered the trip along with the Jeff Brown, the CFO of Eaglerider, Erik Severson Director of Business Development, his friend Glen and my buddy, Randy Tiffany.



HOG LA  
Frank Roberts

It was a pinch me moment for sure, but soon we had airline reservations, the rest of the trip in the hands of Moto Tours Japan. Little did we know what was in store for us.

Upon arrival in Narita airport, we were met by Miwa and Maki, two ladies who would accompany us on our trip and serve as translators, organizers, and den mothers to a bunch of bikers prone to dropping items. In Japan, nothing is ever lost, it is found and the finder will find you and give it back.

The first evening after we were shuttled to our hotel, was one where you feel like you are in a strange land, but something about it seems familiar. The familiar part would come from the kindness of the people, food, beautiful scenery and of course, Harley Davidsons!

Our first day was free so we spent it at the Aeon mall, a giant mall within walking distance of the hotel. Miwa and Maki found us there browsing through the aisles of the attached grocery store. Lots of great sushi was for sale, wines from around the world, Japanese beers, and lots of saki. I picked out a couple of small items to bring back and we spent the next few hours walking the mall and looking at all the neat stuff.

#### Day 1 Nagoya to Gifu, 72 km.

The next day was Day 1 of our trip. We had breakfast and walked to the Moto Tours location. There were our bikes we had picked out a few weeks earlier, 2018 models with just a few hundred miles on them. My Street Glide was gleaming as I connected my iPhone so I could play music during the ride. After going over a safety and road rules briefing, we geared up a bit due to some light rain and off we went to our first stop the Nagoya Castle.

The Nagoya Castle is one of many castles in Japan built by the Shogun. Samurai served as protectors of the castle and more importantly, their lord. The Samurai engaged ninja assassins on occasion as rival lords were always trying to get the upper hand on other lords. Samurai were mighty fighters and were armed with armor, a dagger, and the famous Katana. The castle has been rebuilt following the burning of the original during WWII. But, there are some remaining original castles in Japan. Nonetheless, it is an impressive structure that must have required an enormous amount of labor to build when there were no cranes or power tools. Our next stop was the Atsuda Shrine.



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Dragon Ride continued:

The Atsuda Shrine is home to one of three sacred swords, Kusanagi. This sword is housed in the temple and is not available for viewing, but there is a small museum with several Katana swords, painted panels, and other items. Well worth the visit, even if the signs are not in English. After a walking tour and offerings to the temple, we walked to a locally famous dish of grilled eel over rice. I had never eaten eel, so was surprised at how delicate it was with its sweet, smoky flavor. It was also the first time I have eaten on the floor since I was a kid.



After lunch, we rode on to Gifu Castle. We parked on a small side street and walked up a long walkway. I was surprised as we entered a cable car which took us up the 300 meter mountain. After an uphill climb, we finally stepped inside the replica castle, originally built in the 13th century. Inside were original Katanas, all sorts of weapons from the time, and a 360 degree view from the balcony of the city of Gifu. Well worth the climb.

Off to our first hotel in Gifu. We only rode 72 kilometers, but were already immersed in Japanese culture. Our evening was spent at the kickoff party with several dignitaries thanking us for coming followed by entertainment by real Geisha and a great buffet dinner. Of course, there were many toasts with beer and saki.



### Day 2, Gifu to Ishikawa, 220 km.

After leaving what was one of the most beautiful hotels, we started our 220 kilometer ride. We rode through the Japanese Alps for the first time. Climbing higher and leaving the city behind, we got our first glimpse of how beautiful the countryside is. Winding roads, suspension bridges, tunnels and snow-capped mountains were our companions along the ride. We stopped at a mountain restaurant for lunch and enjoyed hot bowls of Udon. Inside was the owners prized collection of motorcycle memorabilia and a cool customized Harley Sportster! The dude cooked a mean bowl of Udon and built a beautiful bike.





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Dragon Ride continued:

Our next stop caught me totally by surprise. It was the Japan Automobile Museum with more than 500 cars and motorcycles on display. There was a Rolls Royce used by Princess Diana on her visit to Japan, lots of old Japanese cars that never made it to the United States, Datsun 240Z's, Fords and Chevys, race cars, utility vehicles and my personal favorite ,a rare De Dion-Bouton, made in France in 1899. Behind this contraption, it towed a wicker chair made for one passenger.

We arrived at the hotel just before dark, had our usual first beer and toast and then hit the onsen before dinner. Onsen are like our hot tubs, except it is gender separated and you bathe in the altogether. After entering the onsen, you disrobe and take a shower sitting on a small stool. I scrubbed with soap and hot water, then entered the steaming hot pool. There was also one outside which Randy and I both used. A great way to meet your riding partners after a long day in the saddle. Now we had nothing to hide!

Dinner was done in our robes. This is traditional and was a lot of fun. A feast of sushi, sashimi and all sorts of delicacies were on the table. I finished dinner and met up with the Eaglerider guys, Jeff, Erik and Glen. Over the bottle of Japanese whisky from dinner, we talked about the trip so far and what was ahead.

### Day 3 Ishikawa to Noto Peninsula, 292 km.

Off to the Noto Peninsula. This is the head of the Dragon Route. Our first stop was Kenroukuen, home to the beautiful Japanese gardens. For two centuries the grounds were part of the ruling Maeda family and opened to the public in 1871. Touring the grounds, we were followed by a local news crew and a newspaper crew. We walked the grounds enjoying the scenery and learning about the area. Such a beautiful and peaceful place.



After this stop, we jumped on the highway. After an hour or so we came to the Sea of Japan. Riding with the ocean on our left, it was a beautiful sight. Then we exited the road and actually got to ride on the sand! Chirihama Beach Driveway is an 8 kilometer ride on nothing but beach sand. We stopped and were interviewed by the news crews, mugged for the cameras and watched as other tourists drove cars and even large buses on the beach. This was a highlight of the trip and is not to be missed if you make the trip.

Our next stop was the Keta Shrine. This holy spot dates back 2000 years. We entered the shrine to be treated to a Shinto purification ceremony. This beautiful ceremony was done inside the shrine and incorporated a drum, bells and some beautiful dance movements. We all left feeling better, but might take a few more services to totally purify us. We sat down to a bento box lunch that again, was filled with delicacies.

After a visit to a mayoral office, we stopped at a Japanese lacquer workshop, the Shioyasu Urushi Ware Company. The artist gave us a demonstration of how the lacquerware is made followed by a visit to the store. Ladies, get your shopping mode on as this place was filled with fine lacquer furniture, artwork,



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Dragon Ride continued:

I purchased a nice pendant for Anne and some really cool chopsticks.

Next stop was to Senmaida, a hillside of terraced rice fields. These fields sit perched on the Sea of Japan that looks much like Big Sur. It is a UNESCO World Heritage site and its beauty is unmatched. We were there during the non growing season, so I can imagine what it must look like with green rice growing.

We finished with a ride to our hotel, but most beautiful Tadaya hotel in the traditional Japanese style. Rooms featured the tatami mats and low tables and chairs. It was the biggest hotel room I have ever stayed in. It had a living room with two sofas, a picture window overlooking the sea, an interior rock garden, a full wet bar and bathroom with two toilets, two sinks and a huge shower and bath. If you have never used a Japanese toilet, watch out which button you push, or you will get a surprise.

After onsen and a beautiful Japanese dinner in our robes, we crashed out from the long day.



### Day 4 Noto Peninsula to Hida, 220 km.

The next day we set out in the rain for our 220 kilometer trip to Hida. Our first stop was a local fish market where we taste tested various foods from sausage to some great fried pork on a stick. We ventured on and were treated to a traditional Japanese Tea Service. This was done in a little tea house by a lady versed in the practice. We were served a little sweet item and a cup of unbelievable matcha tea. I purchased a tin of the tea and was given the bamboo whisk as a souvenir. I need to get to work on my Tea Master skills.



Our short visit was weather related so on we went. As we left the mountains, the sun came out and Hida came into view. We pulled into the hotel and got ready for dinner. This dinner was just what the doctor ordered after much fish. It was Waygu beef, one of the best in the world. This beef is from female virgin cows, each raised in its own little home so as not to be exposed to the elements. Massages and beer are treats as they are hand raised to about four years old. The attendants cry when it is time, well you know, for them to cross the rainbow bridge and become a delicious meal! We cooked the beef, which I

described as meat flavored butter, over little table BBQ's and washed it down with plenty of beer. Endless plates of the raw beef kept coming until we cooked and ate as much as we could hold. At \$400 a pound, I am glad I did not have to pay that bill.



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Dragon Ride continued:

### Day 5 - Last Day Hida to Nagoya, 229 km

Sunny and cool with a fresh layer of snow on the ground, we departed Hida. Our first stop was a familiar one to HOG riders, a roadside stop. May I say, Japan knows how to do public roadside stops. There is plenty of food, including the hot and fresh apple tart I had, little grocery stores with local foods, and the best darn vending machines anywhere. You can choose from almost any cold drink from Lemon Squash, to Sweat, to hot coffee in a can! And might I say the cleanest restrooms anywhere on the planet. It was a nice stop next to the river.

We saddled up and made our second stop for lunch. I ordered the fried chicken lunch. It was the best ever. Little nuggets perfectly breaded and fried with a garden salad that was made from greens probably picked that morning. After lunch we had green tea ice cream from a little shop across the street. The owner said he had been following our adventure in the newspaper and was hoping we would stop by. He walked us to our bikes and got a nice picture with us.



Leaving there, we made our way to the Seki Hamono Museum Swordsmith shop. This is just not any shop. It is being run by 26th generation family members and has been making Samurai Katana's for all these years. We watched as they heated up iron in the hand operated kiln, pounded the first parts into a mass, cut it in half and folded it over. Then we all got a chance to pound the hot metal. No OSHA restrictions, this was done without safety gear. No steel toed boots, goggles or gloves. Awesome! After taking turns hammering the 5000 degree iron, we learned how the finished product is made. It takes a year to make the blade, then another four years for the handle depending on its require-

ments.

Then we got to do something that will stick with me the rest of my life; hold a live Katana. We were told not to speak while holding it, don't touch the blade and above all don't swing it unless you want to see severed body parts flying around. The blade is so sharp, it will work its way into skin just from the weight of the blade, which surprisingly was very light.



After a small purchase in the knife shop and receiving a certificate in Katana Swordsmithing, we left for a final destination, Harley-Davidson Chiryu. Here we delivered our bikes back to the dealer. After a final beer and some shopping for cool tee shirts, we were driven to our hotel in downtown Nagoya and attended our farewell dinner at a super cool restaurant. After dinner and many, many beers and kanpais, or drinking toasts, we stumbled back to the hotel.



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Dragon Ride continued:



Moral to the story. Japan is a beautiful and interesting place. I would place it high on my list of motorcycle adventures. Moto Tours offers lots of touring choices and their hospitality cannot be matched.

Special thanks to Mr. Kazunari Matsuzaki - Managing Director of Moto Tours Japan, James Worth - tour leader and all around funny guy, Takeichiro, Support Van, Miwa Harada, Tour Planner, Makiko Amano, Tour Planner, Shotaro Tanaka, Executive Producer, Kizuki Matsuzaki, Executive Producer and to Atsushi Sekino "Ninja" our intrepid photographer. And to Eaglerider, without whom this trip would have never happened.

If you would like to view a professionally produced video of the fantastic trip check out the video on YouTube at <https://youtu.be/wTcaxE4plgs>

### New Addition to the Club Fleet – A Melges 17

By Rod Simenz



I sent Richard Newman, a former club member, an email that asked him to consider donating his Melges 17 to the Mission Viejo Youth Sailing Foundation if he did not sell it. Richard called me back a few hours later from his car as he was driving to his new home in Kansas. He said he decided to follow my suggestion and donate his Melges to MVYSF. He was satisfied that was the best thing to do with it and hoped the juniors have a lot of fun with the boat. And why wouldn't they, it's a 2008 Melges that is in excellent condition, with a powerful sail plan including a bow sprit with an asymmetric spinnaker. What a generous donation on Richards part and great addition to our fleet of club owned boats.

The Melges 17 has a reputation of being easy to sail and fast in both light and heavy air. The boat weighs only 300 pounds, has a 26 foot mast, a 154 sq ft Kevlar main, and a 66 sq ft Kevlar jib. There is a 280 sq ft spinnaker that can be used for a livelier ride off the wind. Sailors at one internet site claim to have sailed their Melges 17 at 25 MPH in a blow! It's a two person boat but total crew weight per the Melges instructions is not to exceed 350 pounds. As soon as we get the boat added to the club's insurance

we can get the Melges out on the water and find out a range of crew weight that works best for our winds. Also, the boat should have a name, suggestions anyone?



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### 2019 Spring Regatta 1

From Commodore Weir



How time flies! LMVYC's Spring Regatta 1, the second of our series regattas, began with the promise of breezy conditions and an unusual omen – a cloud that captured all of the colors in the rainbow appeared over the skipper's meeting. Spring had arrived.

First, our wishes for a speedy recovery to two members of our vaunted race committee: both Audrey Simenz and Sue Edwards had health setbacks that did not allow them to join us. Allyn Edwards was also unable to join. Audrey, Sue, and Allyn are regular features of every regatta. Once again, we wish speedy recoveries to Sue and Audrey.

Challenged with these absences, three members readily stepped up to support the race committee. Staff Commodore Tony Musolino and Vice Commodore Randy Tisdale stood in for Audrey, Sue, and Allyn. Scott Pursell volunteered on stand-by. Thank you, so very much to these great volunteers.

Race One was windy with a long course set. It was a real work-out for many of us. Race two had a little less windy conditions with a twice around race course called. The wind came down before the third race, so a shorter course was called. There were five boats in A fleet; four in B, and Five in C. As announced at our Chili Cook-Off, race results (from third place to first) were:

C - Fleet: Griffyn Pugh with McKenna Pugh as crew in the lead, followed by Cheyenne Stegal, and Vivian Ikeda.

B - Fleet: Emmett Rixford with crew Vicki Rixford in first place, Nicole Sighaiartau with crew Lindsay Taylor in second, and Graham Newman in third.

A - Fleet Staff Commodore Mark Glackin with Connor Glackin/Sean Glackin took first place, Skipper Randy Tiffany and Frank Fournier came in second and Ron Meyer with Don White came in third.



Then there was the Chili Cook-off which almost deserves its own article. There were seven entries. The awards were announced as follows: **James and Jaden Talay** in first place, **Guy Heaton** in second, and **Len Savage and Jeannie Boukai** took third. Once again, thanks are due to generous volunteers including Yaz Talay and Daniella Radu who worked tirelessly to host and coordinate this event. Hospitality crew included Tony and Corrine Musolino, Ken and Donna Stegall, and Wayne and Margaret Welch. Nothing like some chili and friendship to wrap up an excellent day.



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### LMVYC Joins 2019 N2E

By Commodore Weir

Start line view from the Race Committee boat



Several LMVYC sailors participated in this year's N2E race. The race start was on April 26, with two starting lines. This year, as in last year, the event made up three races: Newport to Ensenada, Newport to San Diego, and Newport to Dana Point.

As of this writing, I am unaware of any LMVYC sailors in the Dana Point race. This article contains accounts from three LMVYC sailors who participated in these races. Congratulations are particularly due to Bill Yount and Julius Sighiartau. My apologies to anyone who participated whom I may have missed.

### Julius Sighiartau

This year's Newport to Ensenada race was the typical light wind race that I've experienced far too many times.

Carbon Footprint raced in the ULDB A class along with 9 other boats. Our plan was to stay close to shore until San Diego, then come up above the Coronados Islands in search for more wind.

After the start we were passed by an AC45 foiling catamaran. Unfortunately, the wind was not strong enough for it to get up on its foils. They did not finish.



AC 45 Cat being towed to the start

We were switching leads with Bretwalda, the other Rogers 46, all afternoon, until we got to Mission Bay. Bretwalda got stuck closer to shore, we were lucky to be out to sea and caught a light breeze. Eventually that turned into 8-12 knots of wind. No incidents during the night. We had a couple of jibes and finished at 8:15 in the morning, just around the time that our computer was predicting.

We took first in class and we were the 13th boat to finish over all.





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N2E continued:

### Kevin Weir

This year, Bon Vivant, a Catalina 30, selected the shorter San Diego course. Rick Caselli, Bon Vivant's skipper, is a veteran of 36 N2E races. This year's light winds lobbied against another win. There were the usual two start lines and very efficient starts. However, we had to watch as the Ensenada classes started while the wind remained up. The San Diego racers began after the Ensenada boats left. San Diego was followed by Dana Point racers.



Initially, we had decent wind, sailing on a close reach until the wind came to our beam. We hoisted an asymmetric chute and continued on our way. We began doing well against our relative competitors. It was fun to accelerate and watch another boat as if it was in a slower lane.

Then came the evening. The wind dropped, allowing us only occasionally to travel in the area of four knots. That was the good news. When I went off watch at about 2:00AM, we had been traveling generally at only one or two knots. When I came back on watch, we remained at one knot – the lights on the shore looking eerily familiar from when I had earlier gone below. The skipper came up shortly after me and made some calculations. At 4:59AM, we turned for home.

Although calling in a DNF was not fun, I had a great time. Given our slow evening pace, we saw unusual marine life. One of our crew, who volunteers as a diver at the Aquarium of the Pacific, was our tour guide. To say sailing at night is magical is to understate the experience. The sea was phosphorescent. The silence was magnificent. All we needed were some stars and...some wind.

### Bill Yount (third person account)

Bill crewed on Trofina 2, racing to Ensenada. Trofina 2 experienced the same light winds but managed to place third in their class, and fastest Catalina to Ensenada overall.





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### NOAA Reports



Scientists at the National Oceanic and Atmospheric Administration sounded a strong warning about rising seas, saying that ocean levels around the world are projected to increase by 12 inches or more, if large groups of people go swimming at the same time. "According to our latest analysis, an increase in global mean sea level of several inches is inevitable at this point given the approach of summer beach season, when millions of people will simultaneously go for a swim," said an oceanographer at a press conference, adding that the increase could be "significantly higher" than currently predicted if lots of beachgoers choose to hold their breath and go

under all the way.

"Coastal cities and low-lying islands are the most vulnerable to rising sea levels, particularly if it's not just kids who go for a dip, but full-grown adults as well. Our best hope now is moderating the rise as much as we can by convincing people to only wade in up to their waists." NOAA also warned about the devastating possibilities of catastrophic tsunamis should everyone jump into the ocean together from a dock or off the side of a boat.

This could also be a problem at Lake Mission Viejo as temperatures rise and more people are drawn to the lake for a refreshing dip. The million dollar homes that surround the lake are at an increased risk of significant loss throughout the summer. When visiting Playa Del Norte this summer, it might be prudent to keep your beach toys away from the water and park your vehicles in the upper lot where they will be safe. Look for more information on how to be safe at the lake in upcoming issues of the LMVA newsletter.

### Spring Regatta 2

The first spring regatta will be held Saturday, May 18th. Winds are predicted to be blistery after the storm front moves through. It promises to be some great racing that tests the sailors skills to the fullest. This will be fun to experience either on the water or on shore.

If you can't make it for racing, then make sure to come down for the Fiesta Party that follows racing. Commodore Weir is chairing the event and will provide free beer or wine for all eligible members and guests.

### Club Works

This club works through you the members, and we have a number of positions that will require a new chairperson in the future. If you have a unique talent or just have a few extra hours, we could use your help. See one of the flag officers, and ask them how you can give back.