



# Lake Mission Viejo Yacht Club

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MONTHLY NEWSLETTER

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*"The primary goal of the Yacht Club is to provide social and competitive interaction opportunities for its members."*

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## COMING EVENTS

Wednesdays . . . . . Sunset Sailing at the Lake, 5:30 pm  
Pizza and drinks in the Clubroom follow sailing, 8 pm

September 12 . . . . . Fall Regatta I  
October 3 . . . . . 16th Annual Regatta  
October 24 . . . . . Championship Regatta  
October . . . . . Ladies Regatta  
November . . . . . Crews Regatta  
November . . . . . Election of 94 Officers  
December . . . . . Installation of Officers Dinner and  
Christmas Party

*(Reminder: Non-lake members please notify us you plan to attend lake events so we can leave your name at the gate for guest entry.)*

## OFF-LAKE ACTIVITY

The next ocean outing is an all-day sail from Dana Point to Newport for lunch at Woody's Wharf, a cruise of the Newport Harbor and return. This trip will be open to all members. Date will be determined based on availability, and cost will be dependent upon the number who go. Contact the Commodore to add your name to the list. This annual trip always gets a good response, so don't delay. Two boats will be chartered if required, and approximately 25 people can be accommodated on this outing. It's always fun, don't miss it!

Several (male) members of the Yacht Club, after a rough start with engine problems, reportedly spent a great weekend on Catalina Island August 5 - 8. Commodore Chris Davies, Treasurer Willi Hugelshofer, Board member Tony Contino, son Tony Jr., and new member Joe Sperber sailed a chartered 34' Catalina out of Dana Point, and returned with firm plans to repeat the trip soon.

## SAILING DOWNWIND

(From an article by Skip Whyte, U.S. Sailing Team's Coach in September's *Sailing World Magazine*)

Most boats of the same make go the same speed downwind when the conditions are steady. But no matter how stable the conditions are, the sailing environment constantly changes due to wind puffs, slight changes in direction, or wave action. Every change throws the boat out of equilibrium, and creates an opportunity to gain or lose boatspeed.

If you want to be fast downwind, you must excel by anticipating the changes in the sailing conditions and getting your boat back into equilibrium as fast as possible. In smaller boats your opportunities to use performance enhancing techniques with crew weight, trimming, and steering increase. Taking advantage of these opportunities is challenging, and fun.

It is perfectly legal to use crew weight and sail trim to steer the boat. Assume the correct posture. Look alert and be aware of your surroundings. Position your head so that you can see the sails and waves. Keep your head and shoulders above or outboard of your rear end. This allows you to see forward and up easily. People joke about "sailing by the seat of your pants", but it is true. Good sailors have great feel, and excellent posture in the boat.

Choose a stand-up posture so you can use your legs at any time to shift your weight. Keep your feet close together in a fore and aft dimension. Use your legs to carry the load whenever you need to shift your weight.

Avoid moving around while sitting. When skippering, keep your head over your rear end. Place one foot against the tank and put partial weight on it. Put the other foot against the centerboard trunk. The crew moves only when told; the skipper adjusts according to the "feel". On broad reaches and runs, the skipper and crew may be sitting on opposite sides of the boat. The skipper should maintain the same position as above, keeping his weight near the center of the boat. The crew should try to balance the lateral movement. Going upwind, skipper and crew should sit close together; going downwind, they should sit apart. (Continued on page 2)

BOATS FOR "SAIL"

Several boats are listed for sail on the lake bulletin board. If you're in the market for fun at a good price, be sure to check it out.

If you want to buy or sell a sailboat appropriate for the lake, the listing here is free. Call the newsletter editor with details.

Spritzer bottles and lots of liquid were the call of the day on the August 1 regatta. The blistering heat and heavy vacation activity meant a low turnout of only nine boats for the regatta, however those who attended report fluky winds kept them on their toes, and a good time was had by all.

Dimension Cable was on hand to televise a volleyball game on the north beach, and the sailors and the scenic lake provided a beautiful backdrop for the television cameras.

Results of the regatta were:

A Fleet: First place, John Austin
Second place, Willi Hugelshofer
Third place, Don Schaffner

B Fleet: First place, Joe Sperber
Second place, Bob Milner
Third Place, Vern Smith

Len Savage and John Hennessey did a great job of manning the barbeque following the race, and Vivienne Savage took care of the registration. Race Committee was Chris and Milly Davies, assisted by new student and member Melinda. A special thank you also goes to the Lake Association for providing the hot barbeque for these events.

THIS AND THAT

Member Marleen Chesley recently lost her sister to leukemia after a long hard struggle. Marleen is now back from Seattle where her sister underwent a bone marrow transplant from Marleen in an effort to stop the disease, but to no avail. Our sympathies are with you, Marleen. You were missed.

Harry Shepherd, a member of the Yacht Club who frequently helps on the Race Committee, is renowned for his work at the Psynetics Foundation on paranormal research. Harry is the appointed Chairman of the Research Department and teaches investigative methods to research cosmic energy, especially the shape energies such as the pyramid. We could all benefit after a busy summer by sitting in the new energy chamber built for research which was unveiled at a conference in May. Harry has recently been busy with a new video -- now we know where he gets all that energy!

Don Schaffner has sold "Lucky Puff" off the lake to a member of the Lido sailing club in Balboa. But he hasn't given up sailing! He has re-purchased a boat he previously owned in Ohio and is planning to bring it to the lake soon. In addition he still has the "Predator".....

Lake Mission Viejo's burgee now proudly hangs in the British Virgin Islands at the Bitter End Yacht Club (a gift of the Davies'), in Washington State (donated by Harts Hobbs), and in Germany (courtesy of Horst Weiler). Reciprocal burgees have been promised, and will be added to our collection. If you have burgees from other clubs to donate, we would be happy to accept them, with the future plan being to use them for decorative purposes in the Club Room for all to enjoy.

Ced Fields had his Condor (the boat, not the bird -- though Ced says both are considered extinct!) on the lake recently, and over pizza talked about the early days of Lake Mission Viejo when there was a multitude of privately owned sailboats on the lake, competition was fierce, and protests were plentiful. Although the current yacht club members do enjoy the thrill of winning, the emphasis is more on the common interests of sailing, living in the area, and having fun with the sport.

Let's plan ahead! If any members are interested in another ski outing to Mammoth (or locally), please contact the Commodore at 714/768-5243 so a list can be made, and lodging can be reserved in advance for prime time next year.

Downwind Sailing Article: (Continued from Page 1)

Steering is the key to good technique, and should be done primarily by adjusting the sails and crew weight. Use the rudder to follow or amplify those adjustments. If you primarily use the rudder, you will experience excessive "drag", in the form of weather helm.

CONCENTRATE on going fast. ANTICIPATE the forces that will throw the boat out of equilibrium, so that you can act instead of react to sudden wind shifts. Use your eyes to read the wavelets. Watch other boats sudden adjustments and anticipate a wind change or wind lull coming your way. A wind lull should call for the same quick correction as a sudden wind shift. Sometimes a gradual reduction in velocity allows a lull to sneak up on you. If you are heeling because of a puff, and remain in that position when the wind decreases, you create excessive drag on the rudder.

To summarize the article: First, always be fluid in your movements, don't overreact. Balance your response according to the need. Second, steer primarily with weight adjustment and sail trim, and use the rudder as little as possible. Third, anticipate changes and act instead of react to them.

MARK YOUR CALENDAR TODAY:

REGATTA,
SEPTEMBER 12!

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