

The NEWSLETTER

November December 2003

Lake Mission Viejo Yacht Club



Frank Fournier Wins Top Skipper Trophy

Winner of the Top Skipper Regatta at LMVYC on October 12 Frank Fournier is congratulated on his achievement by Race Chairman Rod Simenz (l) and Rear Commodore Rick Quick (r). A tough day of racing with strong competition was enjoyed by the top ten skippers with close finishes in the nine race one day event.

LAKE MISSION VIEJO YACHT CLUB

Commodore	John Olson	830-4794
Rear Commodore	Rick Quick	598-0469
Secretary	Eric Kaltenbach	855-0748
Treasurer	Willi Hugelshofer	582-8350
Race Chair	Rod Simenz	986-2516
Fleet Surgeon	Leonard Savage	830-6695
Port Captain	TJ. Henricks	459-5317

Junior Officers

Commodore	Tom Anderson	
Vice Commodore	Ross Bennett	
Quartermaster	Horst Weiler	714-402-4439
Web site master	Roger Robison	855-8094
Sunset regatta chair	Doug Sheppard	347-9346
Trophy chair	Vivienne Savage	830-6695
Newsletter editor	Audrey Simenz	986-2516
Measurer	Horst Weiler	

Regatta Schedule

Midwinter Regatta	February 15/16
Opening Day	March 23
LMVYC Invitational	April 5 (SAT)
Spring Regatta 1	April 27
Spring Regatta 11	May 18
Summer Regatta	June 22
26 th Annual Regatta	August 24
Fall Regatta	September 21
Top Skippers Regatta	October 12
LMVYC Invitational	October 25 (SAT)
Turkey Regatta	November 23

For Yacht Club membership information call Club Secretary Eric Kaltenbach 949-855-9748
For Regatta information call RaceChair Rod Simenz 949-462-0838



MARK YOUR CALENDER

The Turkey Regatta will be sailed on Sunday November 23. A potluck dinner will follow this last regatta of the year. Call Fleet Surgeon Len Savage for details of what to bring.

NOTE:

Skippers Meeting in the Clubroom at 12:15 PM for the Turkey Regatta.

Holiday Parade of Lights.

The annual Parade of Lights will be held on Saturday December 6. The Yacht Club will have an appetizer potluck party at 5 PM, before the parade, which starts at 6:15 PM.

On Saturday morning the "schooner" will be constructed and lots of help would be appreciated. More details will be available at the regatta on November 23.

Annual Installation and Awards Dinner.

Our annual Installation and Awards dinner will be held in January. A big thank you to Tricia Gonsowski who volunteered to head up the committee this year. Very minor arm-twisting was involved! More information as soon as the date and location has been arranged.

YACHT CLUB RECIPROCALLS

The following Yacht Clubs have extended reciprocal privileges to the members of LMVYC. If you visit be sure to have your current LMVYC membership card with you, and sign in at the front desk. Not all clubs have food and/or beverage service and those that do may only offer bar and/or restaurant service on the weekends. So calling ahead to find out when they are open is a good idea. Check out the bulletin board in the Club Room for additions which may have come in after this list was printed.

American Legion YC	(949)673-5070
Balboa Yacht Club	(949) 673-3515
Cortez Racing Assoc.	(619) 685-7717
Dana West YC	(949) 661-1185
Hollywood YC	(310) 836-3862
Lido Isle YC	(949) 673-5119
Navy YC	Channel Islands
Pacific Mariners YC	
Marina del Rey	(310) 823-9717
South Bay Yacht	
Racing Club	(310) 822-0776
Westlake YC	(818) 889-4820

Several of our members have dropped by a couple of these yacht clubs for dinner or a drink or just to visit and have enjoyed this "perk" extended to our LMVYC members from other SCYA yacht clubs.

What a Team Effort!

LMVYC with its fifty plus members is one of the smallest yacht clubs among the thousands in the US but it has developed what is probably the most high tech sail boat race starting system in the country. This is the story of how that came about.

If you've been anywhere near the RC boat at the start of a race recently you heard a well modulated male voice saying things like "in 10 seconds you will lower the blue flag, raise the green flag and sound the horn, 5,4,3,2,1, now". It's the same male voice even when there is an all women RC and there in lies a story. More than two years ago Steve Gonsowski and I were having a chat and the conversation turned to a discussion of race starting procedures. Steve remarked that maybe making a recording of the procedure would simplify things for the RC. I jumped on that saying what a great idea, a tape recording would be easy to do. Steve patiently explained that a tape head speed can vary and it would not have the necessary timing precision. However going digital with a CD would work and he had the equipment to do it.

That's when I learned that Steve is a skilled and talented musician who plays the guitar, writes music, and sings and records his own songs.

He showed me how he went about writing, playing and recording and how he could create a starting system CD that would keep perfect time. The first thing he needed was a script. That's when Audrey joined the effort. She wrote a script for rolling starts for A, B, and C classes. Inputs from Steve and I were then incorporated and we were ready to go. Steve recorded the CD and he even included a few of his songs for the listening pleasure of the RC after the starts.

The Club purchased a CD player and the recorded starting system was used for the first time about two years ago. But problems developed. More than a few times irate skippers informed the RC that the timing was off. It turned out that the CD skipped if

the player was moved or bumped. The remedy was to place the player on a foam pad and to be very careful with it. This was not a completely satisfactory solution and errors still occurred. Enter Rear Commodore Rick Quick.

His first idea was to use a more rugged and compact Walkman type CD player combined with a special amplifier and speaker system that he custom built. We tried it at a regatta and irate skippers again let us know the timing was off. Rick took the system home once again and made some changes. We used it at the next regatta but the RC still experienced timing errors with the system. Rick is not easily discouraged, so he decided we had to go solid state with no moving parts, so he put together a custom built MP3 player/audio system that is very light, compact, and capable of volume suitable for even hearing challenged sailors. The new system was used at the August 24 regatta and functioned perfectly. A nice achievement on the Club's 26th Anniversary. Special thanks to Steve and Rick for making it possible.

Rod Simenz, Race Committee Chair

SCYA Meetings

LMVYC's delegate to SCYA, Commodore John Olson and Alice with alternate S/C Audrey Simenz and Rod have attended most of the SCYA monthly meetings this year on behalf of the Club. SCYA Commodore Jerry Martin, (whom many of our members have met at the Lake on Opening Days) commended LMVYC very highly in his address at the October meeting, for our "flawless" participation in the Midwinters. He noted the wonderful spirit of our Club and that the reputation of our members for hospitality and friendliness is much to be admired.

"My forefathers didn't come over on the Mayflower ... but they met the boat"

a Cherokee named Will Rogers



Racing News.

Turkey Regatta Will Decide 2003 Series champions

Don't miss the last regatta of the year. Many of the top spots are up for grabs and will be determined based on the three races sailed on 11/23/03. Leaders in the "A" fleet are separated by only four points; in the Capri 14.2 fleet by six points; in the Thistle by two points, and in the Lidos, by twelve points.

If, like me, you're not in the running for a 2003 championship come out for a fun sail anyway and help make the leaders work for their trophies.

Top Skipper Regatta

Staff Commodore Frank Fournier out sailed nine competitors and cruised off with the Top Skipper trophy for 2003, making it his second win of this event. Frank also won in 2000. The other skippers competing were Arnold Christensen, Allyn Edwards, Willi Hugelshofer, Fon Koot, Rick Quick, Roger Robison, Doug Sheppard, Randy Tiffany and Horst Weiler.

A totally new format was used this year. Nine short races were sailed on windward-leeward courses using Capri 14.2 center-board boats with crew. Boats and skippers were matched up by lottery and sailed in flights of 5 boats. Skippers changed boats while the crew stayed with a particular boat for all races. Six races were sailed and then the five skippers with the lowest scores sailed against each other in the three race finals.

Frank scored six points in the finals edging Willi by one point. Horst took third with eight points followed by Roger with nine and Randy finished fifth.

Special thanks to Tony Musolino, Bob VanPelt, Jack McCollum, Randy Tiffany and Lew Wheeler for use of their boats and Allyn Edwards for loaning his sails and whisker pole.

With only five boats and ten skippers the crews ended up sailing more races than the skippers. The stalwart crews were Will Chong, Tony Musolino, Ted Beresford, Bob VanPelt and Holly Tiffany. Bud Corning was a relief crew and sailed the last three races. Holly posted the best crew finishes taking five firsts and two seconds in nine races.

Fall Invitational Regatta 10/25/03

The regatta drew 31 entries, a record number of boats for recent years. The raging Southern California wild fires filled the skies with smoke and ash which obscured the sun most of the day and may have had something to do with the almost total lack of wind. The race committee did manage to get two races sailed. The second race was finished at "A" mark, which helped to return the boats to the dock. That's when the cleanup had to start. Boats, sails, life jackets, sheets, clothing and people were covered with soot and ashes.

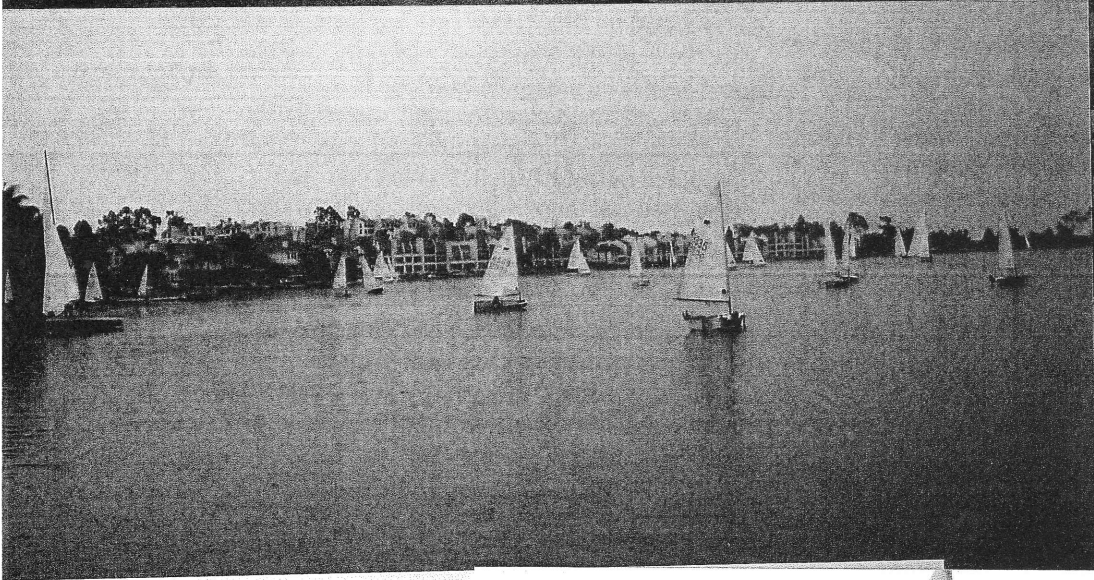
Fortunately things got better from then on as everyone gathered in the clubroom after the race for delicious food, refreshments, socializing and trophy presentations. The trophies were a big hit, thanks to Vivienne. First place winners received a crystal swordfish mounted on a handsome wood base designed and crafted by Commodore John Olson. Sets of coasters were awarded for second places and cheese boards to third place finishers. Several e-mails were received soon after race day complimenting the members of LMVYC for their friendly hospitality and for all the assistance given to them in launching and retrieving boats. See the web site for complete race results.

Rod Simenz Race Chairman

... Just before the start of a big ocean race the Race Committee received a radio call from a skipper inquiring if his sails should be raised before or after the starting gun.

Recounted in an old yachting magazine.

(would I kid you! Ed.)



A Date with an Angel

By Rear Commodore Rick Quick

Not near enough wind, way too much smoke, and my crew has the stomach flu. What a wonderful start to a regatta day (an Invitational no less). So I am asking everybody on two legs if they would like to have a ride on a Thistle, and I am coming up empty.

Wading around a launch ramp filled with an impossible number of Sabots, I am starting to wonder if it is me or the boat. I settle on me, for it is not conceivable that anyone would think badly of such a beautiful craft.

Sucking up the waning bits of my self-esteem, I make a final plea at the skippers meeting. Alas, no takers. It looks as though I will be going it alone. So it goes.

Ten seconds from shoving off I hear a thin and elegant voice, "Rick, are you still looking for crew?" It's Vivienne Savage. Dressed in white slacks and a red knit sweater, hair all done up nice, beautiful earrings. She obviously had not expected to be on the water this day. And she had responsibilities for the trophies to worry about. And I am confident Len was fretting about her hands even if she was not. But she really wanted to go, and I was and am quite grateful. So I make a futile attempt to wipe falling ash from the seats, she climbs in, and off we go.

Vivienne is immediately comfortable. We make a few tacks so she can get used to the rather ungainly, blind, half-backward, shin-banging maneuver required to get across the centerboard trunk under the low boom. "Oh, I'll get used to it," she says. I am concerned that those white slacks will never be the same. Nearing the first start Vivienne remarks, "I feel lucky. We are going to do well. Do you feel it?" I never feel lucky, but I am willing. I manage to put last night's re-reading of Walker's "The Tactics of Small Boat Racing" to good use and we get a good start with speed in clear air. "We did that well! We are going to win. You'll see." We keep to the middle of the course, which meant several tacks in little wind. Abrupt movements are deadly in these conditions and Vivienne floats around the boat with a deftness well suited to the task. Boy did I luck out. We use the whisker pole downwind, gybe it twice. I managed not to mess up a healthy lead and we win the first race. "I told you so!" So it goes.

Between races Vivienne says, "I hope all my nattering wasn't too much for you."

"You kidding? I am having a great time! I just love hearing you talk." I have always loved an English accent.

My second start was not as well timed (more like usual), everybody learns from our first race strategy and we end up 4th in a close finish. But I feel like a winner. It's contagious. I smile the rest of the day.

Thanks Vivienne. I had a wonderful time. I hope the slacks survived.

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## Annual General Meeting

On Wednesday November 12 the Club held its annual meeting for all members. Commodore John Olson thanked the Board and other club members for their work this year and for all the support he was given. In turn everyone present applauded his efforts this year and thanked him for the beautiful woodwork, cabinetry, trophies and burgee mounting he has done in the Clubroom. The budget for 2003 was reviewed. Willi has kept us in good financial shape. The proposed racing schedule for next year was discussed and there will be a meeting next week with the Lake Management for approval. Nominating chair Arnold Christensen thanked his committee members, Ron Meyer and Randy Tiffany for their dedication and presented the slate of nominees for next year. With the required quorum present the proposed slate was approved by acclamation. A motion followed to accept the slate, it was seconded and approved.

And the Club has a new Board for 2004!

### Flag officers

Commodore: Rick Quick:  
Vice Commodore: Fon Koot  
Rear Commodore: Vivienne Savage

### Officers

Secretary: Eric Kaltenbach  
Treasurer: Willi Hugelshofer  
Race Committee Chair: Tony Musolino  
Fleet Surgeon: Tara Robison  
Port Captain: T.J. Henricks

Commodore Appointees:

Website: Roger Robison  
Sunset Regatta Chair: Doug Sheppard  
Quartermaster and Measurer: Horst Weiler  
Trophy Chair: Norma Tiffany  
Newsletter Editor: Audrey Simenz

## Patience & Perseverance Rewarded

By Eric Kaltenbach

2003 was shaping up to be a great year. Candice and I purchased a two year old thirty foot sail boat, an Ultra Light Displacement boat, Oooh La La!, designed specifically for ocean racing in

Southern California conditions. We had great expectations and anticipated a great year of racing.



We first had the boat reconfigured to fly an asymmetrical spinnaker (ayso) by adding a bowsprit and purchasing a new ayso spinnaker designed for sailing down wind on broad reaches. Thanks to Tony Musolino, we had use of a 28 foot slip in Dana Point from Feb 1<sup>st</sup> to April 30<sup>th</sup>. Great, we could start out racing in the Dana Point Series. We've sailed in that series before, so it should be an easy tune-up.

First three races, good starts, good crew work, light air, and reach, reach, reach. Oh I forgot to mention that most of the courses in the Dana Point Series have long reaching & beam reaching legs. Oh, also, Oooh La La only has non-overlapping jibs (110%). That means she isn't as fast on reaching legs as say a Schock 35 with a 155% genoa. So, in the three races we entered, we finished 6<sup>th</sup>, 5<sup>th</sup>, and 3<sup>rd</sup> respectively. Frustrated that we were slow on the reaches, but happy that we did great on the down-wind legs flying the new ayso spinnaker. I thought to myself, "boy, we will do great in the down-wind races like Newport to Dana Point and Seal Beach to Dana Point".

Down Wind Race One: Newport to Dana Point, April 5<sup>th</sup>. Anticipation was high. We were looking forward to a screamin' run back to Dana Point. Unfortunately we never made it to the start in Newport. After motoring for two hours from Dana Point into 20 knot winds and eight foot seas, we had only made it as far as South Laguna. Frustrated with the weather, and disappointed, we turned back to Dana Point.

Down Wind Race Two:

Ok, it's late April, move Oooh La La to Long Beach and prepare for the next race. Newport Harbor Yacht Club's opening day regatta May 1<sup>st</sup>. Course: Los Angeles to Newport. Cool, another down-wind run. May 1<sup>st</sup> arrives with heavy rain, high winds, and the swells breaking over the outer breakwater of Long Beach harbor. Called the crew at 7:45am and we all decide it's best to cancel. Well, the beer will keep till the next race.

July 6<sup>th</sup>. Long Beach Yacht Club's Five Islands Race. Fifteen miles of up-wind, down-wind and some reaches. Send in race entry, finally assemble a full crew (July 4<sup>th</sup> weekend), have hull bottom cleaned, beer chilling, etc. Thursday July 3<sup>rd</sup> received email from LBYC: Race Cancelled. What? Race Cancelled? They must be kidding.

It has to get better. July 19<sup>th</sup>. Seal Beach to Dana Point Race. Twenty-nine miles down wind. 11:00am start. The weather is reasonable. Light to medium breeze out of the South. We had a good start, tight racing with other boats up to the first weather mark. Once around the weather mark, the wind was still out of the South so we couldn't put up the asymmetrical spinnaker. Game plan: sail close hauled out to sea and then hoist spinnaker once we can turn down to Dana Point, moving the wind far enough aft to fly the spinnaker. After an hour or so, our game plan was working. We then hoisted the ayso, headed for Dana Point and started gaining on the leaders. The leaders in our fleet were now within passing distance. Four miles to go, leaders just ahead, it will be a close finish. 4:30pm the wind dies completely. Knot meter reads 0.00 for nearly an hour. No wind in sight. Decide to quit after an hour and a half of traveling at the speed of the current and no wind.

Enough already. August 30<sup>th</sup>. Los Angeles to Dana Point Race. Thirty-nine mile course. Start near Shoreline Marina, sail up Long Beach harbor and out the LA entrance, around the farthest off shore oil island and then down to Dana Point. Sounds like fun. Weather forecast is good. Normal wind conditions for Southern California. 11:00am start. Another excellent start. Crew work is superb thanks to Arnold, Ron, TJ, and Willi. Nearing the LA Harbor entrance we're up in the "A" fleet who started five minutes before us. The next eight miles out to the oil island was a bit slow due to light wind, but we were able to hoist the spinnaker and gain some speed. We passed additional boats. Rounded the oil island and headed for Dana Point. Wind was holding up, with occasional gusts. The leaders in "A" fleet were getting bigger and bigger as we caught up to them. We were so excited to be sailing well and near the front of the pack. About the time we were six miles off Newport and the leaders jibed for the shore, the wind started to fade. We kept our reaching angle high with the spinnaker and tried to keep the speed up. But once we were about 6 miles from Dana Point the wind died. We couldn't believe it had happened again. Another DNF (Did Not Finish).

October 4<sup>th</sup>. Fourteen Mile Bank Race. Start off the Balboa Pier and race out to sea 14 miles and back (28 miles total). This race is typically a reach out and a reach back. So, I determined that since the wind gods are against us, it's time to buy another asymmetrical spinnaker to use on reaching legs/races and in light wind situations. Ullman Sails finished the new ayso by the end of September. We tested the new spinnaker on the repositioning sail from Long Beach to Newport a few days prior to the race. That day we saw perfect conditions with the knot meter hitting 12.8 knots. Oooh La La!

Race day, Oct. 4<sup>th</sup>. Overcast with light and variable winds out of the SW. The starting sequence was inverted with slower boats starting first then the faster boats and catamarans last. Thus, we started in the second to last group. We had a good start, hoisted the new reaching spinnaker after the first mark rounding and reached out to the 14 mile bank buoy averaging over 7.5 knots passing one boat after another (slower boats who started ahead of us). The big PHRF boats in our class, those that had to give us time on handicap, rounded the 14 mile bank buoy about fifteen minutes ahead of us. We knew that we were still in the race. By the time we rounded the mark, the wind clocked around to the West and increased in velocity. We knew that it would be a reach back to Newport, but we decided to keep the spinnaker up and tough it out. The wind picked up to about twelve knots and we really healed over with the main sail all the way out and the spinnaker doing all the work. Even with the main sail all the way out and luffing, we were still averaging nine plus knots. We were literally holding on and hiking out on the rail for the last ten miles trying to keep the boat speed up and praying nothing would break. At least I was praying. We crossed the finish line after four hours of racing and figured that we might have finished in the top half of the fleet on corrected time. At least we'd finished a race and averaged above seven knots over the whole course.

Finally, the results: Well, thanks to the new reaching asymmetrical spinnaker, excellent crew work and perseverance, we finished in second place in the PHRF "A" fleet. Oooh La La! Can't wait for 2004.

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HAPPY THANKSGIVING EVERYONE!