

Catamaran Sailing at AYC

By Jim Casto

Most members have seen catamarans racing in Turnback & other AYC open regattas, and this year, we've been seen at some Friday night beer can races. But it's been a few years since catamarans raced in regular series races. This fall we were given a start, and raced 5 of the 6 scheduled weekends. With a max of 9 boats on the line, catamaran start averaged 6 boats per week. There was very tight racing most weeks, and the winner was not decided until the very last mark of the very last week. After building a sizable lead on the last downwind leg of the series, **Aaron** fell into a hole by D mark that no one else could find. This allowed **Philippe Bettler** on a Hobie Tiger, to close the gap for the win, and the overall. **Aaron** is a non-member who is considering joining, he bought his own spinnaker cat at the beginning of the year, after crewing for a couple of years. **Philippe** is new to the Tiger, having bought it mid-season & he's still training crew. **David Grogono & Natalie Hunter** sailed their NACRA 5.2 very well, although they were edged out by **Craig Tapley** who manages to single-hand a 5.2 in heavy air way too fast! I'm not sure if it's due to skill, or mass, but it works! **Robert Dennison** sailed his Hobie 14, and **Jeri Ward** crewed with **David Yoder**, a non-member from around the corner from AYC, on his Hobie20. **Jim Rehage** was on his NACRA 5.8 with spinnaker, occasionally starting on time, sometimes not flipping. **Bobby Crouch** came out one weekend, but was having trouble finding regular crew, and had a tough schedule. I sailed my NACRA 5.5uni one week, and my NACRA 5.7 two of the other weeks. The range of boats & speeds was a challenge for RC, but in general we got very good courses.

Launching was a real challenge, with some weeks the line was over an hour long. Though the large "beach" area on the point seemed inviting for cats, because the level was so low for most of the year, the shoreline was quite rocky. I launched from the one area on the point you could back a trailer down to, and used some PVC pipes to protect my hulls while on the beach. This space could only really accommodate 2-3 boats at most, so it's not a real solution for series races, until the lake rises quite a bit.

In discussing the racing situation for next year, the consensus was to probably ask for just one series again, but to request 2 races/day, instead of one. And, we'll probably volunteer to do race committee one weekend earlier in the year, as well.

Although there are limited opportunities for cat racing at AYC when compared with monohulls, AYC members do race frequently. If we're not racing on a

monohull at AYC, we may travel to another regatta, in TX or even out of state. There is kind of a "catamaran circuit", starting in March, about 8 regattas through to September, and of course Wurstfest in November.

Steve Piche is probably the most ambitious AYC multihull racer, this year he crewed for **Jim van-Fleet** in the Miami-Nassau, Chicago-Mac and Harvest Moon regattas, as well as personally organizing & racing in the "Great Texas 300", an annual 4-day race from South Padre to Galveston along the coast in beach cats, that he started a couple years ago. In addition, he raced in at least 3 "circuit" regattas. Although you couldn't really tell, **Steve's** racing schedule was hampered a bit this year - he bought a house & moved in. I was able to race in 5 regattas in TX & one in Louisiana this year, and was PRO for the Austin fleet's Hill Country Regatta on Lake Buchanan in April. **Bobby Crouch** and **Phil Buck** raced a couple of regattas, this year. **Jim Rehage** raced Ruff Riders and will probably race additional regattas next year as well. **Philippe** is also threatening to race in 2007, but he'll need a trailer. **John Kuc** was also seen at a regatta, but I can't remember which one, and neither can he. hmm....

We seem to have a core group of AYC members who are willing to race catamarans, but there are a large number of cats in the dry sail area that don't get used much. Turnback Regatta turnout was quite low (8) in spite of the best wind for years. The Long Distance Race was a lot of fun, but only 5 cats raced, and we didn't even have a fleet at Centerboard Regatta or Leukemia Cup (schedule conflict). Let's see if we can improve on all these numbers in 2007!!

SC 21 Fleet... *Continued from Page 5*

didn't want to provide any disadvantage to the existing rudders versus the new ones. I believe that the new rudder is a couple of pounds lighter than the older one, this is due to the use of high density foam inside the new rudder instead of resin filler in the old ones. This shouldn't make a significant difference.

If anyone wants to see the rudder in person, Carl should have it mounted on his boat by the end of December. If anyone one needs a new rudder, let me know. The time from order to delivery is 3-4 weeks, depending on how busy the molding company is.

So, if your old rudder becomes damaged, or lost, or you just want a new shiny one for your boat, we now have a way to make new ones. Let me know if you have any questions.

the questions the survey hoped to answer were:

- Why is racing participation declining?
- What is our racer's motivation for participating/not participating?

To our great pleasure the results of the survey point to solutions within our Fleet's control. The conclusions drawn from the survey are:

1) Participation decline is primarily caused by declining total participation (degenerative). Simply put, the fewer boats there are to race makes it less attractive for the boats that are racing. Conversely if we reverse this trend we can begin a regenerative effect.

2) Participation could be enhanced with more off course interaction among sailors (post race beer, technical/business meetings, parties etc.).

3) In KF we have primarily two related but different groups of sailors whose primary motivations for participating vary subtly but significantly. One group is single mindedly focused on competitive sailboat racing while the other group has the desire to blend competitive sailboat racing with an equal emphasis on the enjoyment of sailing. Both groups of sailors are represented in all 3 of our fleets. Logic leads me to conclude we need to support both motivations to reverse our participation trend.

The actions the fleet plans to take as a result of these conclusions are:

- Rev up communications and solicitations for race participation ... expect more email,
- Foster more communications and interactions between KF members, with emphasis on KF not individual A, B, NS fleets,
- Actively work to help fleet members who are seeking assistance with crew recruitment, boat preparation or racing competitiveness,
- Focus more emphasis on selected AYC events, such as holding a KF championship in conjunction with an AYC Series or Regatta and
- Hold more KF events both racing and non racing formats.

My (Steve) last observation on participation, which is also a well deserved self criticism... Within our fleet we have some very strong individual opinions on specific racing details in terms of competitiveness, race format,

racing venue etc. These strongly held opinions may be agreed to by some other KF members but frequently are not broadly shared. To prevent these opinions from segmenting our fleet into ever smaller fleets or classes a compromise is needed on all our parts to allow sufficient variety in racing competitiveness/formats/venues/etc. to allow everyone to occasionally have their needs met. If we individually vote with our participation (take my ball and go home) when formats/venues are not our favorite then we may all end up without a game to play at AYC.....



WILD TURKEY

In addition in November the annual Wild Turkey regatta was held on Saturday the 11th. Race day began as a cool, sunny day with a light north easterly breeze. By start time at 1:30 pm, the temperature was in the low 60's and the wind had settled in to the "traditional" Lake Travis 0 to 15 knots out of the NNE, +/- 40 degrees! 18 boats racing in 4 classes got to the starting line for a fun few hours of racing.

In Spinnaker Class, our New Orleans neighbor, **Jimmy Cain**, took a solid first place in his J22 **Toy Monster**. **Ray Shull** and **Ian Fink** duked it out for almost 8 miles, with the race for 2nd being decided literally on the last tack before the finish – **Ray** finished boat for boat 8 seconds ahead of **Ian**, giving **Mostly Harmless** a squeaky 2nd over **Boat II**. That was a lot of fun to watch from the committee boat, **Ray** – glad J29's can point when they need to!

Non-Spinnaker Division I first place trophy went to **Stephen Brown** in **Jabberwocky**. **Winston Bumpus** took 2nd sailing the Hunter 380 **Zen**. Someone has to race those really uncomfortable, cold and wet boats!

Division II Non-Spinnaker honors went to **Gary Payne** in **Somewhere 'n Time**. Another Catalina 30, **Endorfin**, skippered by **Steve Ehlers**, finished in second, just 1:28 behind **Gary**. And correcting 37 seconds behind

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Racing Tips... *(Continued from Page 3)*

in phase with the first wind shift and how do I get on the tack that takes me closest to the windward mark as soon as possible”?

The overriding goal, no matter where on the line you choose to start, is to attempt to put yourself in the most flexible position possible. This means keeping as many of your options open as you can and most importantly, putting yourself in a position to get on the favored tack as quickly as possible (see Mantra above).

Last month, I focused on the optimum way to start at the leeward end (pin-end) or the weather end (committee boat end) of the starting line. What I failed to discuss in any detail are the advantages of a good mid-line start.

A mid-line start can have several strategic advantages. Many times the weather and leeward ends of the line tend to be more congested. The reason for this is that it is often easier to gage how close you are to the starting line at the extreme ends of the line so boats tend to congregate there. Often, the middle of the line is fairly open and the possibility of a good start exists without having to fight as hard as you would at the other two ends of the line.

The advantage of a mid-line start is that you are generally able to either hold starboard tack (if you are in the lifted starboard phase at the start); or due to less congestion, you may have the opportunity to get over on to port tack more easily if you feel you are in a headed (left) phase at the gun.

The key to a mid-line start is being confident with exactly where the starting line is. A common phenomenon, especially in big fleets with long starting lines is that the fleet often misjudges where the line is, and many times the boats in the middle of the line are several boat lengths shy of the starting line at the gun. This is known as mid-line sag.

One of these days after the races, ask a race committee member how far the fleet was off the line in the middle of the starting line. I bet you will be surprised. It is very common that the boats in the middle of the line are 2 to 3 boat lengths below the line. The middle of the line is rarely over-early. So how do you know where the line is to take advantage of this sag?

The best way is to try and get a line site of the starting line. This entails sailing just to the right of the anchored race committee boat and looking over the top of the race committee boat while trying line up the starting flag with the leeward starting pin. Then, try to pick out a feature along the shoreline such as a house, boat dock,

building etc. that is in line with the starting line.

Once this is accomplished, I like to sail to the location on the line where I am most likely to start. When I reach this position, I will have one of my crew go to the bow and sight down the line as I sail on starboard tack, close-hauled across the line. Using the object on the shoreline to the left of the starting pin, I ask the person on the bow to tell me when the object on shore lines up with the leeward pin. When we reach that point, we are theoretically on the line.

As helmsman, I also like to have my own visual as I am sailing for the line. As we are crossing the line on starboard tack, when my crew on the bow tells me that we are on the line, I immediately look to leeward in my normal upwind steering position and try and get a visual on shore immediately in line with the leeward pin. In this case, my line site on shore will be slightly different than the perspective my bow person will have due to the distance between us. I will usually defer to the bow person in the final seconds but it is really nice to be able to make a quick visual check myself.

On larger keelboats, don't hesitate to have your bow person up on the bow pulpit telling you or sending you hand signals as to where you are on the line. Practice this process with your crew and then listen to them! The bow person's perspective is going to be much better than yours and when they start waving you to go, go!

In addition, keep in mind where you are relative to the boats around you. As a rule, I try to never let the boat that is to leeward of me have their bow forward of mine. I don't want them to be in a lee bow position off of the line. I don't worry so much about having the boat to weather of me covering me up a little at the start. It is always safer to have the windward boat blocking the view of your boat from the race committee. I will try to stay covered up until the last possible second. Usually, by being slightly to leeward, you can eventually work your bow clear and hopefully get yourself in a good lee bow position and start pinching off the boat that you used for cover.

If the boats to leeward and to windward are ahead of you, even if you think you are close to the line, you have to trim-in and accelerate with them, even if you are all ultimately over-early. You simply can't afford to be rolled from above and pinched off from below. Nine out of ten times, you will either be safe, or the race committee will call for a general recall.

The only time that I would suggest that you stay away from the middle of the line is after several general recalls and the race committee has put up the "I flag" indicating that the around-the-ends rule is in effect. This means that if you are over early in the middle of the line, the only way to exonerate yourself is to round one

Racing Tips... (Continued from Page 11)

end of the line or the other and restart. If you are over early in the middle, it could result in a long sail to get around one end of the line to restart.

Sometimes in large regattas with really long starting lines, a mid-line boat is anchored on the starting line. Usually, the folks on the mid-line boat are not sighting the line and calling boats over early. Sometimes these boats are not even situated perfectly on the line. If you have done your homework, you can determine how close to the mid line boat is to the line and use it as a great reference point. In fact, when ever a mid-line boat is anchored, I like to start just to weather of it. It can provide you a great buffer from boats trying to get on your lee bow, and if you use it correctly, you ought to be able to get yourself very close to the line.

Next month, I promise to actually start working on getting you up the first weather leg, of course unless some other bright ideas on the start pop into my head.

Happy Holidays!

Scott Young is the winner of the 2006 U.S. Men's National Championship and the 2006 Mallory Cup. This is his fifth time winning this title, three as skipper and two as crew. Other National Championship titles held include the 1975 U.S. Junior Doublehanded Championship (Bemis Trophy) and the 1976 U.S. Junior Singlehanded Championship (Smythe Trophy) in 1976.

Wild Turkey Regatta Race Results

Spinnaker:

1. **Cain, Jimmy**, 2. **Shull, Ray**, 3. **Fink, Ian**

Non-Spinnaker 1 (PHRF Below 185):

1. **Brown, S.**, 2. **Boggus, W.**, 3. **Bumpus, Winston**

Non-Spinnaker 2 (PHRF 185-195):

1. **Payne, G.**, 2. **Ehlers, S.**, 3. **Griffith, G.**

Non-Spinnaker 3 (PHRF 198 and Above):

1. **Bertin, R.**, 2. **Gay, S.**, 3. **Galloway, D.**

Note: Please see the AYC Website for all official race results.

Keel Fleet News... (Continued from Page 10)



Steve was **Gary Griffith** in his Hunter 285 – a great finish over a flukey 5.3 mile course!

And speaking of close finishes, in Non-Spinnaker Division III, **Randolph Bertin** in **Festina Lente** took first place by **5 seconds** over **Steve Gay** in his beautifully restored Pearson Triton, **de Nouveau!** **Aquaholic**, piloted by **Dave Galloway**, took third. Thanks

go to **Jim Johnstone** for the scoring and to PRO **Jim Tillinghast**, and RC Crew of **Barry Bowden**, **Steve Vaughan**, **Lanelle Montgomery** and **Ed Marty**.

RED EYE

Finally, please plan to come out for the RED EYE Regatta on New Years day. We had 45 boats race in 2006 and we need more in 2007! The event will include the traditional complementary Bloody Mary breakfast and with or without rain to fill the lake it will be a great event/race.

We will introduce a new tradition and annual award at RED EYE in memory of Hap McCollum. Hap was a long time member of the fleet whose contributions to our Fleet and AYC as a whole are without compare. This new award will be given annually to the PHRF Spinnaker Boat finishing with the best corrected time. Please look elsewhere on these pages (and on the AYC web site) for the History of the event and the details to sign up.

Even if like some of us you are stuck with your boat high and dry and not enough water to launch please come out for breakfast, pick up a ride with a racing boat or call Steve Vaughan), and get one of the sought after reserved seats on RC.

If you are looking to crew or need crew for RED EYE, please check-out or add-to the AYC Web Site classified adds. Further, after some arm twisting, some of our fleet's most experienced racing sailors have volunteered to sail as Coaches with boats/skippers seeking to improve their racing competitiveness. Please check with Steve Ehlers (steve@ehlerstx.net) who has agreed to help bring crew, captains and coaches together.



UT Sailing News



Howdy y'all,

If you haven't already caught wind of the most recent **University of Texas Sailing Team** fundraising effort, our Women's Team has created a **"Women of Texas Sailing" 2007 Calendar** in

order to raise money to represent our team **across the nation** next semester.

For every calendar you buy, **\$5 will be donated** to fund us Texan gals, whose talent and dedication has grown exponentially throughout the past few semesters - including representing our district of SEISA (Southeastern Intercollegiate Sailing Association) at the 2006 Intercollegiate National Women's Championship!

Hurry, because if you buy between now and Dec. 3, you will receive 20% off your purchase!

Plus, you know need a new calendar anyway.

To view and purchase the 2007 Women of Texas Sailing Calendar, follow the link to <http://www.cafepress.com/texassailing>.

Thank you for your support!

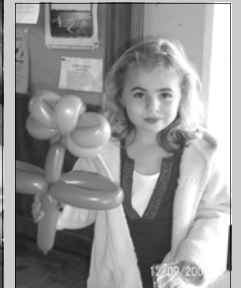
The Lovely Ladies of Texas Sailing.



More AYC Children's Christmas Party Photos...



I want new carbon sails and a J24 and a Sunfish worlds and a Hobie and a windsurfer and more chocolate ...



Sunfish 2006 Championship Scores

- | | |
|--------------------|------------------|
| 1. Kevin Reynolds | 7. Paul Jensen |
| 2. Kim Scheberle | 8. Andy Hempel |
| 3. Ted Owens | 9. Cindy Waite |
| 4. Dennis Tye | 10. Vicky Stones |
| 5. Bonner Cordelle | 11. Pat Manning |
| 6. Annie Lancaster | |

This Holiday Season, why not cut out the membership information below and send it along with your Holiday card to a prospective member...



Austin Yacht Club

5906 Beacon Drive, Austin, Texas 78734-1428

Office: (512) 266-1336

www.austinyachtclub.net E-mail: info@austinyachtclub.org

Thank you for your interest in the Austin Yacht Club. We hope this information is helpful in your consideration in joining our club. For your convenience, you may apply for membership online at www.austinyachtclub.net.

The Austin Yacht Club is a private sailing club, founded in 1951 primarily for the purpose of promoting sailboat racing and sailboat racing related social activities and water sports on Lake Travis. A completed Membership Application with the application fee (currently \$ 100.00 and refundable until acceptance) begins the membership process.

There are different levels of membership. Introductory membership categories are described below.

- **Full Senior Membership** entitles you to boat storage on the docks or grounds and voting privileges in addition to all other AYC use benefits. Full Senior Membership is approved following an annual probationary period, in which the member completes at least 12 scored races as skipper or crew, as well as volunteering for two Social Events or Race Committee Duty. The application fee for a Full Senior Membership is \$ 100.00, and there is an additional initiation fee of \$ 600.00 billed in two installments, at the start and the completion of the probationary year. Monthly Dues are currently \$ 57.00 plus tax. Boat storage fees are an additional charge. Because there is a limited number of slips, priority for storage is reserved for active racers.

- **Associate Membership** is designed for individuals who are learning or enhancing their sailing skills and do not intend to store a boat on the premises. Associate members are entitled to all other AYC use privileges, with the exception of boat storage, including the right to hold office and all voting privileges. Associate Membership is approved following an annual probationary period in which the member must complete at least 12 scored races as skipper or crew, as well as volunteering for two Social Events or Race Committee Duty. The application fee for Associate Membership is \$ 100.00, and there is an additional \$ 100.00 initiation fee upon joining, and a final fee of \$ 100.00 at the end of the probationary year. Monthly Dues are currently \$ 57.00 plus tax.

- **Young Adult Membership** has all privileges of Senior Membership but monthly dues are less expensive. The application fee of \$ 100.00 is still required, however the initial probationary and final acceptance fees are deferred until ones' 29th & 30th birthday respectively. At those times, appropriate initiation fees are due and will be based on current rates. Monthly Dues are currently \$ 40.00 plus tax.

Membership interviews are conducted by the Membership Committee at a meeting on the third Thursday of the month, except December. Final approval is voted by the AYC Board at its monthly meeting on the 4th Thursday of each month, except December. Completed membership applications with the \$100 application fee must be received in the AYC office no later than close of business the Tuesday just prior to the Membership meeting. Attendance at this meeting is required for all prospective members, and the AYC Office will attempt to contact you prior to the meeting.

Sailboat racing is a sport that can be enjoyed by the entire family. The Austin Yacht Club offers an extensive racing program complemented by a social calendar and excellent sail training opportunities for youth, high school college age and adult sailors. We hope you will consider joining AYC.

Feel free to contact the AYC Office if you have any questions or require further information. The office is open Tuesday through Friday from 8:30 am to 5:00 pm, and on most weekends.

Sincerely, Paul Ballet
2007 Past Commodore-AYC Membership Chairman

Will SAIL For Food.....

Help kick off AYC's racing season
with the
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Sailboat Shop owners and AYC members, Jacque and Claude Hargrave, appreciate your patronage.

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