

July 2020



Sailing during Covid-19 Stay safe, stay well!

FEATURED: SUNFISH & DINGHY FLEETSWednesday night Sunfish sailing *Photo by Marilyn Jackson*OK Dinghy sailor *Photo submitted by James Bland***Message from the Commodore**

Halfway through 2020 and the heat of the summer is upon us, but that hasn't deterred several of the fleets from getting out on the water and having a

go at it. The Sunfish and Laser fleets continue to have a great turnout on Wednesday evenings and several other fleets are out on the weekends. The Sail Training Team continues to provide lessons to Club members' families and they are spending a lot of time on the water.

This year will be a year like no other. The Board of Directors continues to work to navigate the ongoing Covid-19 pandemic. Unfortunately, it looks like it is going to be with us for a while. The Board is having the advisory committee review contingency plans in the event that Austin and Travis County have to move into Stage 5 response. The Board is committed to keeping the Club as open as possible while complying with Austin and Travis County guidelines.

Work around the Club continues on a couple of more dock projects and some Buildings and Grounds issues. The grounds still need to be maintained and our racing and sail training boats and other equipment are getting the attention they need.

The Board will continue to hold monthly meetings via Zoom for the next several months. Please join us on the 4th Thursday every month at 7:30. The Zoom meeting information will continue to be sent via email and will also be available in the Members' area on the AYC Website.



Fred Schroth on his Aero Photo by Cheryl Pervier

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by Dane Ohe



We still have sailors wanting to join AYC so our numbers are staying stable. Probationary members do not have the ability to acquire points so when the pandemic is clear, we will be resetting the points due dates. Also, probationary members with boats at the Club who have not met their points within the written timeframe, will be given an extension, too.

Congratulations to our new Senior member, **Liz Stansfeld**. She finished her points last year and her due date just came up. Here are the latest membership counts.

Member Type	2015	2016	2017	2018	2019	2020
10 Year Ol' Salt	4	4	3	3	2	2
30 Year Ol' Salt	23	21	21	21	21	21
Associate Members	14	14	17	16	19	20
Assoc. Probationary	9	6	7	12	16	21
Honorary Members	15	15	16	16	6	3
Life Membership	21	21	20	18	19	19
Non-Residents	4	4	4	5	5	5
Sea Scouts	0	1	0	1	1	1
Senior Members	286	289	285	283	281	277
Senior Probationary	26	12	19	20	22	33
Senior Retired	4	8	8	9	9	11
Student Members	40	36	34	37	34	29
UT Sailing Club	1	1	1	1	1	1
UT Sailing Team	1	1	1	1	1	1
Young Adults	4	4	5	7	6	6
Y/A Probationary	2	1	0			1
LOA	5	2	0			
Grand Total	459	440	441	450	443	451

Harbor Report

by Russ Shermer



Greetings AYC Membership and Board

Last month, the cable holding the South Cove rigging dock in place broke. Our dock vendor came out promptly and assessed the situation and replaced the cabling.

Our dock vendor has started work on the RC dock improvements and should be finished with the remaining board boat docks this month.

We are still working on a solution to replace the North Dock deck wood trainangles with cement.

Building & Grounds Report

by John Maddalozzo



I would like to thank the entire Board, staff and our professional advisory board, who have all assisted with the policies we set up as we open the Club facilities. It is a large effort for all involved to juggle the state, local, CDC guidelines, staff resources (and conflicting opinions on the board and among membership!) in order to provide our members with as many Club facilities as possible.

- Extensive oak wilt damage has been identified in trees primarily in the area between the maintenance area and barn. More on that following my report.
- Lights replaced in sign on the point.
- **Jeff and Marilyn Jackson** repaired and refurbished the picnic table on the point.
- Additional hand sanitizing stations have been distributed around the grounds.
- The ice machine has been reopened.
- Restrooms have been reopened with guidelines posted for safe usage.
- A root blockage in the RV space cleanout line has been identified and fixed by plumbers.

As mentioned above, oak wilt has again hit the AYC grounds. A Woodlands Ecologist from the Texas A&M Forest Service recently surveyed the latest outbreak and generated the map showing the grounds and affected areas. We have selected a vendor and will proceed on those approaches in the coming weeks. **Danny Lien**, a former Building and Grounds Commander, has had extensive experience with baffling oak wilt, both in his neighborhood and at the Club, and is helping guide this effort. His report follows.

continued next page

Oak Wilt Problem at AYC

by Danny Lien



I have been asked to write about Oak Wilt at AYC and the preventive measures over time of which I am aware. I need to mention others who have planted replacement trees and who gave significant time and effort toward Oak Wilt abatement efforts. **Tommy Koslowski, David Gamble, and John Saunders** are some that I remember.

Like current politics, there are many opinions which are vigorously expressed on the subject of Oak Wilt.

If you disagree with my take, I will buy you a beer and then we can talk. Our past and planned actions were based on Forest Service recommendations. Our current contact is **Karl Flocke-TX A&M Forest Service Woodland Ecologist-Travis and Hays Counties.**

In short, Oak Wilt has a slow spread of about 75 ft per year, if unabated. Trenches work for a time if placed properly in front of the impact. Treatment can sometimes work to retain near existing foliage levels, but treatment is not a cure, and it can be a shock. Treatment is recommended to be administered up to three times, at a span of every 2 to 3 years between treatments. Significant cost is associated with trenching, treatment and removals of dead trees. Annual costs can be reduced and spread over time with treatment of lightly impacted trees in lieu of removals as it is cheaper, but total cost over time does increase if and when you lose those trees. Our last large scale impact was three years ago to the north of Cabin 8. Currently there is a new outbreak – a swath of dead or dying very large trees in front and around the Barn.

Brief Chronology

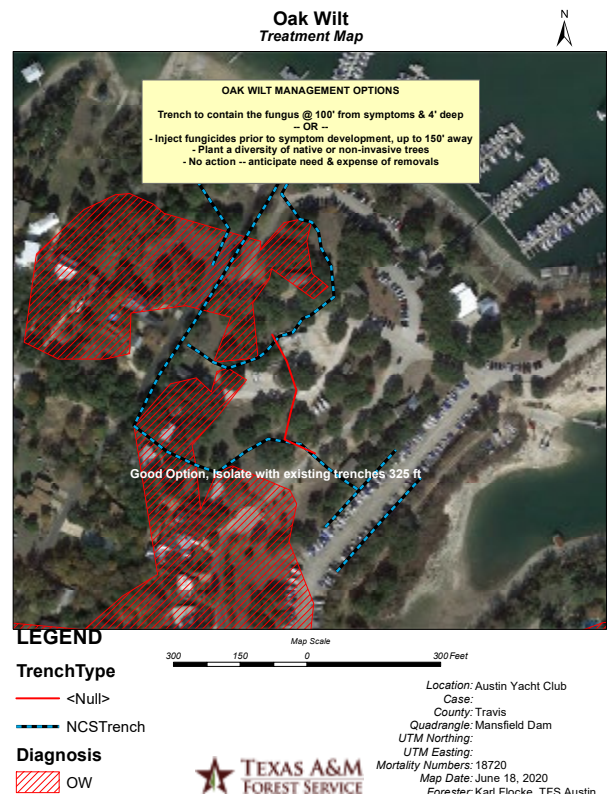
- AYC is surrounded on all non-water sides by major neighborhood Wilt infestations that have been identified by the early 90s or before.
- Replacement trees were placed around the Club grounds by the parties mentioned above. Over time, they were planted in front of Cabins 4 and 5, and around the upper grounds. Some have been successful, especially if irrigated. One, a sizable Monterrey Oak replacement tree, is now



Oak Wilt affected area at AYC Photo submitted by John Maddalozzo

stated to suffer from surrounding Oak Wilt, and will be treated. That is concerning.

- The clear field, on the right before the gate, in front of the Vance/McDermott/Grover properties, was a major impact site and a number of trees were cut. Trenching was considered, but not undertaken due to insurance/liability/effectiveness concerns.
- AYC took advantage of Forest Service-provided free treatment chemicals and **Tom Cunningham** made a few treatment manifolds tied to pressure tanks and treated a number of selected trees on the grounds. Little info was available on Oak Wilt spread at the time. Treatment was considered prophylactic.
- Major trenching was done from both sides of the dry sail up the ridge adjacent to Shelter 1 and across the road to behind the barn and down the northwest fence of AYC property, to the shoreline of Dock 6. (See aerial photo, below.)
- Three years ago a number of trees died quickly northwest of Cabin 8 on both sides of the road and they were removed. Treatment of 17 mostly large trees adjacent to Cabin 6, and in the field in front of cabins 7 and 8 was conducted. Additionally, by Forest Service protocols a new trench was dug 150 feet out from apparent impact. This trench extended from the Dock 6 shoreline to between Cabins 4 and 6, across the road, along the work area NW side and then tied in to the earlier trench. Adjacent to the work area, small trees along the impacted side of the trench were pushed over and removed. A "double trench" was dug along a line from between Cabins 5 and 6 into the field in front of the Cabins to provide further protection of the clubhouse area.
- Currently a significant number of large trees at the Barn area died too



continued next page

quickly to treat and some surrounding show diminished foliage. In addition trees near the north dumpsters show foliage die-back and thinning.

Action Plan

The treatment map shows the Forest Service estimated spread of Oak Wilt through about one half of the property. Most, including the Forest Service, would argue that spread has been slowed by the past drought, the construction of the new septic field and by our trenching and rouging (removal by tractor) of trees close to the infected side of the trench. Since the drought we have had two major outbreaks, Cabin 8 area and the barn area.

Actions Recommended by the Forest Service – Planned and Board Approved

- Tying into existing trenches, another trench will be dug between the Dry Out, pass across the entrance road, adjacent to Shelter 1 and extend to Drysail. Some of this a retrench. This is noted as “null” on the attached map.
- The trees in front of Cabins 7 and 8 and those by the dumpsters will be retreated as they still show significant foliage.
- A number of ‘signature’ trees and other larger trees in the northwest field between the dumpsters to the property edge at the barn area will be treated. Note that this will delay future removal costs of large trees and per the Forest Service there is some (“some”) evidence that as an Oak Wilt front travels through an area, trees that make it may be saved. Note also that many small trees in this field will not be treated.
- Dead trees at the barn will need to be considered for removal within a year, or sooner.

If the trenches abate the spread, our Clubhouse area may be protected from root-to-root transmission of the wilt fungus. If we have a breach, the next line of trenches would be in the upper parking lot among significant utilities. Planting irrigated understory trees in the areas we wish to keep shaded might be a good parallel effort. All Oak Wilt literature that I have come across recommends planting of diverse replacement trees.

Building & Grounds Reminders

Masts in the Dry Out Area and Maintenance/Work Area

Masts that are stored in the Dry Out and Maintenance areas must be moved out of the field. Extensive field mowing will occur the week of July 20 and Oak Wilt trenching will also begin in that timeframe. These projects will be on a firm schedule. If you are storing masts behind the Dry Out and/or Maintenance areas, please make plans now to move the masts.

Club Technologies Progress

The Building & Grounds committee is exploring Club technologies, including the use of our WIFI on Club grounds. Currently we are looking at technology/connectivity upgrades primarily in these areas:

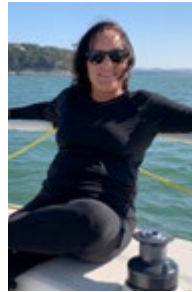
1. Video, voice and control for the front gate.
2. WIFI to the training shelters.
3. WIFI to the rental bungalows.
4. Possible grounds and docks surveillance cameras and audio.

At this time, we are soliciting your ideas and comments. If you have opinions, ideas, thoughts, reflections, concerns or any other input, now is the time to make them known. Credited and anonymous input is welcome – this is only the beginning but we expect to move expeditiously once all contingencies have been considered.

Please send your suggestions by email to buildings_grounds@ausinyachtclub.net.

Sail Training Report

by Anne Morley



Sail Training has been safely giving private and semi-private lessons, and has been coaching the Opti 3 group. We’ve been averaging 14 classes per week. The private and semi-private lessons are currently for members, members’ children and members’ grandchildren. We hope to expand the scope as the Covid stages go down. Our goal is to add Opti 2 sailing when we are at Covid stage 3. Watch for announcements.

We have been following all of the CDC guidelines for safe lessons. The students check in everyday and have their temperature taken. All students and instructors must wear masks. Boats are sanitized after each use. We have a porta potty that is only used by Sail Training students and it is sanitized regularly. We want Sailing Lessons to be a safe and fun summer event. We are asking any person walking on the dock to Rylander Pavilion to wear a mask to keep our Sail Training students safe. The kids and coaches are wearing their masks. We are asking you to help keep them safe by wearing yours.



Bobby and Spencer are working out of Shelter 3 now. You are welcome to visit them but be sure to wear a mask.

Bobby continues to video unofficial races and presents Zoom meetings critiquing mark roundings, starts and sail trim. He is also touching on important rules.

The Sail Training Dinghy Charter Program is now up and running. If you’d like to try a dinghy out before you buy one, charter one! Contact **Bobby Brooks** for more information or look on the website.

Everyone stay healthy and sail safe!



AYC SUMMER DINGHY LESSONS



Semi Private Lessons

We are offering a Monday through Friday Semi-private/Private Lesson Program.

Classes are available in 2-hour session for a small group size of 1-4 sailors:

Session A 9:00 am - 11:00 am

Session B 12:00 pm - 2:00 pm

Session C 3:00 pm - 5:00 pm

Who can Register?

- Adult AYC Members
- Children of AYC Members
- Grandchildren of AYC members
- Student AYC members and their immediate families

Private Lessons

We will also have an Evening Private Lesson Session from 6:00 pm - 8:00 pm during the weekdays except for Wednesday nights. At this time, we're limiting registration to Members only. Contact spencer@austinyachtclub.net to schedule your one-on-one Private Lesson.

**REGISTER
NOW!**

**All experience
levels welcome**



HOT SUMMER! GET YOUR DINGHY CHARTER ON!



REGISTER
NOW!

Yes it's hot!! Answer ... go dinghy sailing!

We are chartering Optis, Lasers, Picos and FJs.

- A few easy steps and you will be setting sail.
- Register. Fill out a few forms and schedule with Sail Training.
- It's happening all summer long.

Sign up now!

From the AYC General Manager by Jackie Wheelless



"If you don't like something, change it. If you can't change it, change your attitude."

— Maya Angelou

I hope everyone is doing well. I miss seeing everyone and I absolutely miss the hugs and laughs! I know by working together we WILL get through this pandemic and we will actually joke about how we dealt with it (I hope!). Perhaps we should think about

a Covid Blue Duck? I know I've performed a few bloopers over the past few months that I'm REALLY happy that no one witnessed but I was NOT one of those who hoarded toilet paper!

Right now I miss everyone sticking their head in the office to just say "Hi!" I wave from the office windows when I see you and I feel really good that I'm distancing myself from you so that I can protect you "just in case." I'm definitely sending you an air hug whether you know it or not!

My son, **Brad**, has gone into the absolute WORST "Sports Withdrawal" and there doesn't seem to be a cure on the market. He lives and breathes Longhorn football and is actually texting with some of the UT players just to keep his Longhorn blood flowing.

My son, **Mason and his wife Amanda**, have discovered Paddle Boarding and are paddling all over the waterways. They've become jigsaw puzzle experts and are channeling my green thumb to grow their own tomatoes, okra, green beans and chard.

I've discovered my front yard is my annex office. I return your calls from my lawn chair in the yard with hummingbirds fluttering around me and bunnies hopping around me. My kitties have decided this whole pandemic is their VICTORY! They have Mom home waiting on them hand and foot ALL DAY almost EVERY DAY.

Eventually we'll go back to some form of "normal" but until then, I just wanted all of you to know how much I miss you!! As much as I miss you I do truly appreciate everyone distancing and wearing their masks. I want all of us to get through this pandemic safely and together, we've bonded together to get through other life challenges. Our AYC family is resilient and by protecting each other as best we can, we will march through this challenge and once again see each other's smiling faces and gather together to laugh and celebrate again!

Covid Fun Fact: My ears are currently carrying sunglasses, headphones, and a face mask. My ears are my new purse!

One more thing ... One of the ideas our website design committee came up with is to make a web page titled "Frequently Asked Questions about AYC" (and showing the answers, of course).

Please send me your list of questions and I'll work with the committee to answer AND POST those answers on the website and also in the Telltale newsletter.

Thank you for your contributions!!

The 2020 Fleet Challenge benefiting the AYC Fund has been canceled due to local health. While we will not be conducting a major fundraising campaign for the Fund, we will be delighted to accept donations throughout the year at:

www.austinyachtclub.net/ayc-fund/

Thank you!

Steve Keckler, AYC Fund Chair

ITEMS FROM PAST TELLTALES ... by John Howard

January 1963

"We are firmly convinced that a full, well-organized racing program is the heart of a sailing club; that racing sailors have more fun and are more skilled, safer, people on the water."

May 1970

Max White has secured a flag pole and it should be in place for Governor's Cup.



SAILING BOOK RECOMMENDATIONS ... by Bill Records

START SAILING RIGHT (U.S. Sailing)

LEARN SAILING RIGHT (U.S. Sailing)

SMALL BOAT SAILING (BSA Merit Badget Series)

SAIL POWER (by Wallace Ross)

SAILING ALONE AROUND THE WORLD (by Captain Joshua Slocum)

TEMPLE TO THE WIND (by Christopher Pastore)

JOHN PAUL JONES, SAILOR, HERO, FATHER OF THE AMERICAN NAVY (by Evan Thomas)

THE TACTICS OF SMALL BOAT RACING (by Stuart H. Walker)

WOODEN BOATS (by Michael Ruhlman)

ESCAPE FROM THE ORDINARY (by Julie Bradley)

SAY HELLO TO AYC NEW MEMBERS!



Kim Day
Associate Probationary

Kim would like to refresh her sailing skills and meet new people through the sport of sailing. She sailed Hobie Cats and catamarans many years ago on Lake Travis and owned a 27-foot Hunter.



Jay and Tammy Pochop
Senior Probationary

Jay was team captain of the Harvey Mudd College sailing team where they sailed Shields in Newport CA. He crewed for 15 years on a multiple of ULDBs in the San Francisco Bay, Monterey Bay and ocean races. He was race committee head for many races. He moved to Austin three years ago and now is ready to get sailing again, and hopes to get his son involved in the high school program.



Janet and Kenneth Hendricks
Associate Probationary

Janet and Kenneth originally shared ownership on a Catalina 22 here on Lake Travis. She also owned a Pico in Vancouver. Janet has taken ASA 101, 103 and 104 at AYC and has attended some of the Women's Clinics. She would like to find a Sunfish for Wednesday evening racing.



David Smoot and Suha Karroum
Senior Probationary

David learned to sail in Naragansett Bay and New Harbor on the J-24 when living in New York from 1994-2008. He began sailing Sonars, Lasers and Solings in Connecticut on the Long Island Sound. In Dubai, he continued to race Lasers and enjoyed sailing Hobie Cats. His three sons grew up sailing Optimis and 420s. He is ready to get started sailing here in Austin.



Elizabeth Quintanilla
Associate Probationary

Elizabeth has sailed, volunteered and participated in many AYC events. She was a probationary member in 2012-2013. She has a lot of experience on a number of boats (J29, Ensign, J22, J24, Multihull and J80) and sailed in a variety of regattas here and at HYC and Lakewood Yacht Club.



Connor Shank
Junior

Connor would like to learn to sail along with his eight year old brother. His parents are sailors and have a boat in South Florida. Connor is hoping to get some private lessons to get him started.



Megan Yancy and August Copeland
Associate Probationary

Megan learned to sail the Sunfish in Orchard Park NY at age 11 through a Red Cross sailing course. But more recently, she took classes with her husband through the AYC Racing School in September 2019. They have participated in many racing events with John Parker, including the Indian Summer and Fall Series in 2019 and in 2020, the Red Eye Regatta, Frostbite and Opening series.



Brendan Walsh
Young Adult Probationary

Brendan grew up in Chicago with his father sailing a Catalina and his mother sailing a Hobie Cat. He joined the University of Wisconsin sailing team and visited Austin in 2011 for a regatta. He is now in Austin and would like to return to racing and cruising on a Beach Catamaran.

Foot to the Header

by Scott Young



See if this makes sense...you see something that you want and it is right over there. You know where it is and you know how to get there...so...do you go slow or do you put the pedal down and sail like crazy to get there?

When trying to "connect the dots" on the upwind leg, generally, the most "lifted" part of the "liff" is right after you tack on or just under the first hint of the shift. As I have discussed in previous articles, it is very unusual for a wind shift on Lake Travis to last

more than just a few minutes, so it is imperative to take full advantage of the lifted shift (say that 5 times real fast).

I like to tack just as I feel the puff "slap me in the face", which essentially is that very slight backwind you get in your jib or main sail just as you feel the increase in wind velocity. Sometimes, you can even feel a difference in the temperature of the wind or maybe even the humidity level. This is especially noticeable before a front comes in and the wind has clocked around to a southwesterly direction. The right puffs always feel warmer and dryer and the left (southeasterly) puffs feel more humid and cooler. The difference in humidity and temperature can be very noticeable.

Don't sail into the puff / shift for 30 seconds like the text books tell you to do in open water. If you do that on Travis, you will be on the back side of the shift (not a good place to be!) Once I tack, I try and take advantage of the lift for the first minute or so but after basking in the lifted glow for a very short amount of time, it is time to start looking for the next shift. Once I see the wind next oscillation coming down (usually on Travis, from the opposite side of the lake), I like to put the bow down and go fast to the next shift.

As you start sailing into a header, the boats upwind on the same tack tend to start falling into the boats that are to leeward. I like that feeling of edging out to leeward of the boats on my windward hip as the shift begins to approach. It can be quite demoralizing if you are the windward boat, watching the boat to leeward of you starting to squeeze forward in your jib or main sail window. When this begins to happen, the situation is only compounded by the fact that the helmsman of the windward boat is probably looking to leeward, trying to assess the damage being done and as a result, starts sailing their boat lower than is probably necessary (you tend to steer where you look...just like a car)...and the problem is only compounded.

When you get into this situation, and you know in your heart of hearts that you are losing your shirt, try to fight off that intense feeling to tack off prematurely. Keep in mind, you are probably doing exactly the same thing to the boat(s) that are above you. In other words, everyone is usually experiencing similar pain. So...what do you do?

First, if you think you are going the right way to get to the next shift, try and go as fast as you can...provided that you are not going to lose your lane by sailing fast. You have to weigh the desire to get to the next shift as soon as possible with maintaining clear air or a clear lane to get to where you want to go. Last month, I discussed the incredible talent it takes to be able to sail with a boat on your immediate lee bow in order to stay in phase with the wind shifts. This is the time to really focus and sail the heck out of your boat to maintain the ability to go where you want to go.

Once you get to the shift, the boat to leeward and ahead of you is likely to tack right on the shift. What do you do then? It depends. If the wind is shifting back and forth in a quick oscillating fashion as is the norm on Lake Travis, I would rather tack just to leeward and if necessary, even slightly behind (but just out of their wind shadow) of the boat that tacks on the shift. I want to put myself in the position to lead the windward boat to the next shift.

If you cross behind the boat that has just tacked on the new shift, the odds are that you will get on their windward hip and exactly the same thing will happen again. Eventually, the header will start to appear and the lead boat to leeward of you will start to squirt forward.

If you are sailing in open water where the shifts take much longer to oscillate, crossing the lead boat's transom and taking a position on their weather hip can work satisfactorily...particularly, if you're crossing towards the direction of the more persistent wind shift trend (i.e. Houston or Corpus...the wind is gradually shifting to the right as the day goes on).

As always, the goal is to get on the tack that takes you closest to the weather mark. Where have you heard that before?? It almost never pays to sail into a continuous header on Lake Travis in an attempt to gain leverage on your competition. On a lake, that will usually result in being chronically "out of phase."

At the racing clinic that was held a few weekends ago, someone asked a question about what to do if you are behind your competition on the last weather leg of the race. This was really a great question. The answer is... "how can you make the race longer?" The longer the race, the better chance you have to catch up. In this situation, continuing to try and "stay in phase and on the lifted tack" only plays into the hands of the race leader.

The best strategy is to tack on every lift and to try and sail headers. Definitely the opposite of what we have been talking about for the last several months.

If the lead boat covers too aggressively, he or she will end up in the dreaded position of the windward boat sagging into the leeward boat. Once you have closed the gap enough to be able to engage in a crossing, pick a shift and close the gap enough to put yourself into the position of being able to cross, put a hard lee-bow on the lead boat; or a high-speed duck. Never thought I would encourage you to sail headers, did you?

The other potentially positive outcome is that this "slow down" technique can often pull other boats back into the race which gives the lead boat more things to worry about. Instead of focusing all of their energy on you, there may now be a couple of other boats in the picture that they must worry about.

As the lead boat, I would favor more of a "loose cover" strategy. Don't try and cover your competition so tightly that you are sailing out of phase. And...don't tack to cover until you are feeling like you are back up to speed or have found a patch of smooth water to tack into.

I have driven my crew crazy over the years by being so obsessed with sailing my own race and staying in phase with the wind that I often discount their encouragement to tack right on top of my nearest competition. In hindsight, I think I have won a lot more races than I have lost by applying a loose cover...ever mindful of being in the proper phase and always trying to get the race over with as soon as possible if I am in the lead.

I often don't even look back at my competition if I am comfortable with my wind velocity and my angle to the finish line. My rationale is that if I am comfortable with what I am doing, there is no way anyone will catch me. Looking backwards all the time makes you sail backwards.

Anchor Holding Table / Use an Aiming Point

by ASA Instructor Harry Polly



Anchor Holding Table

Scope gives a ratio that shows the amount of anchor rode for each foot of water depth. For example, let's say you are anchored in 10 feet of water. If you put out 70 feet of anchor rode, you have 7 feet of rode per foot of water depth, or a 7:1 scope.

Total Holding Power in 10 Feet of Water		
Anchor Rode	Scope	Total Holding Power (THP)
20 feet	2:1	35%
30 feet	3:1	53%
40 feet	4:1	67%
50 feet	5:1	77%
60 feet	6:1	85%
70 feet	7:1	91%
100 feet	10:1	100%

Try to put down a 7:1 scope in moderate weather and a 10:1 scope in severe storm or hurricane conditions. In tight anchorages or if you have all-chain rode, you might have to use 5:1 scope. Put out a second anchor for more security.

Cruising veteran **Pat Piper's** table provides a real eye-opener that shows how scope affects your anchor's Total Holding Power (THP). This table shows holding power in 10 feet of water.

Notice the total holding power fails to reach 75% until you have a scope of at least 5:1. Which just goes to prove the well-worn adage that 7:1 should be the baseline for anchor scope.

Cruising boats with all chain rode may choose to use less rode (about 5:1) in normal conditions (i.e. moderate wind, current, swing room). The sheer weight of the chain will help keep the rode closer to the bottom. As in all of anchoring, you want to keep as much horizontal pull on a rode as possible.

Adjust your scope to the present or expected conditions. In storm conditions, use tandem anchors (two anchors in line, shackled together--crown to shank--with a length of chain) on a long scope or set multiple anchors in a "Y-shaped" pattern if you have more time.

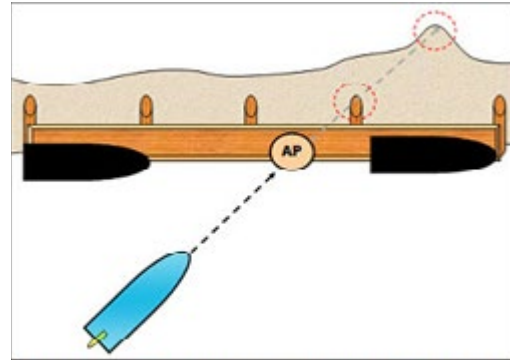
Use an Aiming Point & Natural Range When Docking

Two million-dollar sport-fishing boats are tied up to a marina pier. And the dockmaster has just enough space to fit your small sailboat in between. Add wind and current to the mix and you have a real challenge ahead of you! How can you dock your boat smoother and easier? Use this little known secret the pros use to land your boat every time.

Use the combination of aim point and a natural range (transit) for precision dockside landings.

Make more accurate approaches when you choose an "aim point" with any pier approach. Estimate a distance about 1/3 of the available space aft of the forward moored boat (see illustration below).

That way, when your bow arrives at the aim point, you can pivot your boat into her assigned space with a spring line. Realize this aim point will be approximate. Your main objective will be to allow the bow to clear the boat forward and to work your stern into the pier so that it clears the boat aft. Note in the illustration that an aim point (AP) has been chosen about 1/3 of the total space available aft of the stern of the forward moored boat.



Choose an aim point about 1/3 of the available docking-space aft of the forward boat. Use a natural range or transit (red dashed line) for more accurate approaches in wind or current.

How to Keep Lined-Up with Your Aim Point

I have found a "natural range" to help line up the aim point. Note how the top of the piling and prominent peak (circled in red) line up with the aim point. As long as these stay in line (also called "in range" or "in transit"), we know that we can make a pinpoint landing at our chosen aim point.

You can use any two objects -- like the side of a building and tank, tower, and spire, or prominent tree and piling. This makes your approach easier and works in all conditions of wind or current.

Practice for "Bulls-eye Landings"

Train with your crew or partner in a non-confined area. Find a pier with plenty of room. If possible, use a seawall or pier with no other boats present.

Choose a weekday for less congestion, less stress, and without so many "dockside lawyers" loafing about on shore. Use the slowest speed to get the job done. No more; no less. Less is always best. As long as you have water flowing over the rudder blade, you will have control. If things are not going well, back off early in the game.

Have spring lines and fenders rigged and ready. Assign the crew their roles. Keep it simple. No yelling. Hand signals primary. Headsets secondary. Do not rely 100% on electronic devices to communicate.

The Spirit of AYC Part 1

by Bill Coon



According to one thesaurus, the synonyms for *esprit de corps* include: camaraderie, common bond, community, community of interests, cooperation, fellowship, group loyalty, group spirit, solidarity, and team spirit.

During non-Covid times, a person only needs to attend a few AYC activities to see and feel the *esprit de corps* of the Club. In my personal experience as an AYC member since 2010, the Club's *esprit de corps* is likely the core reason I so so strongly recommend the Club to every potential member I meet – and why I love AYC. Based on a series of recent events, I can very gratefully report that the Club's *esprit de corps* is not only alive and well, it is thriving.

Here's what happened: Being respectful of our collective fight against the Covid curve, the Multihull Fleet had organized an informal D-4-D-4-f race for 1:00 pm on Saturday, June 27th in which my wife, **Paula**, and I double-handed our Corsair Sprint 750, the **Lucy Gene**. Morning wind forecasts were showing mid-teens with gusts to mid-20s. The **Lucy Gene** sails well in those conditions with the main reefed to its first reef – which we setup prior to leaving the rigging dock. The boat handled very well for the first 70 minutes of the race, including during the first downwind 4-D leg with the spinnaker. In fact, we were winning the race at this point. Unfortunately, at approximately 2:05 pm, we pitchpoled the **Lucy Gene** just south of the Travis Landing shoreline. (See future Telltale article describing our pitchpole).

Gratefully, neither **Paula** nor **I** were hurt beyond some bruises and a small cut. We were both in the water in our PFDs, and the boat's 35 ft mast was hitting bottom in approximately 30 ft of water.



Lucy Gene Trimaran capsized, mast hitting lake bottom

Within 10 minutes, **Bobby Brooks, Spencer LeGrande and Ethan Froelich** were on-site to provide aid and assistance. I later learned how this was able to happen so quickly. **John Bartlett** received an urgent call from his brother **Matt** who, with his wife **Diane**, had just seen our inverted triamaran from their nearby home. Through a series of emergency calls between **John, Jackie Wheelless, Ed Pierce, Bobby and Spencer**, we had nearly immediate help from experienced sailors: **Bobby Brooks, Ed Pierce, Jeff Brock, Spencer LeGrande, Ethan Froelich, and Lucy Brock**.

Additionally, we received swift assistance from **Aaron McCulley's F28R** trimaran, as fellow trimaran skipper, **Bo Kersey**, joined us in the water to aid our rescue efforts while **Aaron** kept his boat nearby with the rest of his crew, **Robbin Kersey and Mary Zadnik**. **Dave Kleinman** also arrived on scene in his Corsair Sprint 750 and stayed on-site with his crew, **Janet Taylor**, and guest.

John Bartlett lent his RIB to **Ed Pierce, Jeff Brock, and Lucy Brock** to provide a stronger boat to help us in our attempts to right the inverted trimaran.

Ethan then joined **Bo and me** in the water to assist over the next two hours – attaching tow lines, detaching rigging and lines, attaching a marker buoy – in our various attempts to right the sailboat.



AYC help on-site, Bobby Brooks, Spencer LeGrande, Ethan Froelich, Bo Kersey



Bo Kersey tossing righting tow line to Ed Pierce



Bo Kersey, Ethan Froelich, setting righting tow lines

Photos by Paula Levihn-Coon, Dave Kleinman and Bill Coon

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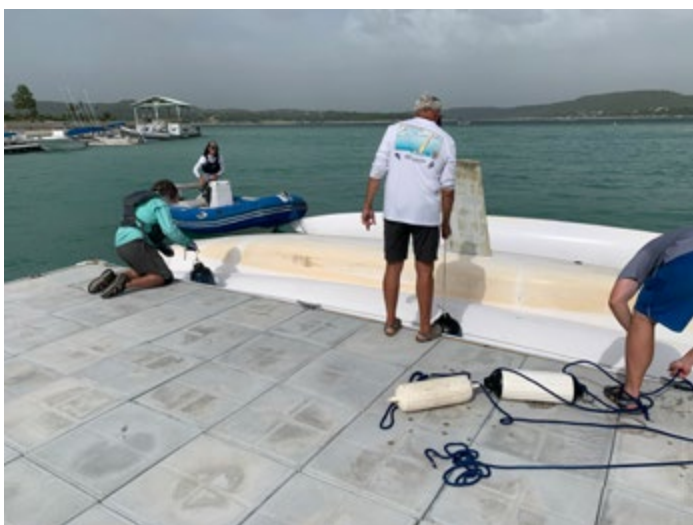


Ed Pierce, Jeff Brock, Lucy Brock, attempting to right capsized Lucy Gene



Given our inability to right the boat, Bobby towed it back to AVC with Spencer providing tow steering support from the rear.

As we arrived at the South Cove rigging dock, **Ed Pierce** and friends arrived with fenders and dock lines borrowed from **Aaron McCulley** so we could secure the Lucy Gene inverted hulls to the dock. Once the hulls were safely secured to the dock, **Ed** then lead a return trip with **Spencer** and me to collect the detached mast and sails. Much to our dismay, our marking buoy was missing from the scene less than an hour after we had left it anchored there. **Spencer** later found the missing marker ball – with a clean-cut anchor line – floating over a mile upstream.



Towing complete, Ed Pierce, Spencer LeGrande, Bill Coon, securing inverted hulls to dock

The following day, June 28th, AVC's esprit de corp continued in earnest as **Ed Pierce** and **Spencer LeGrande** snorkled south of Travis Landing attempting to locate the missing mast and sails. At the same time, **Bo Kersey** spent several hours helping me and my son, **Andrew**, attempt to re-extend one of the outside hulls so we could right the hulls end over end. Further aided by **Russ Shermer** and **Dave Kleinman**, we eventually took **Russ'** advice and decided to pull the other outside hull into the main hull and roll the boat – which worked!



Russ Shermer, Bo Kersey, Andrew and Bill Coon in process of rolling inverted hulls



Russ Shermer, Bo Kersey, Andrew and Bill Coon in process of rolling inverted hulls

Once upright, Russ and Bo bailed water out of the cabin to get her dry again, aided by Andrew and Lorlina Rohrer.



To be continued in August Telltale...

Sail your Laser ... or give it away

by Ed Pierce



Over the past 12 weeks, under the patient mentoring of our beloved **Fred Schroth and Alfonso**, I've been an apprentice to the art of boat repair and restoration, so here's some of what I've learned. Generally speaking there are five conditions of sailboats:

1) New — ahh, that sweet smell of glossy new potential, and money! And that new BFF you've made as the dealer salesman cashes your check. You can

look forward to a holiday bottle-gift or card to reassure you that you made the right decision, and "mention me to your friends."

2) Nearly new (cared for with a 10% annual continuous maintenance reinvestment since they were new; but if they miss a year and she quickly evolves into "used")

3) Used — some deck cracks maybe, some dings or blisters or perhaps some loose screws. I guess this is the sailboat equivalent of "retirement." She still has potential, but lots of things to properly sort out before you can expect reliable performance.

4) Restoration candidates — these are the "bargain" boats that lurk under the veil of "once could have been a joy" and now require three times the energy and money to reach even half that potential. You better have the funding of a museum and engage the talents of an artistic craftsman to take her on.

5) Mercy killings — salvage whatever rigging hardware and pay the \$50 landfill fee.

Back to the subject of our issue, Laser sailboats. Today there are no (1) Laser sailboats — no new boats readily available, no local dealer, no showroom smell like there was when Sailboat Shop was thriving near Highland Mall. I miss making the pilgrimage there in the 90s just to savor the fresh sails and rigging and waxy smell of that new hull.

If you happen to own the (2) boat, you know it and you nurture her with preventive care and feeding every year. If you want to own one of these (2) boats, you'd better get to know their current owner and get in line doing good deeds and favors for their current owner. Like adolescents these boats are subject to the merciless passing of time, and she is destined to convert to the (3) boat in only a few years.

That leaves most of us to live in purgatory with (3) boats and at risk of self-deception that they're not (4) boats. Keep her hull dry and well supported, repair every injury she sustains, fill some gel coat dings, re-run or update her rigging every couple of years, maybe treat yourself to some cam cleats or a compass and buy her a new sail. Budget for her blades to be repaired or replaced every few years. She needs your maintenance attention, preventive maintenance and care. And if you're considering buying one of these (3) boats — get a professional opinion from **Fred** so you don't mistakenly invest in a (4) boat thinking it's a (3) boat.

A Father and Son Share Sailing Love

One example of how this goes: **David Michael** loves the feeling of wind propelling him across the water and being at the helm, which he enjoyed with his father on a Catalina 27 when he was growing up in Austin. And his

son **William** has become an accomplished centerboard sailor. **David** would like to share time with him on the water.

So he bought a well-used yellow Laser a year or so ago and spent several weeks perfecting parts and rigging so he would have a place to practice alongside **William** in the Opti. Then last month while enjoying the strong May winds, **David** busted the mast pipe and brought his boat by **Fred's** shop asking for a favorable reincarnation for his "Old Yeller."



Enroute to Schroth Fiberglass **David** also found a charity case. I'll call "Red" — she was a very used junior sailor boat with a soft deck and likely weak mast pipe. Now the job becomes, "Choose the best of the stuff and make at least one working Laser." When presented with the options, **David** chose "Red" and we stripped "Old Yeller" of her hardware and read her last rites — she was now a (5) boat, at left. **David's** primary interest was to get back to sailing quickly, secondarily to

minimize cash investment into an old boat, but make it functional and finally, appearances are optional. With **Fred** coaching me we cut a hole in the deck, reinforced "Red's" mast pipe, and fitted hardware appropriate to the age of the boat. **Fred** has all sorts of Laser parts in the "antique shop" and he told me about the differences in parts for each generation of Laser. New Spectra lines can overload the older designed fittings and the mounting spots for the fittings often lack the reinforcements of newer Lasers. Just like my Pearson 26 where the mast step was fine for Polyester halyards and Dacron sails but it needs serious reinforcement to stand up to modern rigs and keep that pole from poking down into the cabin. It seemed every time I backed out a screw, **Alfonso or Fred** would make me spend an hour rebuilding the spot so the new screw would hold. So about five hours of craftsmanship and a hundred dollars in parts put "Red" back on the water again. It's good to have a mentor or two! **Fred** has accumulated a treasure trove of information for Laser maintenance: <https://tinyurl.com/LaserMaint>. And reach out to your fleet — our AYC community of Corinthian spirit will assist you in the work you undertake to get back on the water racing.

California Dreaming

Shelley grew up sailing El Toros at the Fremont Sailing Club on Lake Elizabeth in northern California. But all the cool kids raced on Lasers so a couple of years ago she bought a used one and sailed in the Easter Laser Regatta here at AYC. As a buyer, it was frustrating to have a boat, a couple of sails, a trailer and a box full of parts but nobody to help put all the stuff together and make sense of modern Laser rigging. The vang wouldn't release, the outhaul didn't seem to adjust easily and main sheet cleats would really be helpful. So the boat sat on the trailer collecting leaves and a flat tire through

continued next page

the winter, but **Shelley** still yearned for the joys of sailing. So she brought her boat around for some help and we made a wishlist. The priorities differed from **David's** — she wanted it to be readily functional for her with modern rigging, a rudder that didn't slip up, cam cleats for the main sheet and seal up any leaks. Again the "older boat" vs. "maintenance expense" constraints would be challenging, even more so when the boat was found to have a hull



leak ahead of the centerboard. But following an afternoon of grinding and epoxy work, an overnight faring and sanding on the centerboard and rudder and some coaching from **Fred and Spencer** on "modern" rigging, the boat was ready for final hardware installations. It was about four days in the shop, 10 hrs of work and about a hundred dollars in parts and **Shelley** was able to try it out on the 4th of July. Now she's back sailing with the Laser fleet again!

Finally –

With practice working on a few Lasers this summer, I'm grateful to have learned a few skills from our fiberglass craftsmen, **Fred and Alfonso**. As for Lasers, there are no (4) boats to even consider working on— they're only (5) boats.

Here's the recommended prescription: SawsAll.

It's just not worth it. Make a donation to the landfill or a new backyard planter.



Racing Rules of Sailing

1. When do the Racing Rules of Sailing take effect?

Read under Definitions in the Racing Rules of Sailing, page 6: "RACING"

2. What is the Zone? When does it become effective, and Who establishes the size of the Zone?

Read under Definitions in the Racing Rules of Sailing, page 7: "ZONE"

Any questions, contact **Brad Davis**.

AYC MEMBERS

Please

- Avoid coming to the Club if you or a close contact of yours feels sick or has a temperature.
- Practice personal hygiene. All members and family members should thoroughly wash hands before arriving and immediately after leaving the Club.
- Facial covering, see Practice Social Distancing (6+ feet) <https://www.kxan.com/news/local/travis-county/travis-county-issues-mandatory-face-mask-order-for-all-businesses/>
- Do not gather under the clubhouse in groups.
- Members and their families are requested to use face coverings when others are present on ramps and docks where safe social distancing is not possible in close quarters.
- Members and their families should BYO water and water bottles when coming to the Club/facility. AYC water fountains will only be for bottle refilling.
- Members and their families are encouraged to use bathroom facilities prior to coming to Club, and/or to use head on their own boat.
- Members are reminded not to share personal water bottles, good, gear, equipment, sunscreen, towels, paddles, etc.

Featured Fleet: Sunfish Fleet



Sunfishers Annie Lancaster and Louise Miller race Fall Series 2019 Photo by Cheryl Pervier

Sunfish Fleet 70 Officers

Captain

Louise Miller

louise@txmiller.com

Scorekeeper

Joe Horn

joe.horn@lcra.org

Treasurer

Pat Manning

pmbookkeeping@att.net

Jump on in, the water's fine!

by Louise Miller, Sunfish Fleet 70 Captain

“The Sunfish is pure sailing—the sail in the wind, the board in the water, and you in the hull in between—one hand on the tiller, the other on the sheet and the wind in your hair. Pure sailboat racing, too. For the racing sailor, it is the essence of yacht racing.”

Will White, quoted in a 1982 Sports Illustrated magazine article

So, you think you might be interested in sailing a Sunfish but you're not sure how to start? Well, this is the article for you!

First of all, know that you will have a blast. For those of you who are already crewing or skippering a keel boat, you already know how to sail so you will come up to speed quickly on the Sunfish. For those of you who are new to sailing, there's no better way to learn how to sail than on a Sunfish. Bonus – while we are dealing with COVID-19, given that it is a one-person dinghy and a breeze to rig and launch, a Sunfish is the easiest way to get on the lake, enjoy the wind and the water, and maintain social distance.

So now you need to find a boat.

If you are not quite ready to purchase one, AYC has Sunfish available for charter. To charter an AYC Sunfish, check out the Dinghy Charter program on the AYC website (under the Education Tab). Something else to consider – there are usually a number of old Sunfish boats available for sale at a reasonably low price ... I know of a couple available now for around \$600. You could purchase one and then trade up later.

I hear what some of you are thinking – once I have a boat, how do I get started? No problemo. You have many resources at AYC. This summer, **Spencer** is offering Summer Dinghy Lessons to AYC members and their families.

continued next page

Featured Fleet: Sunfish Fleet

These are 2-hour private or semi-private lessons during the week. This is the best way to learn the basics of rigging and sailing the Sunfish and get comfortable enough to get out on the water. And don't worry about tipping the boat over. We've all done it – some more than others (I fall into the latter camp). Ask **Annie or me** sometime about the "granny line" – it'll help you right the boat easy peasy. In addition to **Spencer's** lessons, we have many AYC members who have volunteered to help beginners on the water. Also, on most Saturday mornings, there's a group of us who meet for some fun, no-stress sailing. Beginner Sunfishers are welcome to join us and we'll help you rig your boat, hang out with you, and help as needed – socially distanced for now, of course.

As you become more comfortable with your Sunfish, your next step is to come out Wednesday evenings for the Sunfish/Laser races. Now I am hearing – "Whoa there. No way. I'm not ready to race!" Rest assured, the Wednesday evening crowd is friendly and welcoming. Sure, you might hear a few choice words here and there, especially around the marks – but those are usually reserved for the more experienced racers. Beginners are more likely to hear tips and advice on what they can do better. Many beginners come out on Wednesday to sail at the periphery, get some tiller time, and watch the races. As they gain experience, they'll participate in the race, but perhaps staying toward the back where they have more room to maneuver. Then, before you know it, they are mixing it up on the starting line.



Wednesday evening racing Photo by Marilyn Jackson



AYC Sunfish Legend Vic Manning Photo by Bill Records

For more information and inspiration about the world of Sunfish, here's some reference material:

- "The Sunfish Bible," a collection of three books (each of which you could purchase individually): (1) *The Sunfish Book* (1996) by Will White, (2) *Successful Sunfish Racing* (1984) by Derrick Fries, and (3) *Sail It Flat* (1971) by Larry Lewis. Plus – a collection of Sunfish articles and interviews with many Sunfish champions. **Bill Records** swears that the "Sail It Flat" book is the go-to book for Sunfish sailing.
- The International Sunfish Class Association (ISCA) website (www.sunfishclass.org). In particular, check out the "Get Faster" tab for a host of fantastic resources on rigging, tuning and advice for sailing faster, as well as a link to The Sunfish Forum on Sailing Forums. Under the "Publications" tab, you will find past editions of *Windward Leg*, the Sunfish Class newsletter. Also interesting is the *History* page under the "About" tab.
- The book *Second Wind*, by Nathaniel Philbrick, subtitled "A Sunfish Sailor's Odyssey – A Sunfish Sailor, an Island, and the Voyage That Brought a Family Together." It is an inspirational memoir of the author's quest to recapture, in his middle-age years, the glory of winning the 1978 Sunfish North American Championship when he was 22 years old, by training off-season (read cold) in the many ponds of his native Nantucket. You'll note a guest "appearance" in the book by our very own **Pat Manning**.
- This article is a little hard to find on the ISCA website, but I think it's a great resource for a true beginner: https://www.sunfishclass.org/documents/learn_2_sail_in_3_days.pdf

continued next page

Featured Fleet: Sunfish Fleet

Still on the fence? Then join us in the virtual world to watch some Wednesday evening racing!

AYC Training Director **Bobby Brooks** videotapes our Wednesday evening races and reviews the highlights on a Zoom call the following Sunday. Links to the Zoom calls will be **emailed to all members via mail chimp**. The topics **Bobby** covers extend beyond the Sunfish and apply to racing in general, so all members are encouraged to check it out.

For those who are ready to jump on in, Wednesday evening races run from the beginning of May through September, and begin at 6:00 pm and run until just before sunset. Each Wednesday evening, we get in 5 to 7 races which are typically W1, W2, T or G courses. Usually the Fleet would gather after the races under the clubhouse for some snacks, beverages, and chat about the evening's races. Of course for now, these post-race gatherings are on hold. However, we are still able to debrief and share thoughts about the races during our Zoom meetings with **Bobby**. The fun continues!

If you're interested in keeping up with the Sunfish Fleet, get on our email distribution list by sending the Sunfish Fleet captain (currently yours truly, **Louise Miller**) an email at sunfish@austinyachtclub.net.

See you on the water!!

Sunfish History: Birth of AYC Fleet 70

by **Bill Records**



Tim Erwin launching his Sunfish back in the day

In the late eighties, a group of predominately keel boat sailors wanted to find an inexpensive, single hand dinghy to race at AYC. The group was driven by the inspiration of **Tim Erwin** and included **Shirley Slaughter, John Saunders, Steve Brown, Bob Stephens, Roy Crouse, Claudia Bartlett, Rod Ethridge, Bonnie Chambers, Vickie Palmer, Vic and Pat Manning, and yours truly**. If I forgot anyone, I'm sorry; it's been a while!

We were surprised at how little money it took to buy a seaworthy boat and started a casual competition to see who could win a trophy with the cheapest boat. I was the early leader, having placed second in Governor's Cup in a boat that I bought for \$160! However, this win was short lived when **Bonnie Chambers** won a trophy in her \$60 boat! The method that a lot of us employed to find a good deal was to walk through the dry sail area and take note of boats that were full of leaves, had flat tires on the trailers, and were not being cared for. Find the owners and make an offer. That method works today, as well.

The bargain boats started showing up and the fleet grew rapidly. **Tim and Shirley** decided that we needed to organize the fleet and register with the national organization. We were told that we needed to pick a Fleet number that was not already taken. **Tim** discovered that Fleet #70 was not taken, so we became Sunfish Fleet 70. However, **Tim and Shirley** had an ulterior motive for picking 70. Not wanting any flat-bellied rock stars (**John Bartlett**) dominating the fleet, they proposed that your age plus your girth measurement had to be 70 or more. **Claudia Bartlett** passed and became a rule beater, since at the time she was pregnant with **John**. Those early days were exciting, being part of the fastest growing fleet at AYC.

News travels fast and one day I got a call from **Bubba Horner**, a San Antonio doctor and member of the Woodlawn Sailing Club. He invited our fleet to come to San Antonio and race on Woodlawn Lake, a very small lake in an old neighborhood.



Woodlawn Lake Regatta, circa 1988 Photos by **Bill Records**

Several of us, thinking that we were pretty good on the Sunfish, loaded up our boats and made our way to Woodlawn, hoping to win trophies.

continued next page

Featured Fleet: Sunfish Fleet

It turned out to be a humbling experience when they kicked our butts good! On one leg, I had a brief lead when I hit something in the water, bringing me to a stop. As **Bubba Horner** sailed past me, he said that I had hit an HEB cart and I should pull up my board and clear it. It seemed like the locals knew where it was! If you think Travis has shifty winds, try Woodlawn. They say there's a wind shift every time a bus goes by! Aside from the shellacking they gave us, they ran a great regatta. I think that the entry fee was \$10, which included lunch and all of the Falstaff beer you wanted.

Shortly after sailing on Woodlawn, we wanted to create a special regatta just for Sunfishes. **Rod Ethridge** said that he had heard that there used to be a lot of sailing on Town Lake (now Lady Bird Lake) and that we should try to have a regatta downtown. With Austin's Aqua Festival coming up, we contacted the organizers and suggested that our regatta be part of the festival. They agreed and we went to work. My good friend **Steve Clark**, one of the owners of Waterloo Ice House, offered his sponsorship and the Waterloo Icehouse

Downtown Regatta was born. We got permission to use the rowing club's dock and the Four Seasons Hotel gave us (no charge) the Presidential Suite to run the regatta from. We found out later that the mini bar was not free!

The first Waterloo Icehouse Downtown Regatta was held in 1988 and we hosted five in all. Sailors from all over the southwest competed and of course the San Antonio sailors did well in winning their share of the trophies. The energy and creativity of the Sunfish 70 fleet made for a great regatta. PROs **Jim Baker** and **Vic Manning** made for excellent racing. **Joe Kipler** and **David Wahlberg** provided power boats and **Roy Crouse** created beautiful graphics for flyers, T shirts, and trophies. **Steve Clark** cooked up a batch of Waterloo Icehouse's famous burgers for everyone.

A proud history, a great time and a strong start for the AYC Sunfish 70 fleet.

Watch out for the Sunfish! I see a similar energy in today's AYC Sunfishers. With strong leadership and good participation, the fleet keeps on growing.

Sunfish – Did You Know?

- In 1977, the Sunfish was chosen by FORTUNE as one of the 25 best-designed contemporary products, along with the Porsche 911 S Targa and Adidas running shoes.
- Due to the broad appeal of the Sunfish, in 1995 Sail America inducted the Sunfish into The American Sailboat Hall of Fame, recognizing it as "a boat that has earned lasting recognition by fostering new enjoyment and growth in the sport of sailing through excellent design and production ingenuity."
- The Sunfish gained Pan American Games status in 1999 and has been in the Games since. This has caused significant development in Pan American countries. There are three continental and nine national championships regularly.
- In 2001, with over 300,000 boats worldwide, the Sunfish's 50th birthday was celebrated at Newport, Rhode Island.
- The 50th Sunfish Worlds will be held in Sarasota, Florida, in either late April or May 2021. It looks like the 2022 Sunfish Worlds will be in Lake Garda, Italy.
- During the 2019 AYC Sunfish Wednesday evening series, racers had the opportunity to race in a total of 104 races. That's a lot of racing!



Waterloo Ice House Downtown Regatta Photos by Bill Records

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Featured Fleet: Sunfish Fleet

Sunfish Myths and Facts

by Stewart Draheim



Stewart is a new member of AYC, and four-time Sunfish Southwest Regional Champion.

Sunfish is a recreational boat for beginners: Myth

A lot of people have the perception that the Sunfish is an uncompetitive fleet which is simply not the case. There are so many high-level sailors that compete in the class from former college sailors, to college coaches (Amanda Callahan – Roger Williams, Connor Blouin – College of Charleston) to even Olympians (Luke Ramsay – 470 CAN, Andres Ducasse – 470 CHI, Paul Foerster – 470 USA)!

Sunfish racing is only for high caliber sailors: Myth

I have encountered many instances where newer sailors hear about the high-quality competition and get nervous about venturing out to the racecourse. The truth is that there is a variety of skill levels out there – anyone can hop in and feel right at home. One of my favorite things about the class is that it's truly open to anyone and everyone, and we all bond over our passion for the sport.

The Sunfish class is an extremely budget friendly class: Fact

The Sunfish is probably the most budget friendly class in the world. Even brand new out of the factory you can get a race boat with all the blades sail and dolly for about \$5K. That's a few \$K cheaper than even the Laser! But the best part is the used boat market. Lots of classes try to "improve" on the design of their boat as time goes on, but that makes older boats uncompetitive. The Sunfish has had the same design for so long that you can pick up any used boat (that doesn't leak) and be competitive. I have two boats, an '02 and an '06 that I bought for about \$2K each and both have won regional titles and finished in the top 10 at National events. Greg Gust has won the International Masters and finished 2nd at the North Americans several times with a boat from the 80s. It's a perfect class to find great sailing that's easy on the wallet.

There's a narrow weight range for sailors to be able sail the Sunfish competitively: Myth

Most single-handed classes are very dependent on the sailor's weight to be competitive. Some classes like the Laser and Aero combat this by offering

different sail sizes. The drawback of this is that you are dividing up the competitors into even smaller fleets. The Sunfish has the same sail area as the Laser full rig, but the sail is more spread out laterally rather than vertical like the Laser, which is less leverage to have to hike against. Plus, the top spar is quite thin, making it easy to dump the breeze out when overpowered. There are a plethora of techniques used for depowering, making it more accessible to smaller sailors. The 2018 Worlds had five of the six races held in 20+ knot winds and four- to six-foot seas, and the Top 10 finishers still included youth, adult male and female, and master sailors.

The Sunfish is the best boat in the world: Fact!

Well, maybe this is just an opinion, but I truly love being a part of the class and getting to sail with and against so many people. I encourage all to hop in Fish and see what makes it so amazing!

Sunfish Therapy

by Annie Lancaster



Annie Lancaster sailing her Sunfish

My Dad got hooked on sailing when we lived on Long Island, NY. Then we moved to Texas and Lake Travis became our home away from home.

I think he bought a Sunfish to 'babysit' his daughters while he was out sailing his Skipjack or M20. I remember sailing it with my older sister. She let me hold the main sheet and make the boat heel. I loved it. There were a number of kids at AYC

and we got to sail around the buoys with the adults. They were encouraging and Dad always had some advice to help me sail faster and better. If it was windy enough, I got to go on the bigger boat, like the M20, for extra weight. I remember being on the shore hoping the winds would pick-up and someone would need some help. Soon I got too big to be the extra weight but Dad let me skipper sometimes. He got to be the crew but he still gave all the commands. Then high school and college life got in the way and I did not sail much.

When **Charlie and I** married, some friends wanted to get a boat together. We got a Catalina 22 and had a great time sailing and meeting friends. As **Charlie and I** started a family, sailing was not a priority and we sold our half of the boat to our friends. Dad continued to invite me to sail with him now and again.

continued next page

Featured Fleet: Sunfish Fleet

AYC has always been a place to relax and get away from it all. That is one of the things I love about sailing. You focus on the moment with the wind and the sails and the rest of the world fades away. Worries about jobs, kids, finances just disappear for a while. It was when our daughters were going off to college and study abroad that I decided I really needed a regular getaway and started sailing the Sunfish on Wednesday nights. On my first night out sailing, I remember getting advice from the other sailors. And then after the races we gathered and discussed strategies and got to know each other. And it is still going on. Wednesday nights are a haven for the Sunfish and Laser sailors. A time to escape and work hard and try to sail fast. Newcomers are always welcome. Learning and teaching are in abundant supply. I have seen a lot of Sunfish in the dry slips. Come on you all, get those boats cleaned up and come play. It is the best therapy around. No crew needed. Just you, the wind and your boat. Social distancing doesn't get much better!

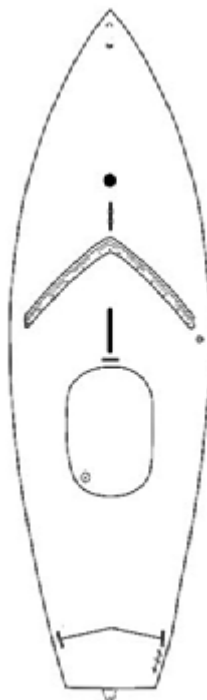
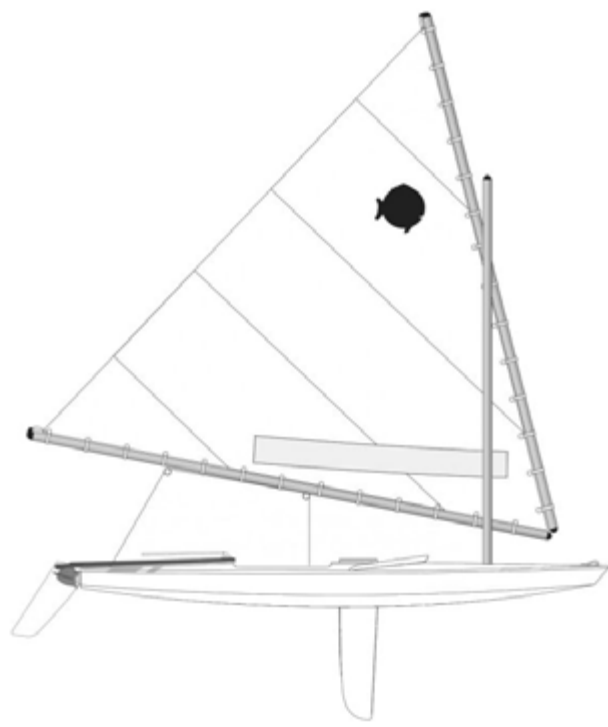
Thinking about a New Sunfish?

Source: <https://westcoastsailing.net/sunfish/>

The Sunfish is one of the most iconic recreational sailboats ever made. It's still the boat a lot of adults remember having their first sailing experiences on. The Sunfish hasn't changed much in the last 50 years. It's still perhaps

the easiest boat to rig for sailing. Two lines – one to raise the sail, the other to trim it. That's it. The Sunfish is fiberglass construction, but it lasts a long time without a lot of maintenance. Available in different colors every year, with a few different optional hardware upgrades – the Sunfish continues to sell in North America every summer.

- Fiberglass construction for a lightweight hull.
- Self-bailing cockpit.
- Storage space in rear of cockpit.
- Mainsheet ratchet block now included.
- Lateen-rigged sail automatically de-powers when hit by a gust of wind.
- Numerous sail colors available.
- Sail easily attaches with plastic sail rings.
- New style rudder and daggerboard are made from Fiberglass Reinforced Plastic (FRP).
- Patented kick-up rudder for effortless beach launches and landings
- Race version has a large white sail with a window in it.
- Race boom includes two clam cleats, which allows an outhaul and cunningham to be rigged giving great control the shape of the sail
- The gooseneck on the Race boom also has a quick-release on it to allow you to shift the sail plane fore and aft - effectively raking the mast while racing.



SPECIFICATIONS

Length: 13 feet 9 inches
Beam: 4 feet 1 inch
Draft: 2 feet 1 inch
Sail Area: 75 square feet
Hull Weight: 120 - 130 lbs
Capacity: 1-2 People

continued next page

Featured Fleet: Sunfish Fleet

Sunfish Worlds in Bonaire, an Incredible Experience!

by Lucy Brock



Lucy Brock, Sunfish Worlds Regatta superstar

Last September, I was able to compete in the Sunfish World Championship, having qualified at the Women's Sunfish North Americans the previous year. The regatta would be held in Bonaire, an island located off the coast of Venezuela, and about 70 competitors from all around the world would come to compete. I was beyond excited, this being my first regatta outside of the country, and

one that I trained for and looked forward to for months. (I'd like to again say a huge thank you to everyone who helped me prepare for and get to this regatta—it was definitely the experience of a lifetime!)

The racing venue was beautiful, the perfectly clear blue water like nothing I'd ever raced on before. Each day brought fantastic conditions, with wind consistently in the 10-16 knot range (often higher), except for one unprecedented day of light air, on the very last day of the regatta.

All the competitors were housed in a resort, with the boat park and launching area located a mere two-minute walk away. This was fortunate, as the start time each day was 9:00 am sharp, which meant I was rigged and ready to launch by 8:00 every day, usually getting out on the water by 8:15 in the morning.

The racing itself was competitive and challenging—not only were the unfamiliar wind and wave conditions tricky to navigate, but many of the competitors were veterans of the Sunfish class and had been to Worlds before. All this combined made for some tough racing! One of the races (which ended up being abandoned) actually involved a 120 degree wind shift at about two minutes to the start! Since the marks were set ahead of time in very deep water, adjusting the course was a somewhat difficult process. Luckily the wind was mostly from one direction all week, but when it did decide to shift we had to use a boat with a flag for the new windward mark! However, the race officials did a great job handling everything, and getting a ton of races off.

And everyone there was more than happy to share their knowledge both on and off the water. Racing (having started early) would often end early in the afternoon, which meant lots of time to not only scuba dive and explore the island, but also to talk to fellow competitors from around the world. This

large social aspect of the regatta surprised me at first, but I was beyond grateful for the chance to make friends and learn from people who were just as enthusiastic about the Sunfish class as I was.

The last day of the regatta, I was able to place 5th in one of the races, a result I credited to everything I learned over the week, thanks to the many, many people who were ready and willing to share their knowledge and advice. This event was my first big-fleet regatta not limited solely to juniors, and the fantastic group of competitors made me feel incredibly welcome in not just the Sunfish class, but the sport of sailing itself.



Featured Fleet: Dinghy Fleet



Photos submitted by James Bland

Dinghy Fleet Officer

Captain

James Bland

jfbland@me.com

Snipes, OK Dinghies – A Dynamic Sailing Experience

by James Bland, Dinghy Fleet Captain

Dinghy sailing in Texas is alive, well and getting bigger. **Scott Lindley**, the Sailing Director at Fort Worth with a long list of sailing credits, is starting a Snipe fleet in addition to Fleet #1 in Dallas and a fleet in Houston. I've included a brief overview of the Snipe Class along with the OK Dinghy, probably the two most popular and long lived Dinghy / Centerboard Classes in the World, next to the Sunfish and Laser. I just bought Snipe #19888 and she will be available for check ride shortly – please contact me with your interest.

The Snipe and OK Dinghy aren't necessarily boats for rank beginners, but they can be sailed basically or with great sophistication, which keeps the game interesting. There are thousands of members in the Snipe and OK Dinghy Classes worldwide, and both communities are very friendly and seek Corinthian competition, an Austin Yacht Club hallmark. You can still build your own Snipe or OK Dinghy from plywood kits, something AYC was founded on. Lastly, these boats provide people who are young at heart an inexpensive leisure and competitive platform. I especially like the Snipe for couples, young families, and people looking for a more dynamic sailing experience. Let's face it, these boats are also beautiful to look at too, classics.

continued next page

Featured Fleet: Dinghy Fleet

We have a lot of potential for One Design Dinghy Sailing at AYC. There are several Thistles in the yard along with the FJs, some MC Scows, and a few Vanguard 15s among many other boats that are good all around sailing. I have several people interested in Snipe sailing. Nationally you can pick up an Internationally competitive older boat and update it for less than \$6000. If you're patient, you might find a good project for \$1000 or less. #19888 was completely remeasured and certified and came with two sets of brand new sails and a customized trailer for less than \$4000.

As I network with other clubs, I see how they manage their programs. I'd appreciate your thoughts and interest - please contact me at jfbland@me.com.

The Snipe – Serious Sailing, Serious Fun

<https://www.snipe.org>



Class Symbol

There are many things that make this boat so popular. The Snipe is a classical beauty that sails well and safely even in heavy wind conditions. The purchase price is attractive and the boat keeps its value and racing performance for years. You are free to compare its behavior and tactical challenges

to any other class. Most importantly, you can stay in the same class and enjoy the same friends for the whole lifetime. District 2 (Includes Texas) has a traveling competition. Fleet #1 is in Dallas.

The Snipe Class International Racing Association (SCIRA) is a widely popular and well run organization all over the world. One of the things that makes the class so strong is the local fleet activities. You may find a local Snipe Fleet close to your living area. And if not, you may collect a group of interested Snipe sailors and start a new one.

Also of interest and importance are international activities. Races are arranged in Europe, Americas and in the East. The Snipe Class offers the best racing calendar you can imagine – for champions and beginners consisting of World Championships, Europeans and Nordics, not to forget several international Snipe Regattas.

Snipe Class History

A radical departure from tradition for the yacht racing world was set in motion in Sarasota, Florida, in March 1931, when RUDDER editor **Bill Crosby** attended a meeting of the Florida West Coast Racing Association. In answer to a request for the creation of a class of racing sailboats suitable for trailering to regattas, **Crosby** promised to give the proposed class a send-off by designing and publishing plans for such a boat in his magazine.

The name Snipe was chosen in accord with RUDDER's custom of naming all its designs for sea birds, and the Snipe plans appeared in the July 1932 issue of RUDDER – which quickly sold out.

By early September, reports of boats being completed from the plans were coming in, the first one from 14 year-old **Jimmy Brown** of Pass Christian, Mississippi, who had built the boat with the help of his father. Soon owners were asking for information on a national class, and a system of registration was put into effect, numbering the boats, so that owners living near each other could be put in touch. Number 1 was awarded to **Jimmy Brown**.

By May 1932, 150 boats had been registered, and racing became general as several of the large racing associations recognized the Class by giving official starts. In November 1932, the Snipe Class International Racing Association (SCIRA) was formed with **Dr. Hub E. Isaacks** of Dallas, Texas, as



BOAT	
Crew	Two
Draft	3 ft 3 in (0.99m)
HULL	
Hull Weight	381 lb (173 kg)
LOA	15 ft 6 in (4.72m)
Beam	5 ft (1.5m)
SAILS	
Upwind sail area	128 sq ft 11.9m ²
RACING	
D-PN	91.9 ⁽¹⁾
RYA PN	1117 ⁽²⁾

continued next page

Featured Fleet: Dinghy Fleet

Commodore. A constitution and bylaws were drawn up and the first rulebook was published. At the end of the year there were 250 numbered boats, and Dallas was awarded the first fleet charter – which is still in force. The first fleet outside the United States was chartered in March 1933 in Dover, England.

In July 1936, the Class reached the status of world's largest racing class with fleets all over the world. Although the World Championships had been held since 1934, it was not until 1946 that this Championship actually became international. The event was held at Lake Chautauqua, New York with contestants coming from Brazil, Newfoundland, Portugal and Switzerland as well as many parts of the USA.

The Board of Governors bought the Snipe plans from RUDDER in 1948 and the Class was incorporated in 1954. In 1958, the Snipe received IYRU's recognition as an international class.

The boat was designed as a 15 foot 6 inch hard chine hull, to conform to the standard 16 foot plank, and was designed for easy home building (so simple that a schoolboy could build one). The original 100 square feet of sail areas was increased to 116 feet, with the introduction of the overlapping jib which replaced the working jib in 1932. Currently the sail area is 128 square feet in mainsail and overlapping jib. Spinnakers are not permitted. The hull has remained essentially unchanged through the history of the Class with only slight changes due to tightening of tolerances. The largest single change made over the 50 years of Class history was the weight reduction from 425 pounds to 381 pounds in the early 1970s.

Early Snipes were all of wood plank construction, but through the years plywood and fiberglass have come to be accepted as building materials. Most boats are now built by professional builders and are fiberglass, but plank and plywood are still used, and amateurs can build boats from plans obtainable from the SCIRA office, or by fiberglass boats in kit form from the manufacturers, for home finishing. All boats are required to be measured and to carry current SCIRA decals in SCIRA competition.



Left: This is my Snipe, "Bombshell." #19888 - Rebuilt 1979 Chubasco. The picture was taken at a truck stop parking lot in Oklahoma with transfer of ownership. I bought the boat on the condition that it have a current Measurement Certificate which launched a series of events to remeasure the boat.



continued next page

Featured Fleet: Dinghy Fleet

Why Not Try the OK Dinghy!

OKDIA.org usa.okdinghy.org

The OK Dinghy is a light, responsive sailing dinghy that may be raced in fair and equal competition all over the world, without getting into cut-throat Olympic competition, and with the freedom to appeal to the individual that is in each of us.



The OK Dinghy International Association (OKDIA) is the world organization for the OK Dinghy class. The OK Dinghy is a 4m long single-handed sailing racing dinghy.

The design of the OK dinghy celebrated it's 60th anniversary in 2017.

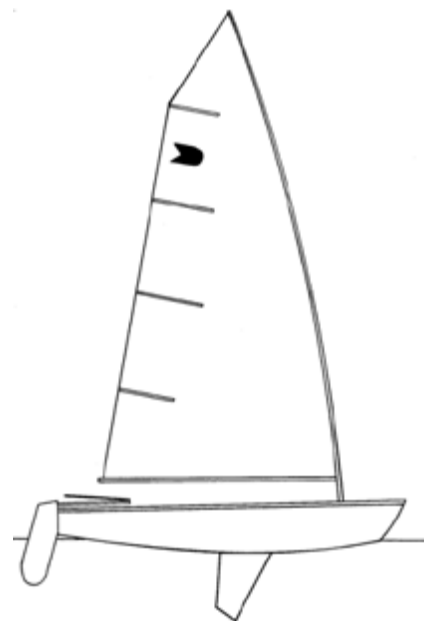
OK Dinghy Class History

In 1957, **Axel Dangaard Olsen** of Seattle, U.S.A., asked the Danish yacht designer **Knud Olsen** to prepare drawings for a light and fast single-handed sailing dinghy based on conventional plywood construction. The resulting design was named the O.K., using **Knud Olsen's** initials in reverse (I guess KO would have sent the wrong message). The OK was intended as a preparation class for the Olympic Finn and it has followed its technical evolution ever since. Sometimes the OK even sets new standards in single-handers.

In the beginning, the OK was something like a revolution. Some national authorities tried to prohibit the OK because it was 'not sailable', but after a while it became clear that it was the sailor who was not good enough for the OK and not vice versa. OKs are built in plywood, G.R.P and composite construction and all forms enjoy equal racing success. Freedom of choice in hull construction is replicated in choice of rig, with choice of mast, sail and fitting entirely open. Consequently, every OK develops to suit the owner's style of sailing, while the shape of the hull is controlled by a comprehensive set of rules ensuring a long competitive life span.

Old boats often only need a rig update and minor constructional modifications to make them competitive, provided they meet modern buoyancy requirements.

In the 60s and 70s, the OK Class enjoyed a explosive success, with the total number of boats exceeding 10,000 and large racing fleets building up. In the 80s, the success of the popular one-design single-handed Laser affected the success of OK. In the eastern bloc communist countries, the OK was the official youth single-hander and after the breakdown of the socialist system, many 'old' sailors came back to the class of their youth, now with their own boats instead of club-owned.



BOAT	
Crew	One
HULL	
Hull weight	159 lb (72 k)
LOA	13.12 ft (4.00 m)
Beam	4 ft 8 in (1.42 m)
SAILS	
Mainsail area	96.3 sq ft (8.95 m ²)
RACING	
D-PN	96.5 ⁽¹⁾
RYA PN	1100 ⁽²⁾



OK DINGHY RACING SINCE 1957

continued next page

Featured Fleet: Dinghy Fleet

Today, we are seeing a remarkable revival of the OK Class. Lots of older boats are being restored and updated, new boats are being built and participation in club races is on the rise. Currently, there are over 2000 sailors actively racing globally, nearly half of these competing in one Major or World Championship. The OK was elected as single-hander for the Asian Games 1998.

Robert Deaves, International OK Dinghy Association Executive Secretary writes – "... there is huge potential in the USA and Canada (a new Ovington was recently sent to Canada) for growing the class. I understand that sailing is different over there, but the potential is there if it is done the right way. Many are fed up with the issues in the Olympic Classes and want a fun, social class they can invest in. We've seen that in Denmark and France recently. I see no reason why the USA cannot be the next success. Keep up the good work. I think you are heading for some interesting times."

Based on a strong history, the International OK Class is facing a bright future. There is an opportunity at AYC to be part of history.



Class Symbol



Saturday Night A & B Fleet Races

by Bruce McDonald



July 4th marked the third of the fleet-sponsored races as the Club made an attempt to allow some limited racing. We have raced in the pursuit start between the no wake buoys with marks 5-6-D.

We have had eight to twelve boats out. The competitors, by and large, have followed the Club rules, worn face coverings and have refrained from social gatherings after the races. We have been using the RaceQs app to track each boat's performance,

allowing each skipper and crew to replay the race and critique their own performance.

It is great fun seeing the lead changing in close competition while vowing not to make the same mistakes next Saturday. We are attempting to provide a fun and safe alternative to staying home on Saturday night.

Hope to see more of you out there.



James Henrickson & Crew on Warrior



Cass Meyer and Crew on Namaste



John Maddalozzo and David Mok on Ornerly *Photos by Marilyn Jackson*



Bruce McDonald and Lisa Porta on Rogue Wave

Multihull Fleet Report

by Jim Casto



I just got back from my first catamaran regatta of the season – down at Texas City Dike. There were 32 catamarans in attendance, and it was great to see the enthusiasm of fellow sailors in spite of the difficult times. Since it was a regatta on the beach, I found it was easy to social distance, but it seemed there were more singlehanded sailors, and “family contact groups.” At the skipper’s meeting and trophies, I wore a mask and also stood upwind for good measure.

The “South Beach” now has the Roadrunner catamaran parked on it – and we are growing the next generation of multihull sailors – right on the beach! It’s great to see the kids out sailing on catamarans, they can rig and launch, with no need for cars or trailers. It’s the right place for “beach cats,” and we thank the Board for supporting the junior sailing program. For those who may choose to drive down onto South Beach, please remember not to block the “road” down to South Beach, and to park “uphill” when not actively launching at the waterline.

Even without scheduled racing at AYV, our fleet has been “together” recently. Sometimes we sail the Friday night “Knot Beer Can,” but lately we have been out on Saturdays. June 27th was an especially busy day, with many of our fleet spread all over the lake, on a nice windy day. We had both kinds of “togetherness – the good kind and the bad kind. There was collision with minor damage to the Roadrunner F18 that Fred fixed very promptly and beautifully – he even added a Roadrunner symbol to the side of the boat. One of the old sidestays on the orange Prindle 16 finally gave up, and the Roadrunner kids had to be towed in (thanks Jeff). But biggest news – a trimaran flipped over = **Bill Coon** learned how hard it is to right a 24 ft trimaran. Thanks to much help from **Ed Pierce**, **Bobby Brooks**, and others, **Bill** recovered his rig. (See his article in this Telltale) Other Saturdays we have informal “races,” that we rotate responsibility among fleet members – one week the start is at 11:30 am, another week 1:00 pm, most weeks we race in the basin, but we are also proposing one Saturday to go to Lakeway or Arkansas Bend and back.

Roadrunner Fleet Update

by David Michael



The Roadrunner Fleet is comprised of AYC member youth participating in the AYC Youth Sailing Training Program and racing Optimists, Lasers, or C420s at officially sanctioned events at locations away from AYC. The fleet is organized and overseen by parents who support these youth at regional, national, and international sailing competitions. The Roadrunner fleet is heavily involved with the Texas Sailing Association, USODA, the AYC Endless Summer Opti

Series, the AYC Roadrunner Regatta, and developing advanced performance racing skills.

Roadrunner Sailor Report

by Julius Heitkoetter

While many students are forced to stay home and endlessly scroll through social media on their phones or watch Youtube video after Youtube video, the Juniors have been able to spend the majority of their days on beautiful Lake Travis. Common fun activities include taking out the now-easily-accessible-on-the-beach Roadrunner catamarans for fun sails and multihull racing; racing lasers and sunfishes on Wednesday nights; racing on J80s; taking much needed swim breaks to escape the heat after boat repairs, rigging, or just for fun; learning how to windsurf and of course hours and hours of practicing on dinghies such as Optis, C420s, and Lasers, all while practicing safe Covid-19 practices such as wearing masks, sailing with family, and keeping distance between individuals.



Photo by Constanze Heitkoetter

The Roadrunners also took up kayaking as they ventured out to Starnes Island for a social-distancing-picnic-and-snorkeling-island-adventure!

The Juniors would like to thank the AYC Board for keeping the yacht club open while making sure everyone stays safe, as well as allowing the Juniors to keep a catamaran on the beach.

Fort Worth Boat Club Regatta Report

by Julius Heitkoetter

On June 20th, 8 AYC Roadrunners headed up to Fort Worth Yacht Club along with 80 other sailors from around the state to participate in their first out of town race since Covid-19: the Junior Old Man of the Sea Regatta. While, due to Covid-19, the event looked quite a bit different from previous Texas Youth Circuit regattas, the event still managed to spark excitement, as Roadrunners were able to reconnect with other sailors from around Texas and show off their hard work practicing at home.



Storm rolling in Photo by Julius Heitkoetter

After unloading 3 C420s, 2 Optis, and 2 motorboats from their trailers, the Roadrunners quickly rushed to their cars as a giant storm rolled through with 35+ knots of breeze and enough rainfall to send pouring showers throughout the night. However, by their first day of racing the next day, the storm had left, leaving nothing but extremely light wind which resulted in several hours of sitting under AP for all fleets. The next day didn't look much better, as a second wave of isolated thunderstorms rolled through, making it unsafe for the sailors to get on the water.

Even though the weather didn't fully cooperate, the Roadrunners had a great time in Fort Worth. While the Opti RWB line did not get a single race completed, **Roni Sela** was able to keep an amazingly positive attitude throughout the whole weekend. Congratulations to **Tony Slowick and Ben Crooks**, as well as **Lucy and James Brock** for winning 1st and 2nd place on the C420 line and to **Yuval Sela** for dominating in Opti Green.



Looking for wind Photo by Marcus Heitkoetter

continued next page



Photo by Marcus Heitkoetter



Vivian and Julius Heitkoetter Photo by Marcus Heitkoetter

Endless Summer Opti Series

2020 Opti competitive events are being postponed and canceled for now, but the Endless Summer Series is an informal opportunity for Optimist Dinghy Sailors to racing Wednesday evenings throughout the summer. With an average of 10 participants each week, this is proving to be popular event for AYC youth sailing program participants who have completed the Opti 2 training and want to race. These sailors: **Roni and Yuval Sela, Storie Evans, Calvin and Jackson Brock, Ramzi Matous, William Michael, Lucas and Noah Goras, and our friend from LCYC Ryan Mitchell**, are all great sports and supportive of each other. Parents such as **Greg Matous, Jeff Brock, and Gal Sela** are essential for this volunteer event to happen. It is a good time.

Opti Team Racing

A core group of Opti sailors started to learn team racing! after advancing within the AYC youth program to the Opti 3 level, and getting some experience competing in TSA regattas. **Roni & Yuval Sela, Ramzi Matous, Calvin & Jackson Brock, and William Michael** have developed the sailing skills, and knowledge of race rules to do this. Informally practicing team racing together like this is preparing these sailors to be competitive in future National USODA Team Racing events. A huge thanks to parent **Jeff Brock** for begin teaching these kids this new favorite activity our Opti sailors.

Informal Laser & Sunfish Racing

2020 Laser and Sunfish competitive events are being postponed and canceled for now, but Roadrunner fleet Laser & Sunfish sailors are able to

keep racing by participating in the Informal Wednesday evening Laser & Sunfish races. **Fiona Froelich, Wendi Froelich and Ethan Froelich, Lucy Brock and James Brock, Julius Heitkoetter and Vivian Heitkoetter, and former Roadrunner sailor Andrew Butler** are all out participating in the series, some racing Lasers or Sunfish for the first time!

Informal C420 Racing

2020 season's C420 competitive events are being postponed or cancelled for now, but the C420 fleet is staying in practice. It is not unusual to see informal C420 match races between **Julius & Vivian Heitkoetter and Lucy & James Brock** out on the lake.

Multihull Performance Sailing

The Roadrunner fleet youth are fully embracing the opportunity to have two multihull performance racing boats to train on this summer. Both the F18 and the Prindle are used every day that there is the slightest gust of wind, including informal multi-hull fleet racing. Volunteer **Jim Casto**, parent **Gal Sela**, and Roadrunner sailors **Ethan Froelich and Julius Heitkoetter** have stayed busy maintaining the boats due to the heavy use by all the Roadrunners, big and small. Opti sailor **William Michael** has now achieved a life goal of helming a catamaran while hiking in a harness, with the tiller in one hand and the mainsheet in the other.

Roadrunner Car Wash Fundraiser

by Constanze Heitkoetter

Every Friday in July from 5:30 pm to around 8:00 pm, you have been seeing Roadrunner sailors hard at work – not on the water, but on the parking lot in front of the AYC office. Water is still involved, as they wash and dry cars of AYC members for \$10 cash or member charge. Their service has been very well received. Social distancing, wearing of a mask/buff, adult supervision and professional cleaning tools are ensured. Thank you for supporting our youth!



Car Wash Photos by Constanze Heitkoetter

continued next page



ROADRUNNER FLEET CAR WASH

When: Fridays June 26-July 31
from 6:00-8:30 pm

Where: Parking lot upper level by the
office and clubhouse entrance

What: Roadrunner junior racers will
wash cars (exterior only) while
members enjoy their Friday
night sailing activity. Adult
supervision and professional
equipment. Youth and adults
will follow social distancing
rules and wear masks/buffs.

Cost: \$10 cash (exact amount - no
change) or member charge.



Photos by Members

Thanks for your captions!

Fireworks from the Point by Marilyn Jackson



Russ Shermer and family



Linda Donovan and crew on Faraway



Jim Casto and family



Annie and Charlie Lancaster

Photos by Members

Remember to caption!

July 10 Informal Racing by Marilyn Jackson



Jim Bridgwater and crew on Silicon Ship



Jeff Jones and crew of Wild Thang



Bruce McDonald & Lisa Porta on Rogue Wave, Ed Taylor & crew on Air Supply



Bill Hawk and crew of Prickly Pear

July 16 Hanging out at the Club by Marilyn Jackson



Spencer LeGrande and Bobby Brooks



Jeff Avant family on Nissus



Jonathan, Vanessa, Quinten and Chloe Joy, new members



Cass Meyer and family

continued next page

Photos by Members

Remember to caption!

Wednesday Informal Sunfish Laser Race by Jim Casto



Not everything on Wednesdays is about racing

Lake Travis Fireworks by Elizabeth Quintanilla



LOST AND FOUND ITEMS IN THE WORK AREA

From time to time, we find items either lost or abandoned in the Work Area. We have pulled these items together on the left side of the Work Area. Look for the "Lost & Found" sign to see if anything is yours.



Currently, we have two stern pulpits, two roller furlers, a PVC yellow flag, and a 12-inch 8-foot PVC pipe.

Please come get any items that belong to you. If no one claims them, these items will

be hauled off within the next 30 days.

For more details call Harry Polly at 214-598-5071.



Please follow AYC guidelines.

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office@austinyachtclub.net

NEWSLETTER

Susie McDonald, Editor
ghowiellc@gmail.com

AYC BUSINESS HOURS

Wednesday - Sunday 9:00A - 5:00P
CLOSED MONDAY AND TUESDAY

Closed Club Holidays:

New Year's Day	January 1
Easter Sunday	April 12
Independence Day	July 4
Thanksgiving Day	November 26
Shopping Day	November 27
Christmas Day	December 25

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Bob Gross and crew on J80 Photos by Anne Morley



Bonnie and Keith Lackey on J80



"Taylor Laser" by Keith Denebeim

Digital Painting

www.denebeim.com/paintings/

Calling All AYC Artists!

Each month, the Telltale will feature the artwork of members.

Send in your high res images to ghowiellc@gmail.com.

Self-promotion is a good thing.

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