

# Telltale



February 2001

Monthly Newsletter

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Caretaker Tom Cunningham  
Jeff Kiffe

## Austin Yacht Club

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Clubhouse: (512) 266-1897

## E-Mail & Web Site

info@austinyachtclub.org  
www.austinyachtclub.org

## AYC Business Hours

Tuesday - Friday  
8:30 AM to 5:00 PM

Saturday & Sunday  
12:00 PM - 5:00 PM  
Closed Mondays

### Club Holidays

New Year's Day	1 January
Easter Sunday	15 April
Independence Day	4 July
Thanksgiving Day	22 November
Shopping Day	23 November
Christmas Day	25 December

## From the Commodore

There've been very good turn-outs for the Frostbite Series; the work area is busy. Opening Day is fast approaching. The committees are putting together their plans for a full year, and even last Thursday's board meeting was well attended. AYC is buzzing!

This year a strong emphasis is being placed on sail training for all ages and skill levels. Claude Welles and Tim Arnold attended the US Sailing Sail Training Symposium and came back with loads of information from the program as well as interaction with other clubs and community sailing programs. The Sail Training committee is putting

together a five year plan, to be updated annually, that will describe an infrastructure and curriculum that will most effectively serve AYC's needs for exposing people to sailing, and improve the skills of beginning and experienced sailors alike. Also included will be a plan for obtaining resources needed to execute the plan (pay for it).

Like many of us, the club was hit with a significant increase in its property taxes this year. In addition, our docks are being

taxed for the first time this year. Also, impending LCRA marina regulations will make it more expensive to operate our waterfront in the future. So that we can continue to maintain our facility in top condition, we have had to increase the boat storage fees. Wet slips will increase \$10 per month, board boat slips \$5/month and dry sail \$4/month.

The increase will apply to all of 2001 so the February bill will reflect the new fee structure plus a one-time charge for January. Boat storage at AYC remains a very good deal. It would cost at least \$200 a month to keep my J/24 at a commercial marina on Lake Travis.

Finally, please stop by and welcome our new Office Manager, Arthur Spradlin and Caretaker, Jeff Kiffe. Both are looking forward to helping Nancy and Tom run the Club as efficiently as possible.

See you on the water!

Phil

PS: Look for the AYC calendar pull-out in this issue!



## Your U.S. Sailing Membership

Renew before March 1, 2001 and lock in your dues payment of \$40 for the next three years!

As a member of US SAILING in 2000, you made it possible for us to provide services and benefits to sailors throughout the country. I'd like to express my thanks and invite you to share some of the highlights your generosity made possible:

To realize our goal of increasing participation and interest in sailing among young people, we worked with the National Recreation & Parks Department on a program funded in part by the U.S. Coast Guard. US SAILING developed a unique program called "Sailing Smart," which will introduce youngsters to sailing at over 700 parks and recreational outlets nationwide.

To achieve our objective of providing the highest quality sailing instruction, we published the final book in our Keelboat Certification Series, *Passage Making*. This handsome volume is a "must read" for every sailor who ventures offshore.

Our new Race Officer Training and Certification Programs are designed to improve the quality of race management at all levels and make racing more enjoyable for the competitors. Over 500 members have attended either a Basic or an Advanced Course developed to increase the standardization and standards of race management practices.

We are also well on our way to achieving our mission of providing the highest quality sailing instruction. Last year, we trained 1,000 small boat instructors, the most in our history. These graduates now teach in clubs, camp, and community sailing programs nationwide, and inspire thousands of new sailors.

From this short list you can see much has been achieved. Yet, much more can be accomplished. And each year a larger financial outlay is required to attain our goals. To meet these objectives with the minimum impact on membership dues, our Board has restructured dues payments:

### Until February 28, 2001:

	IND.	FAMILY	YOUTH
1 yr.	\$40	\$ 60	\$12
2 yr	\$90	\$130	
3 yr	\$120	\$180	

### After March 1, 2001:

	IND.	FAMILY	YOUTH
1 yr	\$50	\$75	\$15
2 yr	\$90	\$130	
3 yr	\$120	\$180	

Each renewal will receive a subscription to *Sailing World* or *Cruising World* for the duration of the membership. If you're a youth member, you'll receive the *Junior Sailor* newsletter. You'll also get the new 2001 edition of *The Racing Rules of Sailing* if you chose this publication when you originally joined. Plus, as a member, you are entitled to discounts on publications, accessories, safety gear, and on entry fees for regattas covered by US SAILING liability insurance.

If you would like to renew, you can do so with a credit card on our website, [www.ussailing.org/membership](http://www.ussailing.org/membership), or by calling 1-800-USSAIL-1, extension 1, Monday through Friday between 8:30 a.m. and 5 p.m., Eastern Time.

If you would like to pay by check, please send it with a note including the number of years you are renewing for and type of membership desired to US SAILING, Membership Department, P.O. Box 1260, Portsmouth, RI 02871.

We hope to welcome you back on board. If I can be of any further assistance, please let me know.

*Nel Roberts, Member Services Director*

## The GOLDEN ANCHOR Program

The Golden Anchor Program provides benefits to the club in the form of a \$10 credit for each new member that joins the program and the credits can be used toward the purchase of training items or reduce U.S. Sailing Insurance cost to the club. One advantage to current members is the club will process your payment through your club account and you get a reduced cost. A notice has been included in this month's billing statement, so if you plan to join through the club, please send in your notice early. The cut off date for Golden Anchor membership is 1 April 2001. Please help the club maintain its status as a Golden Anchor Club by sending in your notice to join or re-join U.S. Sailing this year.

The fees for Golden Anchor Member are:

	IND	FAMILY	YOUTH
1 Yr Only	\$40	\$50	\$10

*Vic Manning*  
Vice Commodore,  
U.S. Sailing Training Coordinator

## Sunfish News

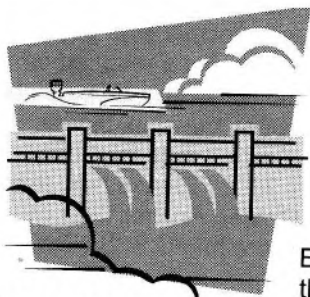
by Paul Jensen

OK, it's the middle of winter and your fish is dry. Now is the time to get your ride ready for April. To assist, I asked our own Vic Manning for some pointers.

1. Spars--this is a good time to take off all the old tape and gunk, and put new markings on the boom. Also, check the blocks and other fittings and replace halyard or sheet as necessary.
2. Sails--wash with mild dish detergent. If you plan on upgrading your sail as I am, you may need to change numbers. You can clean the old numbers off with lacquer thinner or a product called "Goof Off", available in hardware stores, and you can get new numbers through the Sunfish Class Office.
3. Hull--place upside down at convenient height to fix scratches and dings, and also look for leaks. First clean area to be repaired with a tool or coarse sandpaper, then clean with lacquer thinner. Mix the required amount of Marine Tex with a Popsicle stick in a throw away container and apply to the area. Then wet your fingers in a mixture of detergent and water and smooth the Marine Tex into the hull. With practice, Vic assures me that little sanding will be needed. Wet sand entire hull with 400 then 600 grit paper.
4. Hull treatment--Vic recommends waxing but others recommend nothing but fine sanding. Still others recommend applying fabric softener to the hull before each day's racing. I'm going with the wax.
5. Centerboard--for scratch repair, light sand then spray with white enamel appliance paint. Then fine sanding and wax sound about right. If repair is larger, VC Watertight is a better choice than Marine Tex because it is easier to sand. Another good thing to do is put carpet in the aft part of the centerboard well with contact cement. This cuts down on wear and tear and unwanted motion.
6. Rudder--light sanding for dings, varnish, wet sand w/ 400-600 paper or steel wool. Then wax.

Vic will be the first to say there are a lot of other experienced fishers with different views that may have equal validity. Still, there are few in the club that can match his level of sailing and fish fixing experience.

*Paul Jensen*



When I worked for the Materials & Tests Division of the Texas Highway Department, I met a Soils Engineer. He told me about the early days of building Mansfield Dam. His name was Embry Hunt. In the middle 1930s he worked for the Corps of Engineers. He was one of the engineers who did the percolation tests on the dam site. They discovered numerous caves and honeycombed rock in the area. Holes were drilled down to solid rock and tons of concrete was pumped into the caves and honeycomb rock to make a stable sub-base.

Embry also told me that the original height of the spillway was about 75 feet lower than the present height of 714 feet AMSL. In 1938 a major flood on the Colorado convinced the engineers that the original spillway was too low. In the Marshall Ford café there was a large photograph of the damage to the construction of the dam after the 1938 flood. Concrete forms were all piled up at the base of the dam. Unfortunately the picture was lost when the café burned down. They redesigned the spillway to its present height of 714 feet above sea level. Water has never run over the spillway.

While researching this story, John Williams of the LCRA told me that the Lake level in September 1952 was about 619. A 25 inch rain on the Pedernales River caused the Lake to rise about 50 feet in 24 hours. If the Lake had been near 681 at the time, water would have run over the spillway about two feet deep.

*Pat Kimbrough*



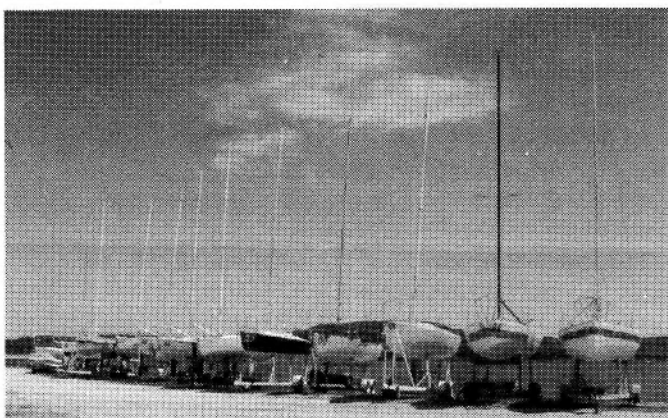
## J/24 Fleet Kicks off 2001 in a Big Way!

by Eric Nelson

Under the leadership of our 2001 Fleet Captain, Leon Lance, the J/24 Fleet has had a strong start to the new year. Our social calendar is already in full swing, starting with a well attended Happy Hour downtown in January.

As to be expected when J/24 sailors get together to socialize and drink some beer, the topic of our upcoming racing events permeated the gathering. The fleet was brought up to speed on the planning for our upcoming circuit stop at the end of this month, to be called Mardi Gras Madness.

We previewed the great t-shirt graphics and discussed the all important Mardi Gras beads (we had plenty of volunteers to throw beads for some reason!). Leon told us about the great sponsors he has lined up this



Look for out of town J/24s to start arriving on our point for the AYC J/24 Fleet sponsored Mardi Gras Madness circuit stop the last weekend of this month.

year, starting with Cirrus Logic and West Marine. This year we will also have a private room at Carlos 'n Charlie's for the regatta social/dinner Saturday evening with drink specials and food discounts. Samuel Adams is sponsoring our beer this year. On the food side, both Thundercloud and Lucy's Cakes will be reprising their roles like in years past.

The excitement is really building, and as you can tell, it promises to be a great event. Start looking for the annual migration of our region's J/24 flock to arrive on the AYC point later this month. AYC folks outside the J/24 fleet that are interested in participating in the regatta can check out the Notice at <http://home.austin.rr.com/j24district14/CurrentNotice.htm>. You can also contact Leon if you have questions about this event at [llance@crystal.cirrus.com](mailto:llance@crystal.cirrus.com).

Another key racing topic was Frostbite. With it's schedule being the 5 Saturdays before the J/24 circuit, it is a natural for tuning up. We've had 9 J/24s active in the Frostbite so far. In fact we have dominated the "B" Fleet split for this event so far with 8 boats participating. We also have one J/24 holding his own in the non-spinnaker "D" Fleet. Expect several more J/24s to participate in the last couple of races before the circuit. We could easily have 10 to 12 different J/24s participate in this Handicap Fleet sponsored event before it is over! Come out even if you are just looking to crew. People start to gather around noon on Saturday. First signal is 1pm, and we are in the second start. The scoring is pretty tight (as always in our fleet!). At the time I am writing this the current standings are:

Superman (Dave Broadway) 1 3 3 7

JailBreak (Dave Wahlberg) 2 1 8 8

Running on Empty (Roger Harden) 3 DNC 1 9

RagTag (Leon Lance) 7 2 4 13

Yikes! (Greg Buck) DNC DNC 2 15

3 Sheets to the Wind (Leo Anderson) 5 DNC 6 16

Out of Control (Stephen Burke) 6 4 7 17

Aeolian (Butch & Pam Wilson) 4 DNC DNC 17

Before the Happy Hour got too "happy" (I think you know what I mean), we briefly discussed doing some race clinic activities. Well, I am pleased to let you know that it looks like we will be able to piggy back on some of the planned Sail Training activities in this area. Mark your calendar for March 10th, as part of some RC training, where we will be able to practice our starting techniques. RC needs boats to come out so that they can do some on the water start sequence drills with the AYC RC Committee. They want to have some one design starts, so we will have an opportunity to do some starting drills after a short chalk talk in the club house. Plan on taking advantage on this, I am sure you will hear more about this in the near future.

Regards,

Eric

Austin J/24 Fleet Reporter

E-mail: [ennelson@us.ibm.com](mailto:ennelson@us.ibm.com)

## AYC 2001 Series Races and Regattas with Race Committee Assignments

### Spring Series

Sun.	Mar. 4	AYC Board
Sun.	Mar. 11	CBH
Sun.	Mar. 18	Keel A
Sun.	Apr. 1	Keel B
Sun.	Apr. 8	Keel D

### Johnstone, Thornton

### Winter Series

Sun.	Oct. 14	Keel D
Sun.	Oct. 21	SC21
Sun.	Oct. 28	J24
Sun.	Nov. 4	Cat22
Sun.	Nov. 11	Ensign

### Carsom, Bargh

### Summer Series

Sun.	May 6	J24
Sun.	May 13	SC21
Sun.	May 20	Cat22
Sun.	May 27	Ensign
Sun.	June 3	CBH

### Douglas, Zia

### AYC Regattas

**AYC Junior Roadrunner** Mar. 24-25  
Johnstone/Thornton

**Spring Regatta** April 21  
Douglas/Bargh

### Summer Evening Series

Sat.	July 14	Keel A
Sat.	July 21	Keel B
Sat.	July 28	Keel D
Sat.	Aug. 4	SC21
Sat.	Aug. 11	J24

### Templemeyer, Bargh

**Night Race 1** June 2  
Carson/Zia

**Turnback Canyon** June 16-17  
Johnstone/Meyer

### Indian Summer Series

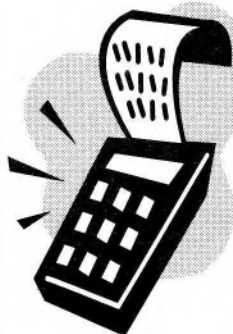
Sat.	Aug. 18	Cat22
Sat.	Aug. 25	Ensign
Sat.	Sep. 8	CBH
Sat.	Sep. 15	Keel A
Sat.	Sep. 22	Keel B

### Brandner, Meyer

**Centerboard Regatta** July 7-8  
Templemeyer/Thornton/Bargh

**Night Race 2** Sep. 1  
Douglas/Thornton

**Governor's Cup** Oct. 6-7  
Carson/Meyer/Zia

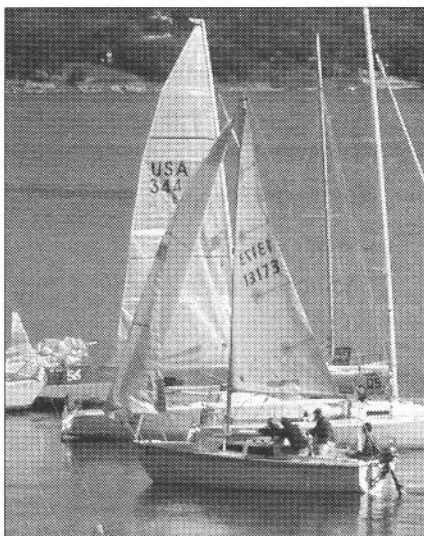


The AYC Office is currently changing some general accounting procedures. The software has been converted from QuickBook99 to QuickBooks 2001. Other changes that have been instituted include a new billing date at the end of the month instead of the first of the month. Please note that the Dock Fees have increased: \$4.00 more for Dry Sail Area, \$5.00 more for Boardboat space and \$10.00 additional for all wet slips. You will notice an upgrade fee for the difference of Dock billing for the 12/31/00 statement on your January bill. Also, the AYC Office will continue to accept cash payments for Regatta and Special Events, but we do request that Statement Reimbursements be made by check or money order only. We encourage all members to carefully look over the new monthly statement for possible errors and notify the AYC if you have any questions.

# The Catalina 22 Report

by Jon Fitch

Get psyched for another year of great sailing! The fleet held its kickoff and planning meeting on Wednesday January 17<sup>th</sup> at the AYC clubhouse with pizza and a roaring fire in the fireplace. Fleet officers for 2001 are: Fleet Captain – Jon Fitch, Fleet Measurer – Ted Owens, Webmaster Jim Johnstone, Social Chairpersons – George and Joann Robison. Our Frostbite series is a PHRF distance format with



New C22 skipper Tom Gardiner showing how a C22 can pass a Melges 24.

Genoas only. The Spring series is Genoas only and around the buoys. Starting with the Summer Series we will get a chance to fly our chutes! Pete Harper has graciously offered to do another Boat Tuning Day, tentatively set for Saturday March 10<sup>th</sup>. Ted is going to do a Fleet Measuring Day for us on Sunday February 11<sup>th</sup> starting at 10:00am. on the patio. Also, our fleet will host a state or regional C22 event sometime next year. Pete and Ted were going to help us figure out which event would be best. At the meeting there were a lot of comments in favor of having a regular get together after the races. George and Joann Robison are going to coordinate munchies after every race. We probably won't do cookouts, except on special occasions.



Paul Brander and crew Andy Hempel and Bob Perry.

The Frostbite Series is well underway . . . The first race was really nice weather with winds 8-12 knots. We had Paul Brandner, Wade Bingaman, and Tom Gardiner out on the race course. According to Pete Harper, the

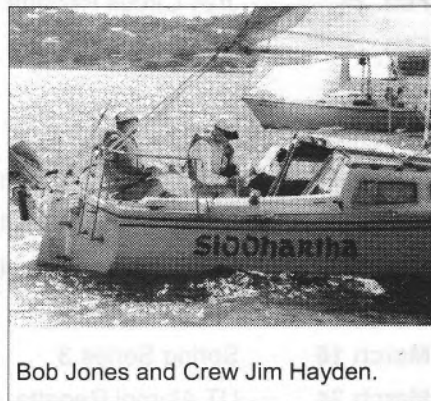
second race was cold and wet and the winds were out of the east switching back and forth to the south several times with lots of big holes. I'm not sure if we had anyone else out. The third race was absolutely gorgeous weather . . . winds were 8-10 with gusts and wind lines maybe up to 15. The temperature was about 60 degrees with clear skies and no motor-boats! It just doesn't get any better on Lake Travis! Out racing were Paul Brandner, Jon Fitch, and Bob Jones. But, Wade Bingaman, Roy Crouse, Gary Payne, and Ted Owens were also out on the water cruising and doing some boat tuning.

By way of Wade Bingaman (sorry Wade, I'm not going to protect my sources!), I was told that Roy Crouse wanted get in some crew practice but couldn't get out on the water in time to join the race. So Crouse and crew practiced flying their chute right in the dry sail area. Some guys working on a boat just across from Crouse wanted to know if he had some really hefty blocks under the wheels of the trailer. By the way Crouse, did you know the lake has water in it now? Did you know the C22 is not a "land yacht"?

Last week I got a phone call that was a very pleasant surprise . . . our fleet has a new member. Curtis Redehase just joined AYC a couple of weeks ago. Curtis sails a C22 which he is keeping across the harbor at Keller's until he can get a slip at AYC. Curtis was raised right here in good 'ol Austin Texas and he runs a landscaping business. Curtis was out crewing with me last weekend (Feb 3<sup>rd</sup>) but plans to start racing his own boat. Please welcome Curtis to the fleet!

That's all for now

Jon



Bob Jones and Crew Jim Hayden.



# AYC 2001 Calendar

<b>Feb. 3</b>	KHF Frostbite 3	<b>June 23—24</b>	Thistle Districts
<b>Feb. 10</b>	KHF Frostbite 4	<b>June 30</b>	J/80 Circuit
<b>Feb. 17</b>	KHF Frostbite 5		
<b>Feb. 18</b>	AYC Spring Clean-Up	<b>July 1</b>	J/80 Circuit
<b>Feb. 24</b>	J/24 Circuit Regatta	<b>July 7-8</b>	CB Regatta
<b>Feb. 25</b>	J/24 Circuit Regatta	<b>July 14</b>	Summer Evening 1
		<b>July 21</b>	Summer Evening 2
<b>March 3</b>	PRC Race Seminar	<b>July 28</b>	Summer Evening 3
<b>March 4</b>	Opening Day - Spring Series 1		
	Opening Day Regatta	<b>August 4</b>	Summer Evening 4
<b>March 10</b>	Sail Training Skillbuilding Event	<b>August 11</b>	Summer Evening 5
<b>March 11</b>	Spring Series 2	<b>August 18</b>	Indian Summer 1
<b>March 18</b>	Spring Series 3	<b>August 25</b>	Indian Summer 2
<b>March 24</b>	UT Alumni Regatta		
<b>March 24-25</b>	AYC Junior Roadrunner	<b>Sept. 1</b>	Night Race #2
			Labor Day Weekend
<b>April 1</b>	Spring Series 4	<b>Sept 8</b>	Indian Summer 3
<b>April 7</b>	C-15 District Regatta	<b>September 15</b>	Indian Summer 4
<b>April 8</b>	Spring Series 5	<b>Sept. 16</b>	AYC Team Champs (Jr & Sr)
<b>April 14-15</b>	Easter Laser Regatta, O'Day Qualifiers	<b>Sept. 22</b>	Indian Summer 5
<b>April 21</b>	Spring Regatta	<b>Sept. 23</b>	AYC Singlehanded Champs (Jr & Sr)
<b>April 28-29</b>	SC-21 Intergalactics	<b>Sept. 29-</b>	KHF Singlehanded Race
		<b>Sept. 30</b>	Championship Backup
<b>May 5</b>	Club Level US Sailing Events		
<b>May 6</b>	Summer Series 1	<b>October 6-7</b>	Governor's Cup
<b>May 12</b>	Club Level US Sailing Events—Backup	<b>October 14</b>	Winter Series 1
	KHF Doublehanded Race / Luau	<b>October 21</b>	Winter Series 2
<b>May 13</b>	Summer Series 2	<b>October 28</b>	Winter Series 3
<b>May 19</b>	Sail Training Skillbuilding Event		
<b>May 20</b>	Summer Series 3	<b>November 3</b>	West Marine Youth Regatta
<b>May 26</b>	Memorial Day Weekend	<b>November 4</b>	Winter Series 4
<b>June 2</b>	Night Race 1	<b>November 11</b>	Winter Series 5
<b>June 3</b>	Summer Series 4	<b>November 17</b>	KHF Wild Turkey Regatta
<b>June 10</b>	Summer Series 5	<b>December 8</b>	Annual Banquet
<b>June 16-17</b>	Turnback Canyon		
		<b>January 1, 2002</b>	Red Eye Regatta



## D-Fleet News for January 2001

by Barry Thornton

Well, we now have three experimental Frostbites under our belts and things are looking good. Hats off to Kevin Reynolds who's fine sailing skills have made him the consistent winner of this series in his South Coast 21 "Hallelujah" with Imre Szekelyhidi in "Boat II" running a close second.

One measure of the success of this experiment has been the 'bunching' of boats crossing the finish line. While the details of this will be dealt with in next month's D-fleet News, at the conclusion of the series, one can observe that the 3rd through 6<sup>th</sup> positions have spanned a 60 second spread. The Frostbites 2 and 3 have seen this spread tightening with an intensification of drive and improvement of skills coming into play as the final mark is rounded.

We are also enjoying a considerable turnout for these races, with a mix of 17 boats in the fleet showing up. All this was set back a bit; Frostbite 2 saw only 5 boats show up in the cold and rain. Kevin again did a fine job of winning, and the other 4 boats arrived at the finish line within 42 seconds of each other (almost sounds like Class Boat finishing).

An early review of the statistics suggests there is considerable room for exploration of the validity of the current PHRF system; a more mature view of this is suggested. A couple of years ago John Vance made some rather perceptive and far-sighted remarks in a series of papers he wrote on this issue, it would be wise to review these (they can be obtained from me by email, mail me at [bthornton@clearcube.com](mailto:bthornton@clearcube.com) for a copy).

Hats off to Scott Walsh for the fine post-race snacks and beer and great program review of what happened during the race, including videos and remarks from the winners about the techniques and insights they employed to win.

Stay tuned for the final results, an assessment of our success in the experiment, and some new ideas next month. One final remark, here is an interesting formula concerning your boat's speed based on the PHRF rating. It goes like this: Assuming a 10 Knot True Wind Speed, a Windward/Leeward Course, optimal jibing angles, and flat water, normal point ability, etc., your average boat speed in knots for the whole course will be  $.4068 / (\text{Rating} + 550)$

For my boat at a PHRF of 174 that is 4068 divided by 724 (174+550) or 5.61 Knots

Just food for thought, regards to all, D-Fleet

## Road Warriors — an Update on AYC's Traveling Sailors

by Phil Spletter



Last month AYC kicked butt at the Key West Race week. In addition to a second place in the J/80 fleet by the team of Dave Balfor, John Bartlett, John Mandel and Larry Ratliff, Jeff Jones and Steve Wesson sailed on Jeff's dad's new Aerodyne 38. They ended up sixth overall after getting bullets on the first day. Also, Austinite Eric Faust sailed in the Laser fleet at the Olympic Class Regatta in Miami where he ended up respectably in a very tough fleet.

In February, most will roads will lead to here when the J/24 Texas Circuit stops in Austin to kick off a new year. A larger than normal fleet, including several rock stars, is expected. The full lake should allow the course to be located close to the point so it could be a great chance to get up close to some exciting action. Fred Schroth is going to carry the burgee to Florida for several laser regattas this month as well.



# In the Interest of Having More Fun

by Barry Thornton

D-Fleet is going to try an experiment during this year's Frostbite series. The experiment is Reverse Handicap Starting (noted as RHS from this point on). We want you to understand what we are up to so we don't get in your way. We made this choice based on recent experience and an analysis of our race records (which are similar for all handicap boats as it turns out) and we invite you to watch and comment.

Last year a couple of the Regattas were run RHS for 'C' and 'D' boats; we had more fun than ever. For once we could experience the fun of Class Boats in that the guy in front of you was who you had to beat, the threat was the guy behind you, and we all knew the winner while on the water. From the start it was a visceral experience, exciting and just plain fun! The whole race built to a climax, tension was accumulated, you knew your battles and fought them, and every minute was a reality check because it was all real-time.

On the other hand, for handicap boats the standard start like is a pre-mature, well, you know. A few seconds of tension at the beginning and then, well, who knows what's happening. Racing the clock has no human qualities about it at all. The race is an adventure from confusion into chaos with a final anti-climatic horn or whistle that means nothing other than you crossed the line. All those guys we started with are well; they're somewhere else.

We thought about this and realized that the fun was with people, not the computer. I think I speak for most of us in D-Keel that if we were here to REALLY WIN that the obsession would consume all our income, which we wouldn't need because we would have no families. The fact is that we are out here in friendly competition, to have fun, and then have more fun. We believe that fun is the result of the shared experience of converging on the finish line knowing the first across is just that, First.

I would like to make a comment about the Start. When we submitted this idea of RHS there was some resistance. The biggest argument was about the importance of the start. I questioned the start argument for handicap boats so I went to the records of last year's series races and took a look. Out of all the races I found a pattern showing that less than 5% of the race finishes, that is first, second, or third place results, were closer than 15 seconds. A 15-second difference at the start would have effected the outcome of less than 1 in 20 of the races! There is no direct relationship between being first across the start line and winning corrected time. This made it clear to me that the reason for the value of the start is that it is the only time you are doing something with other people, the rest of the race everyone scatters and it's you and the clock. We feel the RHS will reverse this process in all ways, and that will make it more fun.

The other question is how can we start. Simple, we start on an imaginary extension of the Start Line away from the RC boat. This way we are out of the main action. The other item is that RC will post our racecourse during the First Warning (Yellow Shape). That's why you see a course posted at that unusual time, its D-Feet. The start diagram and start times will be posted on the AYC web ([www.austinyachtclub.org](http://www.austinyachtclub.org)) and are available from D-Fleet.

We will report on our experiment in the Telltale. If you would like to sail D-Fleet for Frostbite please join us. It is important that we know who you are as early as possible, email or phone me so that we can get your start data and a full briefing.

*Thank you, Barry Thornton (512.266.3810 – [bthornton@clearcube.com](mailto:bthornton@clearcube.com))*

# A Collection of Questions and Concerns About the Proposed D-Fleet Experiment with Reverse Handicap Series Racing

by Barry Thornton

## 1 – What exactly is Reverse Handicap Racing (RHR)?

**In Standard Handicap Racing (SHR)** a fleet collectively starts at the Start Line and finishes typically scatter out in a line. Each boat is timed for the entire race and the correction of his time for the distance of the course are used to calculate a new 'corrected' time. The resulting new time sequence is posted as the Race Results at some later time. **In a Reverse Handicap** the time correction is applied at the start of the race, that is the racers cross the start line at different times designed to (in a perfect world) cause them all to arrive at the Finish Line at the same time.

## 2 – What is the disadvantage of Standard Handicap Racing (SHR)?

In SHR the longer the race the less you know about where you stand in the race. At the start it is easy to identify your position in the Fleet, then the doubt increases until, at the end, you have virtually no way to know your position in the finish. The first boat across the line may or may not be the winner; only after time correction will anyone know. SHR is really a race against the clock that is later interpreted as a race against other competitors. You leave the race and the water not knowing what you did.

## 3 – What are the advantages of RHR?

In RHR you know the guy in front of you is ahead and the guy behind you is trailing. It is a WYSIWYG (What You See Is What You Get) environment. The order of the finish is the order of the finish, no computer, no calculations, no waiting, first across wins, that's it. The second unique feature is that like Class Sailboat Racing (non-handicap), as the race progresses you know more about your position, not less. The closer to the Finish Line the more certain you are of how you are doing and what you have to do to win. This is just the opposite of SHR. You leave the water knowing where you stand.

## 4 – What about the challenge and fun of the start?

There is no question that the Start loses its intensity; there is no mad rush, no charging the line, no collisions, and little luck or skill involved. For handicap racers this has traditionally been the only 'interactive' time between the whole fleet.... And it's over in about 10 minutes. RHR turns everything around; instead of a short burst of intense stress at the beginning that fades into doubt as the race proceeds; you get a long buildup of stress as the Fleet converges on the Finish Line. As the Fleet condenses it becomes increasingly clear where you are and what you have to do, just the reverse of SHR. Instead of racing the clock you are racing your fellow competitors down to the wire. Tension increases to a final judgment. In a world of immediate gratification what could be better than a buildup over time with a final and decisive climax at the end?

## 5 – What does RHR offer over SHR?

Pure visceral pleasure and lots of fun. The satisfaction of intuitively understanding what is going on all the time, the pleasure of passing some one and knowing, at that instant, you kicked butt.

## 6 – How does RHR improve your sailing skills?

Racing against a clock is pretty abstract to most of us. There is no 'feeling' in digital stopwatch readout. In RHR the speedometer is ahead of you, it's the other guy, you either catch up or fall back, either way you can instantaneously manage your boat and crew with real feedback. The effects of your decisions are known immediately so you can learn from your real mistakes and not have to guess at what you did later. This kind of feedback is the best teacher; you can test ideas and immediately know now what happened.

## 7. – Why are we doing this?

Fun, fun, fun, and some more fun. RHR regatta racing has shown us that this is fun. Ultimately, if we are going to attract more people to racing we need to make it more fun. D-Fleet has been considered a 'not serious' group of racers by many of our club's 'serious competitors'. Nothing is further from the truth. We are so serious about it that we are willing to take risks, to try new techniques and ideas in an effort to make it what it should be, a man-to-man (or any gender variation thereof) competition with what each of us are fortunate enough to own, one of those blessed things called a sailboat.



## Ensign Fleet News

by Carolyn Wilsford

Hello Ensignites,

We have another commander for our Fleet 30 community. Tom Groll is our new Fleet Regional Commander for the year 2001. Our hats go off to you Tom. Congratulations!!! For Ensign Class Membership, please send your \$25 (Regular Membership) or \$15 (Associate Membership) to the Executive Secretary, Pat Stauffacher, or Treasurer (Skip Nitchie) me: [pegsline@webcntrl.com](mailto:pegsline@webcntrl.com) or [mailto:nitchie@qwestinternet.net](mailto:mailto:nitchie@qwestinternet.net). Peg Stauffacher 1931 Riverside Avenue Marinette, WI 54143 (715)-732-1110.

Now for an update from the first meeting of the year held at Lou Kimball's house on Jan. 13: This year our RC responsibilities fall on May 27, Aug. 25, and Nov. 11. I will be calling in the future to confirm at least nine members for a RC team.

Our next discussion, was on our fleet trailer. Energy is being focused on getting this trailer into a safe and functional working order. We want owners to be able to pull their boats, work on them, and possibly travel. Our past treasurer - Lou Kimball has some money for us to start repairs. (Welding, sand blasting, rust coating, painting, brakes, lights, new wheel crank, etc.) But discussions are open for starting an Ensign Trailer Association for all Ensign owners to begin the year 2001. Maybe a small donation from each Ensign owner could be established for future trailer maintenance. (Tires, wheel bearings, more painting, license fees, inspection fees, etc.) Anyway, think about the idea, voice your opinion, and let's come up with an amount before I write this next article which is March 5.

Mark your Calendars:

**March 3rd** is "Ensigns Out Of the Water Day" We want a group effort in pulling out boats for repairs.

**April 21** the *Spring Regatta* is the chosen regatta to show our largest participation for Ensigns on the line. Did you know that we have 22 Ensigns at AYC.

Please send Bill Hawk (Secretary/Treasurer) and/or Carolyn Wilsford (Fleet Captain) your thoughts on the trailer and/or Trailer Assoc. ideas. Lets go sailing!!

## The Worrell 1000: Be Part of the Team

Many of you know about the Worrell 1000, a beach catamaran race from Miami to Virginia Beach sailed entirely off-shore every May. You have read the stories in *Sail*, *Sailing World*, on the Internet or even in the *New York Times* about the challenges of this most unusual sailing event.

You have read about it, but have you ever considered being a part of the race? Well, here is your chance!

No, I am not asking you to get on a 20 foot catamaran that weighs less than 300 pounds and go sailing over Cape Fear and Cape Hatteras. Ian Billings, a cat sailor from Dallas, and I will be sailing the race. (I sailed the Worrell once before, in '98.)

Sailing the race is only one way of getting involved. Below, I have listed 5 other ways in which you can be a part of the team:

1. **Buy raffle tickets:** The Worrell is a very expensive race to sail. To raise funds, we are running a raffle. This is no ordinary raffle. The total value of the raffle items in our raffle is close to \$10,000. Our grand prize is a one week charter of a 45-foot catamaran in the British Virgin Island donated by the Moorings. You can check out the raffle on-line at [www.catamaran.ws/worrell](http://www.catamaran.ws/worrell). You can even buy raffle tickets on-line. In addition, I will throw in an extra 10 tickets to everyone from the AYC who buys \$100 worth of tickets before March 10! Finally, if you have any raffle items to donate, please contact me. (Continued on pg. 13)



# The Elephant in the Living Room

by Bay Peterson

When ever I get together with PHRF keel fleet folks (the few remaining) and talk about the dwindling numbers in our fleet, the subject always comes up about the experimental fleet. The " Non spinnaker fleet". We talk of the end of competitive racing in the keel fleet. We don't want to hurt any ones feelings. We don't want to hurt the feelings of our friends that race in non-spinnaker.

The truth of the matter is that unless this experiment is ended there will be no more PHRF racing except in non spinnaker. The experiment has succeeded. It has successfully reduced the number of participating boats in what used to be a healthy A,B,C and D fleets (When D was a spinnaker fleet.) to the point where it can only sustain enough boats on the starting line to support two pitiful fleets. It has done so by taking a few boats from each spinnaker fleet and created a fleet of boats that isn't really competing. It has given people a place to race who don't really want to put the effort into racing. The whole point of racing after all is to compete. To test yourself and your crew. Competition by its nature should involve something beyond the least possible effort. I am aware that the non spinnaker fleet was designed as an entry level vehicle. But don't all fleets, one-design included, have an entry level, it's the back of the fleet where we all started. You don't have to fly a

spinnaker to compete in a spinnaker fleet.

Problem getting crew? This is a poor excuse for not flying a spinnaker. Barbara and Trenton do very well with just two. Surly us mere mortals could get by with just three. If the cost is a problem then perhaps racing is not for you or you could do like many of us did when we first started, scrounge. Look for used equipment . Be creative. Don't know how to fly a spinnaker? Well , I'm sure there was a time when you didn't know how to sail. You learned. Learn how to fly a chute and you will be a better sailor for it. Rise to the challenge. It is after all a competition. Right now all we are racing towards the end of PHRF and there are a lot of one-design racers that would love to see us fail.

The challenge before us now is to revive our numbers. Maybe even push ourselves. The experiment has failed and it is taking at least three once competitive fleets with it. I suggest that for AYC series racing that we suspend the non spinnaker fleet and by doing so get some respectable numbers on the starting line again. For regattas and keel fleet sponsored events, depending on the number of participating boats, we could still have a choice.

Bay Peterson

(Worrell . . . Continued from pg. 12)

2. **Be a volunteer:** We need volunteers to help with the boat, our web site, the media, sponsorship and selling raffle tickets. We have a couple slots left on our road crew.
3. **Be a sponsor:** We are seeking sponsors for the team. Sponsors get their company logo on the sail, are high-lighted on the web site, and are invited to join us on the race. (Major sponsors will receive free lodging and transportation during the race – now that's being part of the team!) The best sponsor is not the corporate giant located in New York but the small company in Austin with an avid sailor as an owner or employee. Do you know of such a company?
4. **Visit us during the race:** Everyone is welcome to come visit us during the race. Come on out to Florida or the Outer Banks on a vacation and visit us while we sail by.
5. **Visit our web site:** We are committed to keeping you up to date on our progress before and during the race. We were the first team to do daily Internet reports in '98, and are ready to do them and much more this year. Check us out at [ww.catamaran.ws/worrell](http://ww.catamaran.ws/worrell).

**Who is Steve Piche:** Steve has been an AYC senior member for the past 5 years. He sails both catamarans (Hobie 20, Stiletto 23, and Inter 20) and monohulls (co-owner of White Knuckles, a S2-7.9 sailed in B-fleet). Steve sailed the Worrell 1000 in 1998 with Michael Yost. They completed 11 of the 12 stages of the race in '98. They were forced out of the race when their mast went down in a 35 knot north breeze off the Outer Banks of North Carolina. Because of the off-shore breeze, they were forced to abandon their boat. They were taken ashore by a Marine helicopter. The boat was eventually recovered; however, it was badly damaged. Steve is determined to finish the race this time! (Although 6 sailors from Austin have started this race, none has ever finished.) Steve may be contacted by e-mail at [piche@catamaran.ws](mailto:piche@catamaran.ws) or at home at 206-0729.

# National Sail Programs Symposium Report

by Tim Arnold

NATIONAL SAIL PROGRAMS SYMPOSIUM January 17-21

Claude Welles and I just returned from San Diego on an information-gathering mission.

U.S. Sailing hosts this annual Conference for Community Sailing Programs and Yacht Clubs nationwide.

We were impressed by the vitality and variety of programs out there. Everything from inner city sailing and science camps, to handicap sailing for kids and adults, to the well-endowed, gold-plated yacht club youth learn to sail and racing programs. High school sailing clubs and ISSA racing were represented also. According to a report, 350 high school sailors competed at the Los Angeles Rose Bowl last month. Many communities have created learn to sail programs for all ages. Lots of ideas were presented on how to manage a tax-exempt community program and how to attract people and run a successful program.

The AYC Sail Training Committee is developing long range learn to sail and racing programs beyond summer day camp activities. Our goal is to boost participation at all levels for adults and juniors. We found a wealth of information in San Diego and met a lot of enthusiastic people willing to share information on successful programs and tips on fund raising.

The Sail Training Committee is interested in hearing from members with children interested in club activities. We now have 8 new racing Optimist Prams that are available to AYC Green Fleet sailors. We are hosting the TSA Junior Circuit Road Runner Regatta March 24-25. Please contact Tim McKenna, Sail Training Commander, for information. The TSA Regattas are a lot of fun, and those interested in participating need to sign up and get some practice in before the Regatta.

Dear Parents of AYC Junior Members,

This year the Sail Training Committee is developing a comprehensive plan for our junior sailors. The plan includes learn to sail for beginners through racing/coaching for advanced sailors and other activities year round for members' children. Look for information in the mail soon.

Last year the club purchased (8) new Optimist racing prams. These boats will be used for learn to sail and will be available to Green Fleet racers. The season is beginning and participation is encouraged. The AYC/TSA Road Runner Regatta is March 24-25 this year. We are looking for sailors and volunteers for the event.

We are planning fundraising activities for junior sailing. On February 25, the juniors will cook lunch for the J-24 Circuit Regatta. Please contact Tim McKenna, Bruce Foster, Bill Wheat or Tim Arnold if you would like to volunteer.

Thank you,

*Tim Arnold, TSA Jr. Racing Coordinator*



## Opening Day 2001

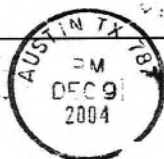
Sunday, 4 March



- |            |   |
|------------|---|
| 10:30 am   | Light Buffet Brunch in Clubhouse                                  |
| 11:30 am   | Opening Day Ceremony  |
| 12:00 noon | Skipper's Meeting   |
| 1:30 pm    | First Warning Signal of Opening Day Regatta, Race 1 Spring Series |

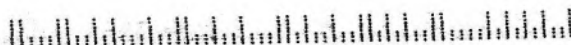
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