

Telltale



November 2006

Monthly Newsletter

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Social Coordinator	Laura Leigh Barry
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Austin Yacht Club

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Newsletter

Yolanda Cortés Mares, Editor
E-mail submissions by 5th of
month to: ymares@earthlink.net

AYC Business Hours

Tuesday-Saturday: noon—5:00 p.m.
Sunday: 11:00 a.m. —12:30 p.m.

Closed Mondays
Closed Club Holidays:

New Year's Day	1 January
Easter Sunday	16 April
Independence Day	4 July
Thanksgiving Day	23 November
Shopping Day	24 November
Christmas Day	25 December

From The Commodore By Paul Ballett



What a fantastic regatta! This is the kind of comment I have received over and over again about the Leukemia Cup Regatta. **Claudia Bartlett** and **Mike Kilpatrick** put together one of the best regattas we have had at The Austin Yacht Club in many years. The racing was great, the party was great, everything was fantastic! I want to thank **Claudia** and **Mike** for all the work and enthusiasm they put into making this regatta a success. I do not want to make this article simply a list of names so I will simply thank everyone who worked on this regatta – your efforts made the regatta something AYC should be very proud of.

From the first planning stages of the Leukemia Cup many of us had wanted to change the regatta format at AYC, we felt we had drifted towards having too many events of little consequence, the most often held comment was "why should I pay for just another race". I believe we now have a great platform for success in future regattas. This year we held two open regattas, Turnback and Leukemia Cup along with a Centerboard regatta. The Roadrunner is really a junior TSA event where we purely act as a host. We

also changed the spring format to a long distance race run in the style of a series race with no entry fee and minimal overhead.

I believe we should work hard to build the scale of both Turnback and The Leukemia Cup to make them marquee events in the calendar. It takes just a little more effort to put on a successful event, I believe our members deserve it and it provides a great outreach to the community at large.

Another area where great strides have been made this year is our sail training programs, both adult and junior. To continue this growth the Board has agreed to purchase new training boats to replace our aging fleet of Sunfish and bring our program up to date. The junior sailing camps where a huge success in 2006 and our 2007 plan takes us to a full summer program. This full summer program makes some major impacts for us, not only does it greatly increase the number of families we touch but it helps us recruit better instructors who are seeking a full summer position.

We are now entering the period of our year that best resembles an off-season, Fall Series is complete, Wild Turkey is here as is the Annual Membership Meeting and the Annual Ban-

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As the year winds down I just wanted to remind everyone that several important club business items are still on our 2006 calendar.

One is the November Board meeting, which is on Thursday, November 16, due to the Thanksgiving holiday. At this meeting several important items will be discussed and voted on, including the base 2007 Racing, Training and Social calendar. It is being updated on a regular basis and posted on the web site. Look for a quick link to it in the News section of the website (as well as part of the regularly posted spot for the Board Meeting Agenda). There are several changes being proposed such as splitting Opening Day into an early season opener and a later season Founder's Day. Also on the currently proposed calendar are two short 3 weekend only Series races before and after Turn-back. Look it over and send in any comments. And don't forget to check the Board Meeting agenda regularly for new items, including the Long Range Planning Committee appointment for 2007.

Another big ticket item is the Annual membership Meeting on Thursday, November 30. This is the meeting where the membership must have a quorum to elect the 2007 Officers. There is also several By-law updates being proposed for approval at this meeting. A quorum requires 25% of the membership so if you can't attend the meeting in person (or are unsure if you can), please go ahead and fill out and submit your proxy. One was mailed to you if you are a voting member, it is posted on the website and we have hardcopies in the office. Help us make the quorum!

Eric Nelson, Vice Commodore

Please don't forget to send in your proxy for the...

**Annual
AYC Membership Meeting
November 30, 2006
7:30 p.m.**

Your vote counts! Proxies are available at the AYC Office or on the AYC website. A quorum is needed for the election of officers for 2007 and proposed revisions to Bylaws.



2006 Racing Schedule

November 5	Fall Series #6 (1:30 FWS)
November 5	Junior Fall Series #6
November 11	Wild Turkey Regatta
January 1, '07	Red Eye Regatta (1:30 FWS)

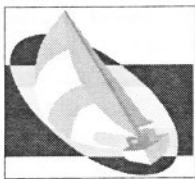
AYC Upcoming Non-Racing Events

November 2	Keel Handicap Fleet, Handicap Committee Open 7:30 p.m. Clubhouse)
November 14	Sunfish Annual Dinner (7:00 p.m.—9:00 p.m.)
November 16	AYC Board Meeting (7:30 p.m. Clubhouse)
November 29	Jr. Roadrunners Gift Wrapping Party(6 p.m.)
November 30	Annual AYC Membership Meeting (7:30 p.m.)
December 2	AYC Annual Banquet (6:00 p.m., Hills of Lakeway Country Club)
December 9	Jr. Roadrunners Work Party (9 a.m.)
December 9	Annual AYC Children's Holiday Party (10-2)
December 9	Catalina 22 Fleet Christmas Party (6:00 p.m.)
December 16	J-24 Fleet Annual Meeting and Holiday Party (5:00 p.m.)



Memorable AYC Leukemia Cup moments... Courageous Bay Peterson at the top of the mast on Linda McDavitt's J-22 inspecting the spinnaker halyard (Photo courtesy of Renee Ruais and crew).

Sail Training News By Johannes Brinkmann



Even as the 2006 sailing season begins to wind down, there's great stuff happening for sail training. At its October meeting, the AYC Board approved a plan to retire the aging club Sunfish fleet and acquire four Laser Picos and six Lasers. The

Pico will serve as a transition boat from the Optimist to Lasers and FJ's. The Lasers will have three rig sizes to accommodate different weight and skill levels. Shortly after the Board's decision, **Robert Denison** donated a very nice used Laser to the training program. Thank you, **Robert**! With the addition of the premier single hand racing boat to our training fleet, I expect we'll be seeing a much more active AYC presence at future TSA events.

I'm thrilled that **Linda McDavitt** is our nominee for next year's Sail Training Commander. I'm looking forward to assisting **Linda** with the transition and to a very successful training program in 2007.

Johannes Brinkmann, Sail Training Commander

Racing Tips By Scott Young



This article is the first in a series that will appear each month offering advice and strategy for getting around the race course.

The topic for this month is...

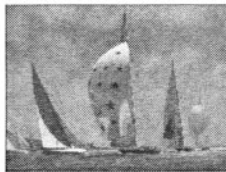
The Start

In the sport of sailboat racing, the start is clearly the most important aspect of the race. The start generally separates the men from the boys (or women from the girls) and hopefully **YOU** from the rest of the fleet. Those who position themselves with clear air, good speed and put their boat at the favored end of the starting line greatly improves their chances for a successful race.

Let's begin with the process of determining which end of the line is favored for your start. Your strategy will be much different on a Wednesday night Laser or Sunfish start as compared with the start of the Melges 24 Worlds. Many times, on long starting lines accommodating 50 boats or more, a decision on where to start must be made very early into the starting sequence simply because there is not enough time to sail to the other end of the line if you change your

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Race Commander News By Larry Ratliff



As I sit here, the last race of the AYC 2006 racing season has been completed. I want to extend my thanks to all the volunteers who gave up their own time on the water in order to do RC. It takes the effort of many people

to make the racing season a success and, as usual, the members of this club, their crew and friends, were more than willing to step up to the plate.

The Leukemia Cup was held on October 14th and 15th and was a great success both on and off the water. The wind was from the east and the water was low but the racing was good despite these obstacles. I want to thank all the folks who came out to help with RC duties. Running two lines took a lot of people and a lot of effort. First I want to thank **Bob Leonard, Tommy Gairloff, Bobby Crouch** and **Brad Davis**. These four not only showed up to help but they brought their personal power boats to use as RC boats. **Brad Davis**, a new member, stepped in to do PRO for the J22 circuit using his own boat as the committee boat. The RC volunteers included: **Franz Damien, James Wilsford, Bob Jones, Terry Reitz, Tommy Gairloff, Roy Crouse, Mike Kilpatrick, Linda Jackson, Gary Liddy, Leslie Stranahan, Sarah Baker, Dave Speed, John Mandell, Chris Bataille** and **Robbie Nelson**. I know I've missed a couple of names and apologize for that but my thanks go out to everyone who helped with the Leukemia Cup Regatta.

The last racing event of the year will be the Wild Turkey on 11/11. The Wild Turkey is sponsored by the Keel Fleet and is one of the really fun events of our season. Everyone come out and finish up the year with the Keel Fleet.

Bad news: **Jim Johnstone**, has gotten a new job and will not be able to continue as the RC Scoring Coordinator. **Jim** has done an outstanding job as the Scoring Coordinator, bringing many new people into the scoring process and scoring many events himself. His efforts on scoring have led to consistent and accurate scores being entered and posted in a timely manner. **Jim** will be sorely missed.

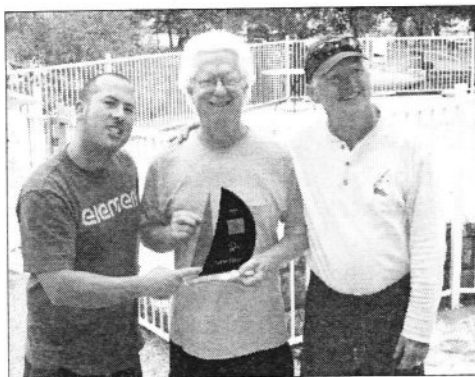
HELP!!!!!! WE NEED A NEW SCORING COORDINATOR....IF YOU ARE INTERESTED IN THIS THANKLESS AND TIME CONSUMING TASK PLEASE CONTACT ME OR RAVI SUBRAMANIAN AS SOON AS POSSIBLE.

This will be my last TellTale article as Race Commander. I have enjoyed my time on the board and have found it to be not only fun but personally rewarding to serve the club in this capacity. Look for me out on the course next year.

C-22 Fleet News By John Grzinich



Alex Ferrier, Ken Whiteside, and Wade Bingaman proudly show off their 1st place Leukemia Cup trophy.



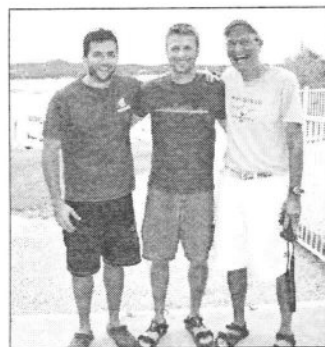
The Catalina 22 is into fall series spinnaker racing, and we participated in the first Leukemia Cup held on Lake Travis and AYC.

During the weekend of October 15 and 16 the Austin Yacht Club held it's first ever Leukemia Cup regatta in place of the traditional Governor's Cup regatta that has a long history at our club. Fleet 69 was very proud to have enough boats registered to run as one of the one design fleets, along with Melges 24's, J24's, and J22's. Fleet 69 also contributed to the regatta race committee, with **Bob Jones**, **Roy Crouse**, and **Chris Bataille** working all weekend to support 2 race courses. Even though we only had 5 boats racing, it was a very competitive C22 fleet, with racers that all had fleet 1st place trophies, and some with top previous top ten nationals finishes. We had some competing regattas in other parts of Texas that kept the traveling boats from attending. The forecast for the weekend was rain, and Sunday was supposed to be a perfect storm with 2 lows colliding. The weatherman was wrong, we had excellent sailing all weekend, completing 3 races on Saturday, plus 2 more on Sunday morning. Winds were in 5 to 15 knot range. Overcast skies made the temperature very comfortable. **Wade Bingaman** sailing **Dry Heave**, with crew **Ken Whiteside**, and **Alex Ferrier** dominated, winning 3 races, and took home the first place trophy. Winning the 2nd place trophy with 2 first place finishes was **Johannes Brinkman** on **Strings Attached**, sailing with crew **Tom Peel**, wife **Liza** on Saturday, and son **Patrick** on Sunday. **Johannes** also had a very notable honor, he was one the top sailor donation collectors bringing in over \$2500 for the Leukemia Society. In third place was **Ted Owens** sailing **Mojo**, who sailed with crew **Steve Barnick** and **Neil Jones**. Sailing **Bebop-a-Lula**, I barely made 4th place sailing with crew **Ryan Kucera**, and **Joe Wilhelmy**. We were always in the hunt and not far behind, but after typical late chicken starts, I could not catch or pass these guys who never seemed to make a mistake I could capitalize on. However, the **Be-**

bop-a-Lula team did a great job pulling in over \$1100 in Leukemia donations from friends and co-workers at IBM and Keller-Williams Realty. **Peter Broberg** sailed **Paradox** with his dad **Harlan**, and **Gary Devin**. **Peter** could not sail on Sunday, and for that he won the bonus bottle of wine. On Saturday evening the C22 racers, crew, friends, and families finished off the 1st day of racing consuming much Lasagna at the Italian dinner. After the last races on Sunday C22 racers and crew ended up with great hamburgers followed by the trophy presentations. I'm already starting dialog with the regional commodore so next year we can work the C22 Texas calendar in order get some out of town C22's to participate.



Leukemia Society director Jane Sierra, and regatta chair Claudia Bartlett present the C22 2nd place trophy to Patrick and Johannes Brinkman, with crew Tom Peel (Photo Above).



The Leukemia Cup Bebop-a-Lula crew, Joe Wilhelmy, Ryan Kucera, and John Grzinich (Photo Left).

Ted Owen and Steve Barnick sailed Mojo with Neil Jones in the Leukemia Cup (Photo Right).



As I write this newsletter, the fall series standings after 4 days of 8 races has **Wade Bingaman** fully recovered from broken halyard problems he had in earlier races. A series of bullets and help from 2 throwouts has **Wade** taking over 1st place. Five other boats are close behind, only 6 points separating the top 6 boats with 4 races to go in the series. **Johannes Brinkman** is keeping the

(Continued on Next Page)

C-22 Fleet... (Continued from Page 4)

pressure on, only one point behind **Wade** in 2nd place. **Peter Broberg** sailing **Paradox** is just 2 points behind **Johannes** in 3rd place, and **Roy Crouse** sailing **Lone Star** is just 2 points behind **Peter**. It should be a very competitive finish to the fall series for our fleet. **Jordon Owens** made most fall series races with his restored hull number **170**, one of the original C22's built in 1970. **Jordan** rebuilt the foredeck which had softened, and installed the class legal shroud reinforcements, then finished the restoration with a complete new paint job plus new rigging. The boat looks great! **Walter Allen**, **Dave Schockley**, plus **Bebop-a-lula** have also raced in the fall series so far. Good participation for the C22 fleet with 8 boats racing overall. Many thanks to **Roy Crouse** who continues to do a great job coordinating the supply of "traditional" after race C22 fleet refreshments. We got help from the weatherman with a little rainstorm in the right place that brought the lake up a foot to ensure we will be able to launch C22's off trailers through the end of the fall series.



Ken Whiteside passes on Leukemia Cup victory celebration cigars from Roy Crouse and Wade Bingaman.

John Grzinich,
Catalina 22
Fleet Captain

You are cordially invited to attend the



"Red Skies At Night ... Sailors' Delight"

2006

Austin Yacht Club Annual Banquet

Saturday, December 2, 2006

The Hills Country Club in Lakeway

6:00 p.m.—11:00 p.m.

There will be an open bar for the first hour, a delicious buffet dinner with wine, awards show, and thrilling live entertainment and dancing !! Reservations Required. Please call (512) 266-1336.

J-24 Fleet News By Tom Lappin



Series Racing Comes to an End

Well, while there is still racing left in the last series of the year, we have RC duty for the last day of racing. This year, I think I have seen some of the best series racing in the J/24 fleet since I started sailing at the club, and this series was no exception. We have had a total of 11 different boats participate in the series. As usual, **David Broadway** is doing a good job of dominating the fleet, to the extent that he didn't even have to race his boat last weekend to still hold on for 1st. If you take a look behind though, the field gets a lot tighter with **Dave Gamble** in 2nd and **Nelson Reynolds** in 3rd. It seems like our fleet is getting much more competitive over all, and I hope that this trend will continue.

Leukemia Cup

We had 5 boats register for and participate in the Leukemia Cup. **David Gamble** and crew put on a grand performance winning 4 of the 5 races. During the starting sequence of the 1st race, **mr.happy's** rudder pentle broke off, causing the boat to drop out of the remaining races for the day. I'd like to say it was lucky for **Dave** and the rest of the fleet, but I'm pretty sure I saw him with a drimmel tool under the boat earlier in the week. Just kidding, **Dave**. Congratulations to you and thank you to all that participated in and contributed to this very worthy cause.

Circuit Racing

Austin is still showing that we have one of the best fleets in the state, with Austin boats consisting of over a third of the boats at the South West Regional Championships. Unfortunately overall participation was a little down this year, but that didn't seem to effect the overall level of competition. All the racing was very tight right up till the end. The top 5 boats were only separated by 5 points after 6 races. **Bob Harden**, **Eric Nelson**, and team **mr.happy** managed to pull it out by one point. In doing so, **mr.happy** both locked up the qualifier for the 2007 J/24 World Championships in Puerto Vallarta and locked up the over all Texas Circuit. **Roger Harden** and crew also took 5th overall. Congratulations to all.

Fleet Christmas Party

That's right, it almost time again for our annual fleet party. We will be holding it in the club house this year

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Membership News By Danny Lien



A. Approval of Probationary/Reinstated/UTIST Members:

Ryan Harden, age 24, has been approved as a Young Adult Member. Ryan has been active for many years at

AYC and other venues in Optis, Lasers and J24s. Welcome, **Ryan!**

Gary Devin has been accepted as an Associate Member. He crews often for **Peter Broberg** as an active C22 Sailor and stated it was time to contribute to AYC. He is sponsored by **Wade Bingaman**, **Peter Broberg** and **John Grzinich**.

Mark Salih has been accepted as a Senior Member. **Mark** has the distinction of winning the first Easter Laser Regatta among other sailing honors. He is currently active in the J22 fleet. **Mark's** references are **Fred Schroth**, **Scott Young**, **Matt Romberg**, **John Moran**, and **Doug Kern**.

Gene "Rick" Smith is moving back to Austin and bringing a new 10-meter 'Flying Tiger' A-fleet boat. (**Rick** is up for reinstatement as he resigned previously in good standing and will not be subject to a probationary year.)

The **UTIST Roster** for 2006-07 was submitted through our Sailing Director and currently has 20 prospective members.

B. Members' Status Changes:

Nancy Boulmay requested resignation, as she "did not

complete her probationary requirements".

Otto "Hobie" Caldwell requested resignation.

E.L. Taylor requested resignation.

Richard Runde requested resignation.

John McBride, Senior Member, passed away suddenly this past month.

Peter Broberg has upgraded his Associate Membership to Senior Member.

C. Membership Class Totals:

MEMBERSHIP TOTALS	September EOM	ADD	SUB	October EOM
Senior	346	3	5	344
*Honorary	7			7
*Life Member	21			21
Associate	15			15
Young Adult	8	1		9
Junior Student Member	22			22
UTIST Member	16	20	16	20
*Leave of Absence	0			0
Non-Resident	8			8
Ol' Salt 10 Year	10			10
Ol' Salt 30 Year	18			18
Total Non-Paying Members	46			46
Total Paying Members	425			428
Total Members	471			474

In Memoriam

AYC expresses sincere condolences to
the family and friends of
AYC Senior Member

John McBride

who passed away on October 5, 2006



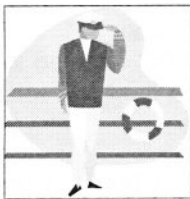
Congratulations to

Will Hawk

who took a Techno 293 windsurfer to
Wurstfest
and
won the Junior Windsurfing portion!!!!

AYC Past Commodores Party

By Steve Vaughan



Since the establishment of the Austin Sailing Club (aka Austin Yacht Club) in the early 1950's, AYC has been led by a continuous stream of Commodores who have devoted lots of time, energy and leadership talent to AYC.

The large majority of these individuals remain members and occasionally flex their leadership genes to call a party for fun amusement and discussions of past and present activities at the club. One of these occasional parties was held at AYC on October 28 and included many of the Past Commodores (PC's) whose service ranged from the 1960's to the present.

The party plan was to do a little sailing on Ensigns arranged by **Danny Lien** (our newest PC), but the best laid plans of mice and PC's often go awry, in this case the otherwise beautiful sunny day was compromised by a lack of wind. The sailing was limited but the iron wind preformed well and a motor cruise around the expanding Travis shore line was enjoyed by **Mac McIntyre**, **Doug Laws** and **Danny Lien**. Thanks to **Randolph Bertin** for providing his Ensign and skipper services.

Undaunted by the lack of wind, the party continued on shore with beer, wine and notable stories such as **Ed Halter's** latest wood working projects including restoration of his original orange Thistle, **Big Bruiser**, the dismasting of **Steve Vaughan's RED**, **Claude Welles'** latest **Wild Hare** circuit successes, **Cliff Price's** Officer of the Day experiment, **Tom Romberg's** nomination for the AYC 2007 Board of Directors, **Ray Shull's** permitting process for AYC cove excavation and **Ray Lott's** latest Berlin Airlift reunion in Albuquerque. In addition, a brief review of the most notable accomplishments at AYC in 2006 kept the conversation lively although interrupted occasionally by excitement in the UT game playing on the TV.

The party ended with grilled burgers and pot luck dishes and a great time was had by all with promises of leadership genes flexing their party instincts again next year.

Commodore... (Continued from Page 1)

quet and Awards. Please remember to complete your proxy's. I look forward to seeing you at the Banquet on December 2nd and all the kids at the Christmas Party on December 9th.

Paul Ballett



J-24 Fleet... (Continued from Page 5)

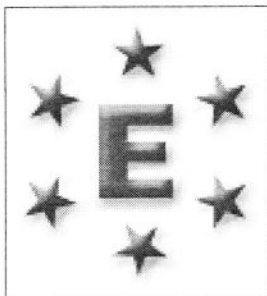
on Saturday, December 16th at 5PM. As usual, we will be putting on a great event. Our small planning committee will be meeting this week to iron out all the details, but please go ahead and put it down on your calendar. It might also be a good time to start looking for that perfect "gift" to exchange in the white elephant.

Important Fleet Business: As most of you know, I have proudly been your fleet captain for the past 2 years. During this time I have been EXTREMELY fortunate to have **Eric Nelson** and **Robbie Nelson** in the scenes behind me helping everything run smoothly. I am sure most of you are aware that they both contribute to the fleet, but I'm not sure if you realize just how much they have contributed over the years. This year, **Eric** will be the AYC commodore and **Robbie** has graciously volunteered to be the AYC social chair. What does this mean you ask? It means that neither of them will have the time or opportunity to help nearly as much as they have in years past.

I have given a lot of thought to this, and I have decided to make some changes to the way our Fleet has been managed in the past. First of all, I will continue on as a fleet captain...well a co-captain that is. **David Kenyon**, one of our more active members this year, has stepped up and volunteered to be a co-captain with me and share in the responsibilities. As I have been doing this for the past two years, I have the experience and know how of how the fleet should be run, but I will need the help to keep things going. **David** will be a great addition to the fleet bringing in new ideas and fresh energy. In addition to **David's** and my leadership, the fleet will still need more help spreading the load next year.

I am planning on us forming two committees to plan and execute our major events next year. The first committee will be a social committee for planning out our various post race socials, the Fajita and Margarita party and our Annual Christmas party. The second committee will be a circuit planning committee. This one will obviously be for planning all the various aspects of our circuit stop next May. Many of you have volunteered in the past with both of these aspects in a more informal role, but moving forward I will want to make it a little more official. Having talked to various members of the fleet, I have already gotten several volunteers for both committees, but I still need some more. If you have any interest in helping out with either aspect, please contact me at tom@bevobus.com or you can feel free to call me at (512)695-2403.

Thank you all,
Tom Lappin, Fleet Captain J/24 Fleet 21



Fall Series Finale

Before coming to the conclusion, let us go back to where things stood last month. Through the first half of the Fall Series, the Ensign fleet managed to complete two races (having no wind, race committee, and finally a fine day of racing). Though the **Liens** were in good shape with a couple of firsts, there was still time and opportunity for other sailors to sail their way into contention.

Who needs a spinnaker? (Or crew for that matter?)

On October 8, **Tom Groll** at last returned his boat to the water after being out for a few months largely on account of the trip to Nationals in Cleveland. He was just leaving the cove when the warning signal for the Ensign fleet was sounded. And he had forgotten to pack his spinnaker. It seemed he forgot his crew as well, as no one else was on board. Not an auspicious start in his return to action. After getting to the line 4 1/2 minutes late, though, he managed to sail along a small band of wind that carried both **Festina Lente** (who had wallowed for a few minutes behind the starting line after the gun) and him up near to the windward mark where **Chaparral** and the **Flying Dutchman** were becalmed, waiting impatiently for a little breeze to arrive and get them back down wind before the others caught up with them. **Festina Lente** managed to catch them at about the mark, but drifted into the buoy while trying to get around with no headway after tacking.

Tom managed to pull ahead of **Randolph** who spent several minutes trying to turn around in no wind. Down wind, the four boat fleet split with **Frans** heading outside the pin (and falling astern when the wind gave out on that side of the course), **Danny** out front and **Randolph** behind going outside the committee boat, and **Tom** going close to the Western shore. The faint breeze faltered yet again. This time, when the wind returned it had backed about 130 degrees, and was now coming out of the East-Northeast. Unfortunately for **Randolph**, the breeze filled in with a circular pattern, so that boats ahead, and to either side all got moving while he had to sit cursing his fate (and poor sailing to that point in the race) for what seemed like an eternity, but what was in any case a doomed several minutes. **Danny**, **Frans**, and **Tom** in that order, and in relatively close succession, sailed to the leeward mark, which was now upwind. It was a parade to finish. **Danny and Norma Lien** and **Carolyn Wilsford**

thus continued their string of firsts with another bullet.

The second race was delayed for a considerable time so that boats could finish and a new course be laid out given the radical alteration of the prevailing wind direction. Eventually we did get started on another W1, and it was a pretty chaotic start too, as the RC decided to move things along by having the Ensign fleet sail with the Catalina 22s and Centerboard boats.

Our four boat fleet now worked toward Cypress cove, with **Danny**, **Tom** and **Randolph** all getting to the windward mark near the same time, and **Frans** (sailing with **Karel** at the helm) just a little behind. Unfortunately, as **Festina Lente** rounded the mark third, a fairly substantial motor boat wake tossed the boat against the mark, making two fouls in two consecutive races (not a particularly good day). At least this time there was enough breeze to get them through a 360. Meanwhile, **Tom Groll**, sailing alone and without a spinnaker, pulled out front of **Chaparral**. After rounding the leeward mark and heading up wind, **Chaparral** tacked to starboard to look for an opportunity to retake the lead. Unfortunately, they were headed on their new tack, and **Tom** went on for a solid win.

Meanwhile, **Frans** and his father were gaining on **Randolph** and crew who couldn't decide what the best strategy would be to hold them off. Obviously, they didn't make the right decision, because for the second week in a row, the **Flying Dutchman** edged out **Festina Lente** in a dead heat at the finish.

Leukemia Cup and other news

The Ensign fleet did not have a big presence at the event. In fact, there was just one Ensign signed up (plus **Jonathan Baker** sailing on another boat). **Chaparral**, dominating of late, came out to compete in the fall regatta, and finished 2nd overall in their class, being continually frustrated by the South Coast 21 **Blue Bell** which they just couldn't quite seem to catch.

On the same weekend we were wrapping up the Fall series, **Will Hawk** was competing at Wursthfest and won his windsurfing class with all firsts and one second. Congratulations **Will**!

Final Series of 2006 Comes to an End

Sunday, October 29, was as fine a day as one could ask for. A cool morning with a cloudless calm gave way to afternoon temperatures in the mid 70s with breezes typically running 12-18 knots out of the south-east. It was truly a day to be enjoyed aboard a sailboat, racing on Lake Travis. Five Ensign's worth of sailors came out to do just that. And while we all had an opportunity to enjoy the fine sailing, some of us enjoyed it a little more than the rest of us. In particular,

Ensign Fleet... (Continued from Page 8)

Team Lien enjoyed it the most, picking up two more firsts in the series, and wrapping up the final title. **Danny and Beka Lien** were joined by **Carolyn Wilsford** and new AYC member **Eliot Bray** aboard **Chaparral**. **Tom Groll**, sailing with long time South Coast sailor **Pat Fagen**, had a pretty good day on the water as well, finishing 2nd in both races. **James Wilsford**, **Frans Dahmen**, and **Randolph Bertin** and their respective crews mostly got to enjoy the sailing. Perhaps the most excitement on the water came during the start sequence for the second race as just about the whole of our five boat fleet converged near the committee boat in the final 30 seconds.

Norma Lien took time out from sailing to prepare a TERRIFIC after race meal (spicy chopped beef sandwiches and tasty black bean and corn salad) for the final Ensign social of the year. After a wonderful day on the water, we were all able to enjoy a wonderful late afternoon on shore with some fine food. Thank you, **Norma**!

And so, with one race day remaining, **810** was well out in front, with **578** either in a near dead heat with **588** for 2nd, or with **1068** for 3rd, depending upon how many dropped scores would be taken into account.

On Sunday, November 5th, four Ensigns (**Wilsford**, **Dahmen**, **Bertin**, and **Lien**) came out to join the rest of a pretty meager fleet of AYC boats for the final series race of 2006. After a brief postponement, the sequence of rolling starts was under way. Before the Ensign start, however, **Chaparral** was involved in a foul of sorts. A white duck swam up to leeward of them. Although the overlap was achieved from astern, the duck should have been free to come up to head to wind. But **Danny** didn't get out of the way, and made contact with the duck as it tried to come up in front of the bow of **810**. **Randolph** raised a 3rd party protest, but dropped it upon further reflection that perhaps the duck was technically under power, and so would have to give way to the boat under sail.

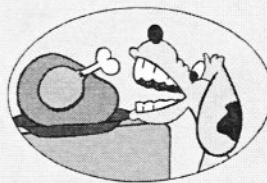
When the Ensign start finally came, it came with a dying breeze and a big shift to the left, so that now we were all moving more or less parallel to the line, trying to get enough speed to tack to port and get across the line. Eventually all boats made it across, though a few minutes late. **Frans** and **Karel** aboard the **Flying Dutchman** got the best of it and moved out front, but ended up sailing into even less breeze toward the right, allowing **Chaparral** to move into first (a position in which they have spent quite a bit of time this series). It was painful trying to get around the mark, and not much better going down wind. The boats spread out a

fair bit, with the **Liens** getting well out front. By this point, the white duck was now coming back down wind towards **Festina Lente**, where they were hoping to get a little push by riding on the wave of the duck's stern wake, but the duck was too fast and easily glided ahead. Finally, about 3/4 of the way down, the wind began to fill again, and on the final windward leg, things started to bunch up again near the front. But it wasn't enough to change the order of finish, with **Danny Lien** and co. once again taking the top spot, and **Frans** and **Karel** second.

The wind was now about as good as it had been all afternoon (5-8 knots), but with the **Liens** withdrawing, and **Esmeralda** giving input to RC that they weren't all that keen on having another race, RC decided to call it quits for the Ensigns. And that officially ended our fleet racing for the year. **Randolph** and his crew, though, wanted to sail again, as did **Karel** and **Frans**, so they decided to follow in behind the centerboard start. Although **Festina Lente** got a head start, it wasn't enough to hold back the hard charging **Flying Dutchman** with **Karel** at the helm. Both boats rounded the windward mark one after the other, and **Frans** had some difficulty getting up the chute, allowing **Randolph** to gain a temporary lead, but downwind it was all **588** as they cruised to an easy victory over **1068** in what was the last (unofficial) race of the year.

In the Fall Series final standings, **810** blew away the rest of the fleet, having won so many races that they were throwing out a bullet. And by virtue of finishing one place ahead of **Randolph** in just about every race (whether by less than half a boat length, as in three races, or much more as in three others), **Frans** claimed the second spot. The surprise winner on the day was **Tom Groll**, who didn't even sail, as he was out helping establish a healthy wildlife population on some country acreage. The combination of circumstances that led to the fleet competing in only a single race, meant that **Tom** would only have one DNC for the day, rather than two, but also, having one race brought us up to seven races total, which meant we would now have two scores dropped. So, on the strength of his fine sailing in the four races he did complete, **Tom** finished in third place overall. On the whole, it was an enjoyable afternoon, and on that note the season came to an end.

Randolph Bertin



Happy Thanksgiving!

AYC Boat is First to Finish at 20th Harvest Moon Regatta

By Steve Piche



Abandoned Assets, an F-31 one design trimaran owned by **Jim Van Fleet**, AYC senior member, was the first multi-hull boat to finish the 20th annual Harvest Moon Regatta. The regatta was held October 4th-7th.

Harvest Moon is a 150 NM off-shore race from Galveston, Texas to Port Aransas, Texas. This year's race attracted more than 200 boats of which 16 were multi-hulls. The race was conducted in light to moderate conditions.

"We got off to a good start and stayed near the shore" said skipper **Jim Van Fleet**. He continued, "When a southerly shift occurred around sunset, we were well positioned allowing us to pass all boats except a couple of the large monohulls. As the wind freshened during the evening, we were able to jump past the final boats on a broad reach. We finished at 10:21 am approximately 35 minutes in front of the second place boat, **Blue Moon**, a new F-35C trimaran."

At the awards ceremony, the Mayor of Port Aransas, **Claude Brown**, awarded the Mayor's Cup to the **Abandoned Assets** team. The Mayor's Cup is awarded to the first multihull to finish. Joining **Jim** on the boat were **Steve Piche**, AYC Senior Member, **Aaron McCulley** and **Michael Yost**, all of Austin, Texas.

This was the second major first to finish award for **Abandoned Assets** in the past year. In February, **Abandoned Assets** set the multihull course record in the annual Miami to Nassau race.

Leukemia Cup Regatta Race Results

One Design Class-Catalina 22

1. **Bingaman, W.**, 2. **Brinkman, J.**, 3. **Owens, T.**

One Design Class-J24

1. **Gamble, D.**, 2. **Ballett, P.**, 3. **Lane, B.**

One Design Class-J22

1. **Flynn, T.**, 2. **Bartlett, J.**, 3. **Salih, M.**

One Design Class-Melges

1. **Kern, J.**, 2. **Bryan, M.**, 3. **Mayo, M.**

PHRF A Class

1. **Welles, C.**, 2. **Schull, R.**, 3. **Chambers, M.**

PHRF Class (Non-Spinnaker Division)

1. **Cohn, V.**, 2. **Ceraldi, R.**, 3. **Boggus, W.**

PHRF B Class (PHRF B Division)

1. **Cockle, J.**, 2. **Lien, D.**, 3. **Lewis, D.**

CBHC

1. **Wesson, S.**, 2. **Powers, R.**, 3. **Kleinman, D.**

Multi-hull

1. **Howard, J.**, 2. **Stevens, R.**, 3. **Buck, P.**

Fall Series Overall Race Results

One Design Class-Catalina 22

1. **Brinkman, J.**, 2. **Bingaman, W.**, 3. **Grzinich, J.**

One Design Class-J24

1. **Broadway, D.**, 2. **Gamble, D.**, 3. **Reynolds, N.**

One Design Class-J22

1. **Mitchell, B.**, 2. **McDavitt, L.**, 3. **Hammet, D.**

One Design Class-Ensign

1. **Lien, D.**, 2. **Dahmen, F.**, 3. **Groll, T.**

One Design Class-SC21

1. **Shull, R.**, 2. **Musselman, J.**, 3. **Wilson, D.**

PHRF A Class

1. **Welles, C.**, 2. **Szekelyhid, J.**, 3. **Meyers, R.**

PHRF Class (Non-Spinnaker Division)

1. **Ehlers, S.**, 2. **Galloway, D.**, 3. **Griffith, G.**

PHRF B Class (PHRF B Division)

1. **Chambers, M.**, 2. **Maddalozzo, J.**, 3. **Laws, D.**

CBHC

1. **Dekeyser, D.**, 2. **Jones, N.**, 3. **Loehlin, J.**

Beachcats

1. **Bettler, P.**, 2. **McCully, A.**, 3. **Tapley, C.**

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

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

mind. I have seen starting lines that take over 5 minutes to sail from one end to the other and this time can be delayed even further by light wind and chopped up air and water from the fleet.

With a long starting line, a decision can be made using the following inputs: the compass angle of the line relative to the wind direction; weather forecast (i.e. knowledge that a persistent shift will occur); a visual inspection of the wind velocity up the course; current and tide changes; or based on experience from prior regattas or races at the venue. To add further to the confusion, it is even possible to have different wind directions and velocity at opposite ends of long starting lines!

To determine the favored end of the line, I first start by taking a compass bearing sailing down the line on starboard tack. I try to line up the committee boat starting flag with my rudder and the leeward pin with the bow of my boat. When I feel like I am on the line, I take a compass heading. Once I know the heading, I add 90 degrees to the number. For example, if the starting line bearing is 90 degrees, by adding 90 more, I know the line is square to a wind direction of 180 degrees. Once I know my target head-to-wind, I head the boat into the wind to determine the actual wind direction. In this example, if I get a compass heading when head to wind of 165 degrees, I will know immediately that the leeward end of the starting line has a 15 degree advantage. Conversely, if my heading is 195, I will know that the windward end of the line is favored by 15 degrees.

Usually, in most major regattas, the race committee does a pretty good job of squaring the starting line to the wind. Assuming they have done their job properly, neither end should be particularly favored but it is always a good idea to test using this method. The other variable affecting this process is the shifting of the wind. On one head-to-wind shot, you might get a reading of 180. Five minutes later, you might get a heading of 165. What do you do?

Most sailing venues, especially Lake Travis, the wind will oscillate through a range of wind readings, many times as much as 30-40 degrees. With this being the challenge, the key is to try and guess what phase the wind will be in when you start. Depending on how quickly the winds shifts are filtering through, the favored end of the line can radically change in the last minute before the start.

What are clues to look for when trying to figure out what phase you will be in at the start? One way is to do a little pre-race homework. This includes taking several head to wind readings and trying to gauge how fre-

quently the shifts are coming through. I like to look up the race course for streaks or puffs of wind and to try to establish a visual pattern in my mind as to how the wind is coming down the race course. I also like to watch other boats upwind to try and figure out whether they are headed or lifted relative to my upwind angle closer to the starting line. It is usually better to use racing boats for this but you can tell a lot by even watching cruising boats up the course.

As a rule of thumb, the shorter the starting line, the less advantage there is to being at the absolute favored end of the line. Try putting yourself in a position to be able to tack on the first headed wind shift or conversely, the ability to hold your starboard tack off of the line if you are lifted. On Lake Travis, my goal is to try and visualize where I want to be 5 minutes after the start and then figure out the optimum way to get to that place. Many times, that strategy involves being able to tack to port tack quickly after the start. With this philosophy, to start at the absolute leeward end involves risk. Unless your start is so good that you can force your competition on your hip to tack off (or better yet, immediately tack and cross the fleet), the risk is that you can get pinned by the boats on your weather quarter and have to sail through the first shift that comes through.

Assuming I have reached a decision on which end I want to fight for with a couple of minutes to go, I often don't make the final decision on where exactly on the line I want to be until the last 30-45 seconds before the start. I will often reserve my decision on the exact location on the line until I can figure out what my closest competitors plan to do. If I feel the boats around me don't have the same starting skills, I will be a little more aggressive in fighting for the absolute pin or committee boat end.

My favorite approach is to come in on port tack near the pin with about 30-45 seconds to go. If I think the approaching starboard pack of boats is a little late, I will sail right up to them and do a slow tack on to starboard, and once I have completed my tack, I will hold the boats up to weather for as long as I can.

If successful, I will have carved out enough room to leeward to allow myself to bear off and gain speed for a good start without compressing myself so far down the line that I have to radically shoot the boat up at the pin end.

In doing this maneuver, you have to be careful not to allow any boats to bear off and go to leeward of you. You have to be constantly looking back at boats that are sailing fast down the line behind you. If I see someone coming, I quickly try to analyze what this person's capabilities and motivations are. If they have the skills

(Continued on Page 12)

Racing Tips... *(Continued from Page 11)*

to challenge me for the pin, I will bear off hard before they have overlapped me to leeward and try and force their course back above mine. If they continue to leeward of me, I will try to force them as low as I can within the rules, and then sharply luff my boat up to weather to try and create a gap between the boats. If I do my job right, even if they get the pin, I will have enough room to leeward of me to be able to survive. Hopefully, they will be forced to point so high to make it to the pin that they won't have the speed to pinch me off and I might be able to roll over them at the starting gun.

Once the gun has gone off, my first thought is "what do I have to do get myself in a position to tack"? The first weapon in your arsenal is to do your best to "pinch off" the boats on your immediate hip. By forcing boats to tack away to port early, you free up your options and you also create "blockers" on port tack should you decide to tack just to weather of them.

I also try to assess during those first few minutes, which tack is the best tack to be on. I have seen people many times make the mistake of immediately tacking to port as soon as they think they can cross the fleet. This is the proper strategy if you are headed on starboard tack because you will be then lifted on port and in phase with the oscillations. However, if you are lifted on starboard, keep going and wait for the shift. Don't be so enamored with your good start that you hit the panic button and try to cross everyone immediately, only then to sail out of phase with the wind shifts.

If I am clearly headed on starboard tack at the start, I will try and tack immediately, even if it means ducking a few boats. On Lake Travis, staying in phase with the wind shifts is paramount. If I am tacking on the favored tack, I will immediately be making ground on the boats that I have ducked and at the next crossing when I am on starboard tack, I should have gained.

Starting at the weather end of the line requires a slightly different strategy. I like to approach the committee boat on port tack (similar to the leeward end approach). In this case though, if the windward end of the line is favored, there will be a lot of traffic to weave through. If I plan things right, I like to tack to starboard with about 30 seconds to go, just shy of the lay-line to the port rear corner of the committee boat when sheeted in to close hauled. Sailing towards the starting line trimmed to close hauled is much preferred as opposed to reaching into the line because you have much better control of your speed. If you are sailing too fast, the tendency will be to sail down into the boats below you and risk being pushed over the line or losing the hole you created. With this approach, the risk of being caught "barging" is

also minimized. The key to this starting technique (as is always the goal) is to have a hole below you to be able to bear off into and accelerate off of the starting line.

Many sailors are their own worst enemies in that they work to carve out a good hole on the line and in the final seconds before the start, the anxiety of being over-early becomes so great that bear off and sail down into the hole that they so carefully worked to create. The top starters develop a feel for how far off the line they are and keep their gap on the line free until the last possible moment. When they do bear off for speed, they are able to keep their air clear to leeward and are able to work hard to force the boats on their hip to tack off.

When you start near the committee boat, your assumption for this decision is often based on the feeling that the wind is in the right phase. With this being the case, a bad start will result in having to tack immediately to keep your air clear. Two bad things happen in this scenario. One is that you are immediately out of phase with the wind shifts from the beginning. The second is that you get forced to have to play the right side of the course which significantly reduces your options and flexibility.

There are some venues like Corpus Christi where the right will usually pay once the sea breeze has come in. In this case, starting at the committee boat end and tacking immediately can be a good strategy in your effort to get to the right side of the course. Even on Lake Travis, there are benefits to being one of the first boats to tack right, especially in a southerly breeze. The geographic bend in the wind can lift a port tack boat along the west shoreline heading towards the dam. If the wind is from the proper (generally from the Southeast) direction, the bend in the wind created by the shoreline can lift the lowest boat along the shore while the boats in the center of the lake tend to get headed down towards the leeward boats near the shoreline.

To summarize, the best start on Lake Travis is the one that allows you to get on or stay on the tack that takes you closest to the weather mark as soon after the start as possible. All other decisions should be predicated on that basic strategy. Getting in phase with the wind immediately after the start will usually take you in the direction on the race course that you want to go.

Next month, I will focus on the first weather leg of the race.

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



Fa-la-la-la-la Austin Yacht Club Annual Children's Holiday Party

Come celebrate the season!

Saturday, December 9, 2006

10 to 12



Bobby Cordell Magic Show



Visit from Santa



Arts & Crafts



Sweets & Punch

Work Parties!

Prepare for the New Laser Fleet!

We are looking for several volunteers who would like to help in the following work parties. Anyone can help out, but if you are a probationary member, remember that you need to do several volunteer activities throughout the year.

Committee Gift Wrapping Party on November 29, 2006 at 6pm

We will be getting together and wrapping the committee gifts for 2006. The club will provide a few bottles of wine (for our parents, of course!) and some snacks to all who would like to help out.

Sail Training Work Party on December 9, 2006 at 9am.

We will be preparing for the arrival of the New **Laser** Fleet. Projects that the work party may include but are not limited to are:

- building benches in the Sail Training Pavilion to store sails and provide a class-room type setting
- creating better store for the windsurfing boards
- building racks to hold **Laser** sail bags, FJ and 420 rudders and tillers
- hanging canvas over sides blocking in current Sunfish-soon-to-be **Laser** winter storage
- move Sunfish to winter storage, and
- restaple the carpet in the pavilion.

Feel free to bring hammers, saw horses, saws for 2x4s, and other woodworking items, battery power preferred.

Please email Laura at laura@austinyachclub.org with your phone number and which party you would be interested in helping out.

Sail Practice! Junior RoadRunners

Schedule:

November 5 Last Fall Series
Race #6 (1:30 p.m.)
November 4-5 Wurstfest Regatta at Lake Canyon
Yacht Club

Practice Dates:

Note: Please email Laura at laura@austinyachclub.org if you are attending-- if she doesn't receive emails she's going to assume its too cold for everyone. Laura is in the office from 11:00-12:30 on Sundays, so she can receive emails up until 12:30.

Please meet at the Sail Training Pavilion at all of these Sundays:

November 12	Sail Practice (2:00 p.m.)
November 19	Sail Practice (2:00 p.m.)
December 3	Board Meeting and Sail Practice (2:00 p.m.)
December 10	Sail Practice (2:00 p.m.)
December 17	Sail Practice (2:00 p.m.)

*NO Practice Dec 24- Christmas Weekend and
NO Practice on Nov 26-Thanksgiving Weekend!*

www.aycroadrunners.net



Congratulations!

To **Will Hawk** for winning the Junior Windsurfing Fleet at Wurstfest!!!

Mark your calendars ...
you won't want to miss this
year's Annual Banquet!
Saturday, December 2nd
at
The Hills Country Club
In
Lakeway

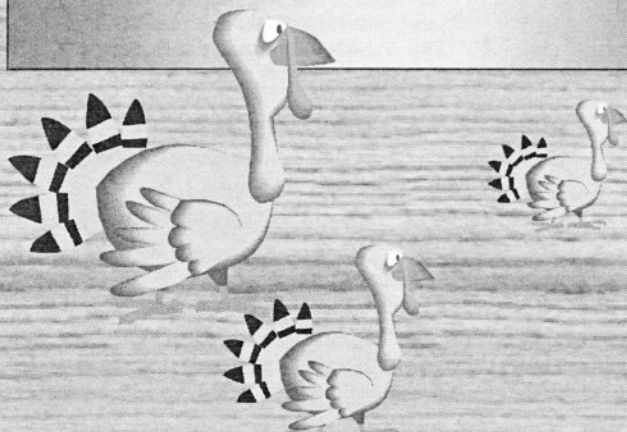
This year's theme is "Red Skies at Night ...
Sailors' Delight"

Show your love of sailing by wearing



There will be mingling, talking, and carrying on for the first hour, a delicious buffet dinner, awards show, and thrilling live entertainment and dancing !!

Space is going to be limited ... do not wait until the last minute ... Ask your parents to make your reservations NOW !!



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