

# Telltale



June 2007

Monthly Newsletter

## Board of Directors

Commodore	Eric Nelson
Im. Past Commodore	Paul Ballett
Vice Commodore	Bob Goldsmith
Secretary	Ian Fink
Treasurer	Tom Romberg
Race Commander	Ravi Subramanian
Buildings & Grounds	David Lewis
Harbor Master	Vic Manning
Sail Training Commander	Linda McDavitt

## AYC Staff

General Manager	Bob Woods
Office Administrator	Josh Yates
Groundskeepers	Tom Cunningham Matt Elliott

## Austin Yacht Club

5906 Beacon Drive  
Austin, Texas 78734-1428  
Office: (512) 266-1336  
Office FAX: (512) 266-9804  
Clubhouse: (512) 266-1897

## E-Mail & Web Site

[www.austinyachtclub.net](http://www.austinyachtclub.net)  
[info@austinyachtclub.org](mailto:info@austinyachtclub.org)

## Newsletter

Yolanda Cortés Mares, Editor  
E-mail submissions by 5th of  
month to: [ymares@earthlink.net](mailto: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 Eric Nelson



Last month I mentioned that **Laura Barry**, our Sailing Director/Events Coordinator, would be leaving AYC in August to go to law school. To prepare for this I asked our Vice Commodore, **Bob Goldsmith**, and our Treasurer, **Tom Romberg**, to work with me as part of a committee to hire Laura's replacement. We are using the opportunity of Laura's departure to retool her position to more of an overall General Manager (GM) position as there is consensus that this is best for the club. I am happy to report that the committee has hired what we feel will be an excellent GM. **Bob Woods** will be starting as AYC's GM on June 15<sup>th</sup>. Bob has lots of marina management as well as yacht club experience (the later as a former Tyler Yacht Club Commodore). Be sure to stop by the office after June 15<sup>th</sup> to meet him, initially his work hours will be 9am–5pm Wednesday through Saturday and Noon to 6pm on Sunday. Also and totally unrelated to Bob's arrival, Laura's life plans have very recently changed and she resigned from AYC effective June 3<sup>rd</sup>. **Linda McDavitt**, with lots of help from **Kelly Hawk** (and I am sure others over time) is now running our Summer Sailing Camp program.

Speaking of Summer Sailing Camp, you can see how the various aspects of that program dominate AYC's June event calendar. It isn't too late to enroll your junior sailors (or 'want to be's!') if you have any not already in the program. You will also find lot's of sailing activities for adults; everything from learning to windsurf, an informal one design series, AYC's Centerboard Regatta, a PHRF Rum Runner race and of course the Friday beer cans! These events provide plenty of opportunity for informal social interaction for the members. But, this month we also have a very special social event: the AYC Summer Caribbean Party! Its pirate oriented theme is weaving itself into the Rum Runner race as well as the beer can races leading up to the June 23<sup>rd</sup> event (read more about Pirate Spirit in the News section of the website and in this Telltale). Registration is now open for the Caribbean Party via the website or by calling the office and following the voice prompts!

One final item, when the club uses the group e-mail capability for concise and timely news items we get a good number of 'bounces'. If you have not seen any of these AYC e-mails, then mostly likely the e-mail address we have for you is old so log in and update your e-mail address. Drop me a line at [commodore@austinyachtclub.net](mailto:commodore@austinyachtclub.net) if you want help.

# Austin Yacht Club FUND

5906 Beacon Drive  
Austin, TX 78734  
512-266-1336  
www.aycfund.org

## The AYC Fund Needs Your Support



To help build the future of sailing at AYC and for our members, the AYC FUND was established in 2006 to provide funds for teaching competitive sailing, developing amateur athletes for national and international sailing competitions, developing instructors and coaches, fostering national and international sailing competition in the Austin area and training judges and race officials. **However, to get started we need your help.**

Once the endowment reaches a sustainable level, distributions will help our members participate in US SAILING and world championships. It will assist our junior members in the TSA Junior Circuit. It will provide training to increase the excellence of our US SAILING certified race officers and judges. **Please do your part to help the AYC Fund help our sailors.**

For more information contact an AYC Fund director: Gail Bernstein, Barry Bowden, Doug Kern, Danny Lien, or Linda McDavitt.



Junior Events



Race Committee



Team Work



Olympic Hopefuls

Donations are deductible as charitable contributions as provided by the Internal Revenue Code. Your check should be payable to "AYC Fund" and mailed to:

AYC Fund  
c/o Austin Yacht Club 5906 Beacon Drive  
Austin, TX 78734-1428.



## 2007 Racing Schedule

May 31– June 3	Laser Masters Regatta
June 1	Keel Fleet Beer Can Series Race
June 8	Keel Fleet Beer Can Series Race
June 9, 10	J80 Circuit Stop
June 10	One Design Series #1
June 15	Keel Fleet Beer Can Series Race
June 17	One Design Series #2
June 22	Keel Fleet Beer Can Series Race
June 23	Rum Runner Race
June 24	One Design Series #3
June 29	Keel Fleet Beer Can Series Race
June 30–July 1	AYC Centerboard Regatta
July 7	AYC Dog Days Series #1 (4:30 FWS)
July 14	AYC Dog Days Series #2 (4:30 FWS)
July 21	AYC Dog Days Series #3 (4:30 FWS)
July 28	AYC Dog Days Series #4 (4:30 FWS)

## AYC Upcoming Non-Racing Events

June 2	PB&J - Week #1
June 4, 7	Adult Learn to Sail Centerboard Clinic #2 (6:30-8:30 p.m.)
June 4-8	Junior Sailing Camp Session #1
June 9	PB&J - Week #2
June 11, 14	Adult Learn to Sail Centerboard Clinic #2 (6:30-8:30 p.m.)
June 11–15	Junior Sailing Camp Session #2
June 16	PB&J - Week #3
June 16	Adult Learn to Windsurf Clinic
June 16, 17	Parent and Me Camp Session #1
June 18, 21	Adult Learn to Sail Centerboard Clinic #2 (6:30-8:30 p.m.)
June 21	New Member Candidate Meeting
June 18-22	Junior Sailing Camp Session #3
June 23	PB&J - Week #4
June 23	Summer Caribbean Party in Pirate's Cove
June 25-29	Junior Sailing Camp Session #4
June 28	AYC Board meeting
July 7	PB&J
July 8	Adult Match Racing Clinic (9 - 5 p.m.)
July 9 - 13	Junior Sailing Camp Session #5
July 9 - 13	Race Camp
July 14	PB&J
July 14 - 15	Parent and Me Camp Session #2
July 16 - 20	Junior Sailing Camp Session #6
July 19	New Member Candidate Meeting
July 21	PB&J
July 22	Adult Learn To Sail Keelboats Clinic (9-5 p.m.)
July 23 - 27	Junior Sailing Camp Session #7
July 26	AYC Board Meeting
July 28	PB&J
September 15	AYC Fund Fundraiser

**Errata:** The following errors were made on page 10 of the 2007 AYC May Telltale edition: (1) The photograph of Clift Price is actually of Francis "Mac" McIntyre, and (2) The article listed by Francis E. "Sandy" McIntyre was actually written by Sandy Bowman. Our sincere apologies.



## Arrrrrh! Attention Mateys!

Show your Pirate Spirit  
by participating  
in some Pirate Fun at AYC!

June 8, 2007 Beer Can Race  
June 15, 2007 Beer Can Race  
June 23, 2007 PHRF Pirate Race

Wear pirate clothes, talk like a pirate,  
walk like a pirate, decorate your boat,  
your trailer, your truck...be a pirate  
in your own special way!

Pirate spies will be watching and taking notes!

Prizes will be awarded at the PHRF  
Pirate Race on June 23 for the persons  
and boats showing the most pirate spirit!  
Race is open to all boats: keel, one design,  
centerboard, and multi-hull.

Questions? Contact Robbie Nelson at  
331-7983 or [robbienelson@austin.tn.com](mailto:robbienelson@austin.tn.com)

## Race Commander News

By Ravi Subramanian



The big news for May was Turnback Canyon Regatta on the weekend of May 26th and 27th, one of our premier club events for the year. **Steve Vaughan** did a great job organizing and promoting this event and even arranged for delivery of enough water to bring the lake up to full pool level! He didn't do so well on arranging for wind delivery, but **PRO Ted Owens** and his race committee made great efforts to give everyone a complete race on both days. Despite the occasional doldrums, I think everyone in both the racing and cruising classes had a great time. Thanks to all involved in this logistically challenging event.

Prior to this big event, the Turnback Warmup Series wrapped up on May 13th with a whimper – postpone and eventual abandonment due to lack of wind. (Perhaps a bit prophetic?) Participation was a bit lighter than our previous series – twenty-eight KHF boats, twenty one-design boats, and no multihulls or centerboarders. Thanks to the KHF Non-Spinnaker fleet and especially the Multihull pseudo-fleet for race committee and to **Robbie Nelson's** social committee for the end-of-series festivities.

Two fleet-sponsored events also happened in May. On the weekend of May 19<sup>th</sup>, J/24 Fleet 21 hosted eighteen boats for the Texas State Championships. Congrats to our **Harden brothers (Bobby, Roger, and Ryan)** for taking three of the top five spots. Then, at the end of the month, Laser Fleet 22 hosted thirty-eight boats for the Laser Masters North American Championships. Congratulations to **Renee Ruais** for organizing this high profile event. **PRO Pat Manning** and her many race committee volunteers for set some great courses in winds that ranged from zero to 20+ knots (and at all points of the compass!) and AYC members **Gail Bernstein** and **Brad Davis** kept the competitors honest with their on-the-water judging. Congrats to the new reigning NA Masters Champ, AYC member **Scott Young**.

In June, the only event formally organized by the club is the Centerboard Regatta on the weekend of June 30th and July 1st. This should be a big event, so if you're not participating, come help regatta chair **Johannes Brinkmann** put it on!

But several fleet-organized events are also happening. The J/80 Circuit Stop is scheduled for the weekend of **June 10th** and that Sunday is also the kickoff for the three-Sunday One-Design Series. This informal club series is open to anyone who wants to race in a one-design or level-handicap class and is being organized by **Ray Shull**. Not to be outdone, **Doug Laws** and the Keel Handicap Fleet are organizing the Rum Runner Race on **June 23rd**, a long-distance race on same day as the **Summer Caribbean Party**. (Sounds like a good day to sleep on your boat or in a cabin!)

Lots of racing happening. Come out and be a part of it!

## Racing Tips By Scott Young



### Laser Master's North American Championship

Earlier in the year in one of my prior articles, I laid out my sailing goals and objectives for this year. I talked about my plan for preparing myself for competing in the Laser

Master North American's here in Austin. I had planned to attend two other major events to prepare myself for this one. Unfortunately, mother nature took its toll on the first event and still reeling from being shut out at the Midwinter's, I elected not to make the trip to North Carolina for the Nationals.

Instead, I decided to spend as much time as I could sailing with my good friends **Mark Salih**, **Matt Romberg** and **Doug Kern** to prepare for the Master's NA's. The only problem was really self discipline on my part. In recent years, I have had problems forcing myself to endure the pain associated with sailing a Laser upwind when it is blowing over 15...especially when my wind-surfer is sitting there, waiting to be ridden effortlessly at 30 mph.

(Continued on Page 12)

## Membership News By Paul Ballett



### A. Approval of Probationary Members

**Scott Sousares, Eric T. Smith, Brian York, Jeff Avant, Felipe Payet, and Robert Whyte** were all approved as Probationary Sr. Members. They have vastly different levels of experience. But, we feel each will make good active members.

**Mary Volpe & Pat Caughey** (Family), were approved as Associate member. Both have been active crews around the club for many years.

### B. Members' Status Changes

**Brad Kocen** has met his requirements and has been granted Sr. membership.

**Darran Rolls** has met his requirements as a probationary member. We have now been able to contact him. He is up to date with his billing. He was reinstated after termination last month.

**Neil Jones** has resigned as a senior member.

**Allen McCree** has past away. He was removed from the membership.

### C. Membership Totals

2007 Membership Committee: **Paul Ballett, Claudia Bartlett, and David Kenyon.**

MEMBERSHIP TOTALS	April EOM	ADD	SUB	May EOM
Senior	336	6	2	340
*Honorary	7			7
*Life Member	21			21
Associate	17	2		19
Young Adult	10			10
Junior Student Member	19			19
UTIST Member	20			20
*Leave of Absence	1			1
Non-Resident	9			9
Ol' Salt 10 Year	11			11
Ol' Salt 30 Year	19			19
<b>Total Non-Paying Members</b>	<b>48</b>			<b>48</b>
<b>Total Paying Members</b>	<b>422</b>			<b>428</b>
<b>Total Members</b>	<b>470</b>			<b>476</b>

## Long Range Planning News

By Lanelle Montgomery

The Long Range Planning Committee with the help of the Strategic Planning Subcommittee has presented its 2007 Strategic Plan to the members of the AYC Board of Directors for their review and comment. A retreat is being planned to go over the Plan in detail and answer any questions by members of the Board. Following the retreat, the Board will be asked to approve and endorse the Strategic Plan at the next Board Meeting.

The Harbor Improvement and the Buildings and Grounds Subcommittees of the LRPC continue to explore options for improving members' use of the harbor and improvements to the building and grounds of the Club and are scheduled to have a report to the Long Range Planning Committee soon.

## The AYC Fund By Gail Bernstein

The AYC Fund is off to a good start. We have completed a few organizational projects. Thanks to **Roy Crouse's** creative talent and time, we now have a fund logo. **Doug Kern** has started work on our website. Please look at [www.aycfund.org](http://www.aycfund.org).

The AYC FUND was established in 2006 to provide funds for teaching competitive sailing, developing amateur athletes for national and international sailing competitions, developing instructors and coaches, fostering national and international sailing competition in the Austin area and training judges and race officials. In the past AYC members have always supported these sorts of projects on a project specific basis. This time around we are establishing the AYC FUND as an endowment. Our initial goal is to raise \$100,000.00. We currently have received \$7,500.00 in donations.

Our first fund raising project tapped our past commodores, founding fathers, and life members. Many thanks to all who have made a donation. To those who still have the letter sitting on your desk, please dig it out and respond.

We are planning a fund raising event for Saturday evening, 15 September. Please mark your calendars to save the date. Donations are deductible as charitable contributions as provided by the Internal Revenue Code. Your check should be payable to "AYC Fund" and mailed to: AYC Fund, c/o Austin Yacht Club, 5906 Beacon Drive, Austin, TX 78734-1428.





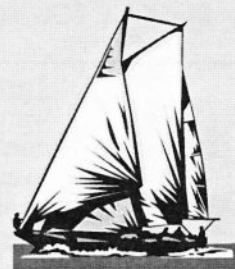
Arrrgh! All ye pirates, wenches, and scallywags! ...

You're invited to AYC's

# Summer Caribbean Party

... in Pirate's Cove (a.k.a. Beacon Cove)

**Saturday, June 23, 2007**



6:30pm - 7:30pm Cocktail Hour and Live Music by the Kelly McGuire Band!

7:30pm - 8:30pm Buffet Dinner featuring Berryhill Baja Grill's Jerk chicken, shredded pork, coconut rice, black bean salad, fruit salad, and tres leches cake for dessert

8:30pm - 10:00pm More island/country music from the Kelly McGuire Band! <http://www.redfishisland.com/>

Enjoy beer, wine, tea, and frozen virgin Piña Coladas! (bring your own rum)

Pirate and Tropical Attire is encouraged!



Cost: \$26 per person for AYC Members  
\$35 per person for non-AYC Members

AYC members may bring one non-member guest at the member price.  
All additional non-member guests at the non-member price.

**RESERVATIONS ARE REQUIRED!!!!**

**DEADLINE FOR RESERVATIONS: June 15, 2007**

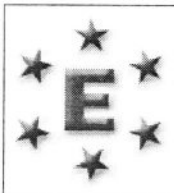
Register on-line at <http://www.austinyachtclub.net/>  
or call AYC office at 266-1336

Sorry, no refunds, cancellations, or changes after June 15

"To err is human, To arr is pirate!"



## Ensign Fleet News By Randolph Bertin



**Turnback Warm-up:** The Turnback warm up series ended about as suddenly as it began, and for the Ensigns, to call it fleet racing would be a bit of a stretch. After two boats (**Prickly Pair** and **Eagle**) made it out for what was practically a match race on the first

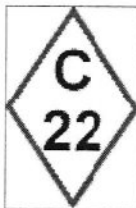
weekend, **Tom Groll** and his crew joined them the following weekend where they made up for lost time by taking two firsts. The next weekend (May 13, Mother's Day) would then be the conclusion. Unfortunately for any would be racers, the wind did not oblige and no races were completed, leaving **Prickly Pair** as the overall winner of the series. Congratulations **Bill Hawk**!

**Turnback Itself:** Well with the lack of Ensigns warming up for Turnback, it shouldn't be much of a surprise that only one boat from our fleet entered the Turnback Canyon regatta: Ensign 773, **Eagle**, sailed by the **Rombergs**. They made the most of their participation, though, winning their handicap class with two firsts, and correcting out on time over most of the boats in other classes as well. In fact, when the wind died at Arkansas bend on Day 1, at one point **Eagle** looked to be just about the only boat moving, tucked in along the shore. Fabulous sailing in some tough conditions (light air and chop).

**Ensign Regionals:** AYC will be represented by several boats at the Regional Championship Regatta being held in Houston at the end of June. Reigning champion and possessor of the Arthur P. Nazro trophy, **Tom Groll** will be there to defend his title, with help from a crew which includes his wife **Kelly Groll**, **Jonathan Baker**, and **Larry Ratliff**. **Frans Dahmen** is planning to make the trip as well, though his brother **George** will perhaps be the skipper of record. Word has it that the **Rombergs** will be competing in Houston as well, making a third Ensign representing the AYC. Should be some great competition all around!

**Meanwhile...:** Back at the lake, we will have an opportunity for racing in another mini-series: the One-Design. This event will be structured a little differently from most of the other series. With fewer fleets starting, there will be an attempt to squeeze in up to three races in each of the race days. The courses may include permanent marks and starboard roundings as well as downwind finishes. The NOR indicates no drops, so consistently good sailing will be key. Come on out and try something a little different. The more Ensigns we have on the line, the more fun for everyone.

## C-22 Fleet News By John Grzinich



*The South dock chock full of C22's preparing to race.*



During May the C22 Fleet finished racing in the pre-Turnback series. We had a great turnout for this short series with 9 boats overall participating, with an average of 7 boats on the starting line for each race. This was a spinnaker series for our fleet. **Dane Ohe** and **Johannes Brinkmann** demonstrated their mastery of C22 Spinnaker racing. Due to the weather and a dock move, only 3 races were completed. Dane scored bullets in all 3 races, and Johannes finished 2<sup>nd</sup> in all races. 3<sup>rd</sup> and 4<sup>th</sup> place was a little more competitive with **Peter Broberg** and I swapping places, but Peter came out on top for the 3<sup>rd</sup> place prize by 2 points.

The participation story for Turnback was different. We had only one AYC C22 race, plus 2 out of town C22's. Also, the same Memorial Day weekend, the C22 Region 8 Genoa Championship was held at Lake Worth over on the west side of Ft. Worth. However, we can not blame that event for low Turnback turnout since I had the only boat to travel to that regatta from AYC. They also had a low turnout, with only 8 boats in the gold fleet, and 2 in the silver fleet. The hosting club was the Lake Worth Boat Club, which has large number of C22's. In fact, one whole dock is almost all C22's. There must be too many things going over Memorial Day weekend because the Lake Worth sailing club puts on great regatta. The food is outstanding due to 4 chefs being members. We may not have sailed well, but we ate well. I sailed in the gold fleet against fierce competition that included 2 C22 National champions racing and one crewing. On **Be-Bop-a-Lula** I actually had 3 region 8 fleets represented, myself from Fleet 69 Austin, **Alan Hearn** from Fleet 47 at Eagle Mountain Lake, and **Lynn Van-Hooser** who just took over as fleet captain of Fleet 85 out of Lake Arlington. The club ran 3 races on Saturday and it was tough day for us as we had not raced together before and weather was pretty wild, with wind speeds between 8 and 25 knots, plus lots of rain that made the boat real slippery, and as usual, I was

*(Continued on Next Page)*



## C-22 Fleet... Continued from Page 6

late to the starting line. We did a head sail change, plus whisker pole overboard rescue. **Pete Harper** broke his whisker pole, but fortunately the Lake Worth Sailing Club had a piece of aluminum tube that fit perfectly and Pete had a fixed pole before supper. After a great Italian dinner Saturday evening, and a hearty breakfast Sunday morning from our Lake Worth Sailing Club hosts, we headed out for 2 more races. The conditions for the 1<sup>st</sup> race were more favorable, with lighter winds and no rain, even a little sunshine. With a better start, and more coordinated crewing, we finished in 6<sup>th</sup> place. The 2<sup>nd</sup> race got wild again with a rain storm blowing through soaking us on the first upwind leg, but we had best start all weekend and we raced to first tack side by side with all the top boats which was very exciting. It got pretty chilly, so Alan and I took turns changing to dry cloths on the downwind leg. We also had Genoa sheet let loose on the 2<sup>nd</sup> upwind leg which cost us, but sailed well enough to finish in 6<sup>th</sup> again. We headed back to clubhouse and enjoyed a great BBQ lunch. **Pete Harper** had something else break, but not something that could be repaired by the boat club, a front tooth. Trophy time came after lunch. However, the National Champs did not prevail at this Regional. **Rosser Bodycomb** from Fleet 47 and Ft. Worth boat club took 1<sup>st</sup> place by winning 3 out of the 5 races, and finishing 2<sup>nd</sup> in the others. **Peter Harper** came in 2<sup>nd</sup>, **Gene Ferguson** 3<sup>rd</sup>, and **Marilyn Boemer** 4<sup>th</sup>. In spite of our 6<sup>th</sup> place finishes on Sunday, we still wound up 7<sup>th</sup> overall, but we felt much with the much improved sailing on Sunday. It was a great Regatta due to wonderful hospitality of the Lake Worth Boat Club people. They always had plenty of people around to help with stepping masts and launching boats. After packing up **Be-Bop-a-Lula** to be trailed home, **AnnMarie** and I took a nice leisurely scenic drive down the back roads through Granbury, Hico, and Belton instead of the high stress I35 drive. Sorry, I didn't get any photo's due to all the rain.

The C22 is a One Design boat, and the class has a set of One Design Class rules which requires boats and sails to measured and inspected. Our local fleet must have a class measurer; that position is currently held by **Bob Jones**. **Ted Owens**, and **Steve Shepardson** have held this position in the past. The fleet measurer has the authority to measure boats and sails, but the measurements and checklist have to be submitted to National C22 measurer for approval before you say have an official measurement certificate. The C22 is considered an open one design class since certain boat modifications are permitted, and the rules are not as tight as the J-class boats for example, which can be considered a closed one design class. Measurement certificates are required for all regional and national C22 regattas,

although I have not seen any serious checking at the regional regattas lately. I am highlighting all this for several reasons, one to give credit to **Bob Jones**, second to educate folks interested in racing C22's, and finally, due to the good news that the C22 Nationals will most likely be held at the Grapevine Sailing Club near DFW in May 2008. I wanted to alert those interested in going to plan on getting their boats measured. There have been some recent updates to the C22 One Design Rules, specifically dropping the requirement to carry cushions and the table, dropping the requirement that the outboard motor be 4HP, but keeping the requirement that it weigh at least 40lbs to accommodate the new 4 cycle outboards that are heavier. The outboard must still be mounted on the stern. Finally, some updates to cover the new Sport model have been added to the class rules.



Bob Jones verifies mast bands, boom bands, and whisker pole length. (Photo Left)

Next up for C22's is the one design series on 3 Sundays in June. See you out there.

John Grzinich – Fleet Captain

## One Design Series Racing

This race series is being organized and run by representatives of AYC's recognized one design fleets (as opposed to how the PRC organizes AYC's official series racing). The general schedule idea is for 3 back to back Sunday race days of up to three races per class per race day with first signal at 2:00PM. Courses will most likely be set up using permanent marks (AYC and LCRA). For additional information: [One-Design Series Info](#) or go straight to the notice of series: [One-Design NOR](#) or sailing instructions: [One-Design Slis](#).

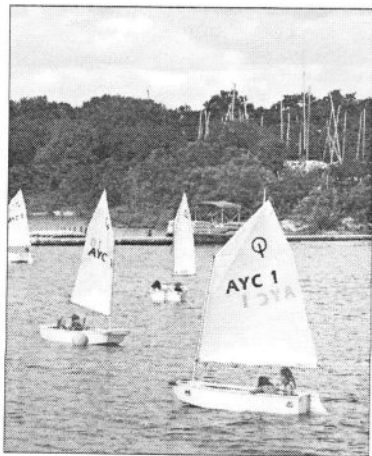


## Sail Training News By Linda McDavitt

We finished our first Adult Learn to Sail Centerboard class and all had a great time. There are some great sailors coming up and if you want to engage these sailors as crew, please let me know and I will get some out with you. Many thanks to co-chair **Claudia Bartlett** for developing the concept of having 6 classes rather than a one day clinic. We had the opportunity to experience all kinds of wind conditions and boats as we sailed on Lasers, Picos, FJs and when the big winds hit we went out on **Bill Records** Pearson 26. Many thanks to **Jonathan Baker, Claude Welles, Ryan Harden, John Foster, Lauren Foster, Jackson Stalling, Ayja Wittke, Patrick Reynolds, Lanelle Montgomery** and **Jim Tillinghast** for their help with the class. I believe that everyone had a great time and I look forward to seeing them out sailing in the future. Most impressive was that the class was mainly young adults and we had young adults helping with the class!

The second session has started and this group also looks to be a great bunch of new sailors! Next up is the Learn to Windsurf Clinic on June 16<sup>th</sup>. Check the website for more information.

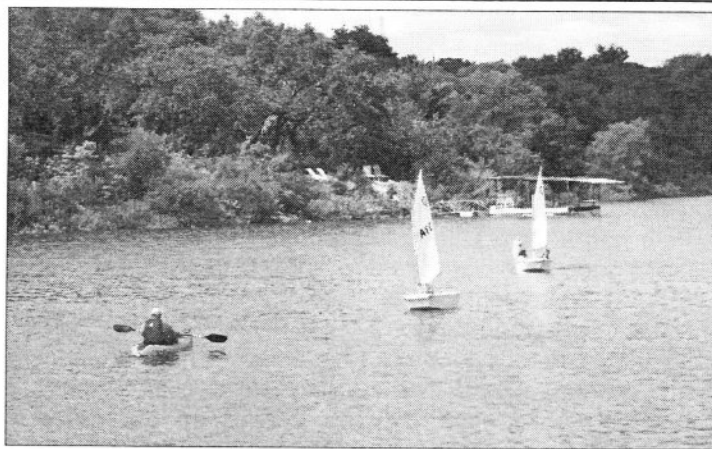
July will provide a chance to match race on the FJs and another Learn to Sail Keelboats clinic. More information on these classes is on the website and in this edition of the Telltale! Come on out and have some fun!



*PB&J sailors round the marks on June 2. (Photo left and top right courtesy of Telltale Editor; other photos below courtesy of Doug Kern)*



Junior Camp and PB&J are already started. If you have a youngster, get them involved!



### ADULT SAIL TRAINING at AUSTIN YACHT CLUB

#### Adult Learn to Sail Classes:

**Windsurf Learn to Sail :** During this clinic, you will learn the basics for windsurfing by working on a land simulator and then going on the water.

#### **June 16<sup>th</sup>:**

Session 1: 1pm to 2:30pm

Session 2: 2:30pm to 4pm

Session 3: 4pm to 5:30pm

Session 4: 5:30pm to 7pm

**Cost:** \$5.00 for instruction and use of AYC Sail Training Boards

You may sign up for the class by going to the Austin Yacht Club website and clicking on the date. This will provide information and a place to click to register.

For further information, please contact Linda McDavitt at 512-731-6614 or [bandboat@yahoo.com](mailto:bandboat@yahoo.com).

**Keelboat Learn to Sail:** This clinic will teach basic knots, how to read the wind, how to trim sails, sail all angles of sail, be able to go from one place to another, be able to do a Man overboard rescue and become confident in your safety and handling of a sailboat.

**July 22<sup>nd</sup>** from 9am to 5pm

**Cost:** \$50.00- this will cover a Learn to Sail Keelboats book, lunch, snacks and instructors.

You may sign up for the class by going to the Austin Yacht Club website and clicking on the date. This will provide information and a place to click to register.

For further information, please contact Linda McDavitt at 512-731-6614 or [bandboat@yahoo.com](mailto:bandboat@yahoo.com).

#### Adult Intermediate to Advanced Sailing Clinics:

**Match Racing:** A chance to feel the thrill of being the hunter or the defender. Learn the concepts of the Americas Cup first hand.

**July 8<sup>th</sup>** from 9am to 5pm

**Cost:** \$10 per person which includes lunch, water, instruction.

You may sign up for the class by going to the Austin Yacht Club website and clicking on the date. This will provide information and a place to click to register. For further information, please contact Linda McDavitt at 512-731-6614 or [bandboat@yahoo.com](mailto:bandboat@yahoo.com).

## 2007 Laser Masters NA Championship

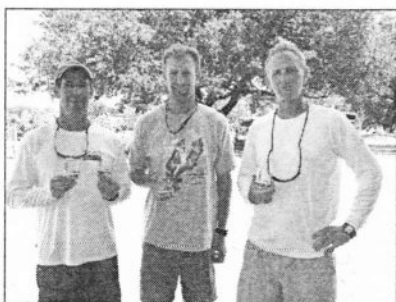
By Renee Ruais

(Photos courtesy of Melissa LeBoeuf Tothoro)



We hosted the 2007 Laser Masters North American Championship at AYC June 1<sup>st</sup> through 3<sup>rd</sup>. The event was an overall success with an extraordinary amount of Laser sailing talent packed into the relatively small fleet of 38 boats. We got off to a great start on Friday with a 10-12 knot breeze that lasted all day, allowing us to get in four races with no general recalls and no protests! We did have on-the-water Judges for this event, watching for Rule 42 violations, but with the nice breeze (and little need to rock, pump, ooch or scull a Laser), the judges had a quiet day.

Scott Young, Tracy Usher, and John Kolius  
(Photo Right).



Saturday was another story...the wind seemed to come in early, leaving us hopeful for a repeat of Friday's breeze but it wasn't meant to be and we barely finished the only race of the day within the hour and a half time limit. The Judges did make more use of their whistles and flags on Saturday, as sailors pushed the limits a little harder trying to make their boats go in the light breeze. At least 2 sailors were flagged on the water and forced to do penalty turns. One did not completely exonerate himself and was disqualified from the race. Overall, I think the Judges' presence was a fairly effective deterrent, personally, I was almost afraid to breathe on my laser while sailing downwind with judge boats cruising along side, watching very closely!

Sunday brought us an early westerly breeze so contrary to the forecast that RC didn't believe it was going to hold, and hesitated to go out. It did hold, but provided very challenging shifty lake conditions. We com-

pleted 2 races and put RC through the paces with a few course changes.

Full results can be seen on [www.2007MastersNA.com](http://www.2007MastersNA.com), sliced and diced every which way...un-handicapped, Masters handicapped and by Masters Category. Congratulations to **Scott Young** for taking the overall 1<sup>st</sup> place trophy! As I mentioned, the event was an overall success and we had the pleasure of hosting some very notable and talented Laser sailors from both coasts and many points in between. We even had one Canadian to keep us honest on the 'North American' classification of the event. Many of the out of town sailors commented on what a nice facility we have.

It could not have happened without the assistance of many people, including

PRO: **Pat Manning**

RC volunteers: **Vic Manning, Tom Romberg, David Bernstein, Tom Lappin, John Mandell, Larry Ratliff, Terry Hight, David Kenyon, Jonathan Baker, Rob Stivers, Billy Eno, Ray Shull, Jeff Avant, Mark Hammett and Mark Langley**

Judges: **Brad Davis** and **Gail Bernstein** from AYC, and **Ash Beatty** and **June Shaw** from Houston.

In addition, there was quite a ground support crew, including Sunfish Fleet members (**Pat Manning, Vickie Stones, Bruce & Denise Foster, Annie & Charlie Lancaster**) who took care of our breakfasts, **Natalie Hunter** who put together the welcome reception, sailor lunches and did countless other things, **Marco Vergara** who helped with registration and assisted the Judges on Friday, **Chris Bataille** for meeting the caterer and helping with dinner serving, **Jeff Avant** who delivered more beer and water on Sunday morning, **Ravi Subramanian** who helped with scoring, AYC Grounds Keepers **Tom and Matt** who kept the grounds looking good and got a chase boat and a coach boat both back in the water in time, **Pat and Vic Manning** who made sure things were cleaned up each day, and others that I conscripted into duty for all the little things that came up during the event that I can't quite recall.

Overall, being the regatta chair for this event was a rewarding experience. I learned a lot, much of it the hard way (which seems to be my usual means of learning). On the serious side, I learned more about Sailing Instructions and how on-the-water judging works, and on the lighter side, I learned that **Eric Nelson** is a better judge of how much beer sailors will drink than is **Steve Vaughan**, and of course, everything in between because if anything can go wrong, it will! Thanks again to all who helped make this a success in spite of all those things.



## Keel Fleet News By Steve Vaughan

AYC has an abundantly full calendar of activities this month but has not scheduled any club wide races during June. This provides an opening for those of us not participating in the currently scheduled AYC events to create other events for our racing appetite. To meet our racing interests the Keel Fleet and a group of One Design fleets have organized races to offer some racing opportunities for all during June. An added benefit of this June opening is to provide all fleets the opportunity to set non traditional racing formats which adds variety to our AYC racing program.

The Keel Fleet is sponsoring two events for the month of June, the first is the perennial Friday evening Beer Can races. These races will be reverse handicap starts on all Friday's in June. See the bulletin board next to the race committee room on the lower level to get your starting time. The Friday Beer Can series is a fun event, with a chance to win a bottle of wine and enjoy an extraordinarily fine hamburger cuisine. The second Keel Fleet June event is a one day race on June 23rd called the "Rum Runners" race. This afternoon race has registration opening at 11:30AM and completes well before the AYC Caribbean party. The Rum Runners race is planned to compliment the AYC Caribbean party and provides a full day of AYC racing and parting for all. Please plan to come join the June Keel Fleet racing Friday evenings and on Saturday June 23rd.

In addition during June a group of One Design classes have banded together to sponsor a 3 race June series (June 10, 17 and 24) and have invited the Keel Fleet to attend, if you're interested in racing level (ie without handicaps). Participants can join in groups of 3 of more and race level. Sounds like a fun format and I encourage all fleet members to call on your favorite competitors and group yourselves into level classes and go racing. Look on the AYC web site for more details.



**WARNING!**  
**BLUE DUCK PATROL**

Be on the lookout...

The Keel Fleet Presents



# ***Pirates of Lake Travis Rum Runners Race***

**Austin Yacht Club**

**Saturday, June 23, 2007**

11:30	Registration opens
12:30	Skippers meeting
1:30	First signal
5:30	Trophy presentation

**Open to all boats...no entry fees!**

Following the race plan to attend the Summer Caribbean Party at 6:30PM. Pirate themed boats and attire displayed during the race will be recognized, at the party.

Please visit <http://austinyachtclub.net/>  
For more details





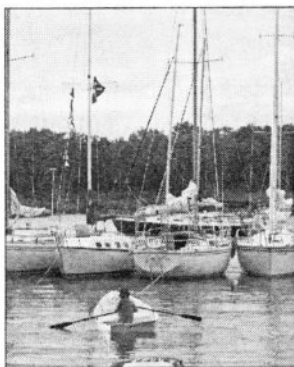
## Turnback Canyon Regatta

By Steve Vaughan

(Photos courtesy of Robbie Nelson, Steve Vaughan, and your Telltale Editor)

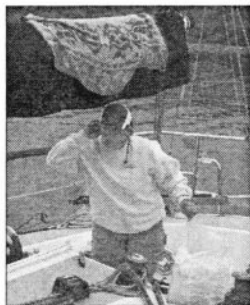


Over 60 boats in ten racing classes and one cruising class signed aboard for what proved to be a cool, cloudy, light wind race rather than the ugly forecasted rainy and stormy race.



Turnback Canyon 2007 provided more than the traditional weather expectations of one day drifting and one day or night of storms. Instead 2007 delivered two days of light winds and two days and a night of threatening weather that never materialized. If you missed this year's running you will be

found lacking when it comes to harrowing sea stories of being thrown overboard by the power boat chop. The light winds combined with the 20 foot chop (slight exaggeration) forced both days to have shortened courses for many classes and tested the patience of all. The Navigational Cruise proved to be the class to sail, nothing like an iron Genoa to make the light winds and chop seem merely inconvenient.



An additional feature of this year's event was a lake level rise of over 7' during the week end. The shoreline

on Sunday morning had moved as much as 10' farther away then on Saturday night. Aside from the weather conditions the event proved to be a great party for all comers. The beer was cold the Rum plentiful



and the weather pleasantly cool made the late arrivals to Lago a little easier to accept. With the high lake level (681 msl) the cove at Lago Vista was large and deep and was filled with over 60 securely anchored boats.



Due to the threatening rain all the Saturday evening events were held inside the Lago Vista Bar-K Recreation center which was filled with sailing participants enjoying a copious amount of BBQ, rocking to the sounds of a great band and dueling for the AYC Poker Championship crown. The Navigational cruising class poker run yielded two winners, **Robert Agree** in an F27 and **Remus Broussard** sailing his first Turnback in a San Juan 28. The AYC poker championship was won by **Al Gearing** (Cat 22) with **Trey Amrhein** (Cat 27) and **David DeSalvo** (Avance 33) rounding out the winners circle. All winners received a prepaid registration into an AYC 2007 Regatta!



Complete race results are on the AYC website but the winners of the 10 racing classes were **Rick Smith** in PHRF A sailing a Flying Tiger 10M, **David Lewis** in PHRF B sailing a San Juan 7.7, **Tom Romberg** in PHRF C sailing an Ensign, **Wally Boggus** in PHRF D sailing a Beneteau 33, **Damon Galloway** in PHRF E sailing a Hunter 27, **Steven Ehlers** in the Catalina 30 class, **John Kuc** in the Large Multihull class sailing a Corsair 750, **Jim Rehage** sailing in Small Multihull class in a Nacra 20, **Ray Shull** sailing in the J29 class and **Tom Lappin** sailing in the J24 Class.

Turnback 2007 had its share of surprises but it delivered on its over 50 year tradition of FUN for all.



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

In any event, I was able to learn a few subtleties from my friends such as sailing with less vang tension downwind than I ever had prior. Not letting the mainsheet out past 90 degrees. Having a stopper knot in the boomvang so that I could un-cleat the vang completely when I rounded the weather mark in order to bear-off faster. Getting all of my control lines marked in the appropriate settings. Getting my sail broken-in properly. Working on better tacks and jibes. Sitting more forward in the boat downwind. The list goes on. Minor nuances....that really make a difference in a Laser.

After that, I had to rely on getting in some good Wednesday night races against folks that I will argue make up one of the most competitive Laser fleets in the country. All this together resulted in me being probably more prepared than I actually thought I was to do well in the regatta. The following is my account of how the regatta went with a few lessons learned sprinkled in as well as re-visit of many of the concepts that I have talked about in many of my prior articles.

**Race 1....**With about a minute to go, I saw that the wind was swinging to the right and decided to setup a few boat lengths down from the weather end. The wind was way right of the norm and I felt like the shift would be short lived so I wanted to try and take advantage of my position at the gun and go for speed. I noticed a lot of the regatta favorites were down at the leeward end and I anticipated the wind would eventually shift back so I decided to go for maximum speed and tried to foot over the top of the fleet. This worked pretty well and I was eventually able to round the first windward mark in 1<sup>st</sup>, just ahead of **Dave Maguire** and **Matt Romberg**.

The first beat good for a couple of reasons, one it put me in a good position to do well in the race but more importantly, it told me that the work that I had put in over the last few months was going to pay off and that I would be competitive enough to have a chance to win. That is all you can ask for.

Things started going a bit downhill after this. Dave and Matt took advantage of the wind shifting to the right on the race course and were able to work low and get inside of me at first jibe mark of the Olympic course. With the wind still from the right, it made the 2<sup>nd</sup> reach pretty tight and they were able to open up some distance on me and the rest of the pack closed on me considerably. I was suddenly starting to question my reaching ability which I knew was the point-of-sail that I had practiced the least. Plus, I really thought I was launched when I rounded the weather mark 1<sup>st</sup> and suddenly I felt like I was getting reeled in.

Things only get worse on the 2<sup>nd</sup> beat when one of the pre-race favorites, **Al Clark**, winner of the abbreviated Mid-winters and 2<sup>nd</sup> in the Nationals, who had gotten stuck near the leeward end at the start when the right shift came in, had managed to claw his way all the way back up to fourth and was now on my tail. He had made up a lot of distance and it seemed only like a matter of time before he passed me. That is the problem with not traveling much. It is hard to know how good you are relative to top sailors from around the country. At this point, my confidence was seriously shaken and my inability to get any races in at the mid-winters (due to weather) and then not attending the nationals was weighing heavily in the back of my mind.

On the run, the wind had begun to increase and the "S-turn" technique for sailing downwind was starting to play big dividends. **Al Clark** was clearly very good at it. The only local that really seemed to have it down was **Eric Faust**. I understood the concept but had not sailed in waves enough to really have it down. Also, my motivation to go out and suffer on a Laser when it was windy was often replaced with my desire to windsurf when the breeze is up. Anyway, it appeared this weakness was going to be exploited and I was kicking myself at not working at this harder.

Meanwhile, Matt was sailing a beautiful race and did not look like he was going to be challenged. **Al Clark** had easily passed me going downwind and was now in second and I had fallen to 3<sup>rd</sup> and was looking over my shoulder.

On the last weather leg, I had started to accept the fact that I was going to be 3<sup>rd</sup> (or worse) and was seriously bummed. I kind of got myself worked up a bit and decided that I was going to see if I could make a comeback. I really hunkered down and focused on playing every shift and trying to make every tack perfect. After about 5 minutes or so, I realized that I was starting to cut into Matt and Al's lead. I slowly started getting re-energized and realized that it was realistic that I had a chance to catch Al so I kept grinding away. I could also start to hear Al yelling at himself so I knew he knew that I was coming. Finally, with only about a hundred yards to go, I had caught him. Matt won the race and I must confess, I was very, very pleased with being able to pass Al. My confidence was still not strong but I was happy with being able to rally.

**Race 2....**The 2<sup>nd</sup> race was to be a Windward - Leeward, twice around. The breeze was slowly continuing to build and with about a minute to go, the wind shifted to the left. Since the wind had been oscillating back and forth so much, my starting plan was to hang towards the middle of the line and at about 1.5 minutes to go, assess the situation and then bias one end or the

*(Continued on Next Page)*



## Racing Tips... *(Continued from Page 12)*

other based on what I was seeing.

It seemed like a lot of people were caught off guard with the left shift and no one seemed to be really fighting for the pin-end so I decided to go for it. I sailed on port tack and did a tight lee bow on **Matt Romberg** and tried to keep his bow stuck up above my weather quarter so he could not bear off and try and duck below me. I was able to regulate our speed so as to burn off some time and was making sure that no one was going to come charging in at the last second. With about 10 seconds to go, I realized that the pin-end buoy was attached to the motor boat about mid-way back in the boat. The problem with that was that the line was being sighted from the buoy but I still had to clear the bow of the motor boat and the anchor line. In a larger displacement boat, this would not be a problem because you could shoot the boat up and the momentum could carry you past the boat. No such luck in a Laser though. I decided to hold a few seconds longer and not get too close to the pin and thankfully was able to eek around without slowing down too much. It was a good start but Matt did a good job of keeping clear air and maintaining his lane. I really wanted to tack right away and get in phase but there were a few boats on Matt's hip that were preventing him from going. If we could tack, we both would be in control of the race since the pin was so favored. Finally, Matt was able to tack and I went right with him. We both looked golden.

Sure enough though, the wind started to clock back to the right and I could see some boats to leeward starting to move forward in my window. In strong wind, one shift is never going to take you all of the way to the mark on Lake Travis. Plan on at least 3 oscillations to come through if the windward leg has any length to it. Much to my chagrin, the lead boat coming off of the right was **Al Clark**. He rounded the weather mark 1<sup>st</sup> and I rounded pretty closely with I think **Fred Schroth**. Al did a great job sailing downwind and started to stretch his lead out. On the next beat, I was able to maintain a pretty strong 2<sup>nd</sup> and on the last downwind leg, Al opened up what I thought was a pretty insurmountable lead.

On the last beat, I thought there was no chance of catching him but I continued to hike hard and stay in phase with the wind shifts. He was so far ahead that he was in a different oscillation pattern than I was. I kept sailing lifts and he kept tacking on me to cover but he was tacking out of phase. Slowly, I started gaining ground on him. It seemed like each tack I made, I was able to gain a boat length. I could start to hear him getting agitated which only made me hike harder. As

we approached the last 100 yards, he tacked on me on what appeared to be the starboard tack lay line. I decided to tack off and hope for a better breeze right. I went only about 4 or 5 boat lengths and tacked back to starboard. As we sailed to the finish, he fell into a hole and was no longer laying the finish line. Meanwhile, I got a nice right hand shift and a puff and I was eased out and planing to the finish line. He had to tack back to port to get to the finish line and he tried to sail to me and tack on my lee bow. Realizing this, I kept bearing off and going faster to force him to tack back before he could get up to speed. Just as he tacked, to starboard, I shot the boat back up to weather and trimmed in and shot up towards the line and was just able to nip him at the finish by a few feet. I was as shocked as he was that I was able to catch him.

Looking back on it, this race completely changed the complexion of the regatta. I think I gained a ton of confidence and I think he may have lost an equal amount. When two boats are of equal talent, speed and preparation, the difference is usually psychological. I think I gained the edge from this race.

**Race 3....**I don't remember as much detail of this race as I do the others but the breeze continued to increase. I remember thinking that it was a going to be a long day with so much breeze and hiking. At the first weather mark, I rounded just behind **Tracy Usher** from San Francisco and a few boats ahead of **Al Clark**. I still wasn't super confident in my down-wind speed and trusted that Tracy and Al would be in good form. On the first run, I was able to hang pretty close with Tracy with Al slowly gaining on us. At the leeward gate, we all 3 rounded the right gate (it was the closest of the two) and we started working towards the left side of the course. Only a few boat lengths separated us. We were still on a pretty good starboard tack angle so I decided to work hard at keeping my air clear from Tracy so I wouldn't be forced out of phase. Al decided to tack off to port and head to the other side of the course. My decision to be patient and stay in phase paid off when finally I detected a header and I tacked to port with Tracy almost immediately tacking above me. I looked to leeward and realized that we both had gained several boat lengths on Al who had tacked prematurely.

Tracy still led at the weather mark but I was right on his tail. We had both opened up some distance on Al. On the run, a pretty big puff hit and I just let it all hang out and tried to hang on to the edge without capsizing (the fastest way to sail a Laser downwind) and I managed to get past Tracy. On the final beat, I just covered him with a "herding" type cover where I tried to encourage him to stay with the rest of the fleet by giving him a bit more clear air when he was going the direction that I

*(Continued on Page 14)*



## Racing Tips... (Continued from Page 13)

wanted him to. He is a very good heavy air Laser sailor so on each tack and to be good I couldn't quit hiking until the finish. I was able to win with Tracy 2<sup>nd</sup> and Al in the 3<sup>rd</sup>.

**Race 4.....**The race committee elected to shorten the weather leg in response to the weary look on the competitors' faces. Just before the start, there was a right shift to the wind. I decided to try and get a good start in the middle of the line so I could be flexible to either direction. With the shorter beat, there would be fewer oscillations so you have to get on the right tack quickly. In this case, the right shift lasted almost the entire beat and several boats came in from the right in good shape. I had to duck a pack of boats that came in from the right at the weather mark and rounded about 5<sup>th</sup> or 6<sup>th</sup>. **Al Clark** came off the right and was one of the first 2 boats to round. The fleet was very tight and there was a lot of jockeying downwind. I sailed very low after rounding the weather mark and kept my air clear and was able to get around the leeward mark in 2<sup>nd</sup>. Al held on to his lead and I could not catch him this time. **Eric Faust** sailed a nice race to grab 3<sup>rd</sup>. Overall, a very good day and although exhausted, I felt good about the tenacity I was able to muster up to be able to rally to pass boats.

**Race 5.....** Saturday dawned with a very light southerly breeze. I had picked up a stomach bug over-night and spent most of the night sick in the bathroom. At 7:00 in the morning, I honestly didn't think I would be able to sail. Fortunately, the start wasn't till 11:00 so I had a chance to pull it together.

The course was moved closer to the main basin. With the start line fairly close to the right shore, there is often an advantage for the boats that tack at the committee boat and sail parallel with the shore line. I am not sure what causes this but usually, the leeward boats on port tack seem to have the best wind and angle. After a general recall, the fleet got off. The port end of the line was pretty favored and most of the fleet tacked to port immediately. I could tell that I was moving faster than the boats on my hip and the boats to leeward were doing better than I was. About 2/3rds of the way up the beat, a big right shift came in. It looked like I was going to be about 12-15<sup>th</sup>. Fortunately, my closest competitor, **Al Clark** was stuck on the left side of the course and was in serious trouble.

I picked a couple of shifts near the weather mark and was able to round in the top 10. **Fred Schroth** sailed a masterful race in very light and tricky conditions and held on to win. I was able to slowly work my way up to 3<sup>rd</sup>. Considering the conditions and how I was feeling, I was very happy with the result. The race committee

sent the fleet to shore and I secretly crossed my fingers that we were done for the day because I was still feeling very sketchy.

Sure enough, the wind did not fill in and we were finished for the day. Before a throw-out I had what seemed like a good lead but if we got one more race in, each competitor would be able to throw out their worse race. If **Al Clark** threw out his DNF in the prior race, he would only be a few points behind so the regatta was far from over. **Doug Peckover, Tracy Usher, Eric Faust** and **Matt Romberg** were all still very much in the hunt after a throw-out.

**Race 6....**Sunday brought a light and shifty westerly breeze which we seldom see on Travis. This is probably the hardest condition to race in because it seems that the pressure can fill in from either side and there is not usually an oscillation pattern. It can be very random. So, in these conditions, you have to constantly scout for wind pressure but you also must be careful not to chase the wind. You have to sail what you have and make the best of it.

I wanted to make sure that I stayed near **Al Clark** but not focus too much on him at the risk of sailing myself into a bad position. I decided to start near the windward end in response to a pretty big right shift that had come in. The right side of the course looked like it had more breeze but my gut told me that eventually the wind would try and go back to the south. Sure enough, a few minutes after the start, the right faded hard and the left was looking much better. I played a few shifts in the middle and was not looking good. The good news was that **Al Clark** was trying to stay right of me and when the big left came in, I was able to take advantage of it and he could not recover. I rounded the weather mark about 12<sup>th</sup> or so and just concentrated on trying to slowly work my way back up. Meanwhile, my closest competitor in the standing was in serious trouble.

**Eric Faust** sailed a great race and held on to the win and I was able to rally back to a 2<sup>nd</sup>. Al never was able to recover and even after a throw-out, I was now comfortably ahead and could breathe much easier. In these conditions though, and with the prospect of possibly two more races, I needed to continue to stay focused.

**Race 7....** The breeze was still generally from the same westerly direction but the holes in the breeze were becoming more pronounced. My goal was simply not to commit to one side and take the risk of getting stuck if a big shift came in. I took a pretty conservative mid-line approach and got off on to port tack pretty quickly. I ended up rounding the first weather mark in the top 5 with **Eric Faust** and **Matt Romberg** both sailing well. I just tried to sail the wind that I had was able

*(Continued on Next Page)*

## The Road to Team Trials

By Alan Rochard

The United States Optimist Dinghy Association (USODA) is the class organization for Optimist sailing in the United States. USODA is responsible for selecting the Optimist sailors for International events. Those are the World, Europe, Asia, and American Championships. The selection is based on the results at US Team Trials which are held each year in May. For 2007 it was from May 1st to May 6th at Coral Reef Yacht Club in Miami. Team Trials is an invitational event, in order to compete you must finish at least in the top 25% of a National Event.

The Texas Race Week in Houston is an event qualifier, organized by HYC, LYC and TCYC in July. I got my boat on time from McLaughlin, the US builder for Optimist. I was very

happy about the blue color and the matching floatation bags. I ended up the week in 8th place in Houston over 54 competitors. However, I did not qualify for the Team Trials because my registration to USODA was not received on time!

There were still 2 remaining National Events to qualify for Team Trials, the West Coast Championship (San Francisco Bay) and the Mid-winters in New Orleans. Knowing that the level at the midwinter will be very high I chose to also compete in the West Coast Championship.



We arrived in San Francisco the night before the regatta. It was quite magic to drive around the bay at night to go to Oakland! The championship was

organized by the Encineta Yacht Club. It has been a very light air regatta with a lot of current! Finishing 2nd in the Blue fleet and 8th overall, I was qualified to the team trials!

The mid-Winters, raced on Lake Ponchartrain, was the opportunity to visit New-Orleans. The area is still very damaged after Katrina. This regatta was raced

with winds in 20-25 knots and very challenging waves due to the shallow water of the lake. I finished 23rd in the blue fleet and 99 overall, in a fleet of 212. I was very happy to survive the cold and windy weather.



In order to practice with a competitive group I joined the sailors from Houston Yacht Club. The coach, **Allan Coutts**, is from New Zealand. He was on **Alinghi** when the boat won the America Cup in 2003. Allan made us work very hard but I had a lot of fun with the team!

When the Team Trials arrived I was ready. We arrived a day earlier in Miami and, after checking out my charter boat, we rigged for a practice in the afternoon. Despite a BFD in the 3rd Race I was 50 at mid-regatta in a fleet of 202. I took more risks in the second part of the regatta, but it did not play out well. After 15 races I finished 82.

I was very proud to get the invitation letter to the US Sailing National Development team. I will go to training with the National Team. This will be a great opportunity to practice with the best US sailors.

### Racing Tips... (Continued from Page 14)

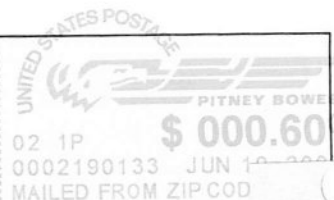
to stay near the front of the pack. At the finish, Matt held on for the win and I took second. At the finish, the race committee said that the regatta was over. Matt and Eric ended up tying for 2<sup>nd</sup> so Austin Yacht Club ended up 1, 2, 3 in the regatta.

In retrospect, this was a really rewarding victory. I had established this event as one of my primary sailing goals for this year. **Mark Salih** and I spent a lot of time sailing together leading up to the regatta. He was able to offer me some great insight to a few tips for improving my downwind speed and just having another person to help keep you motivated to spend time on the water and in the boat is invaluable.

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

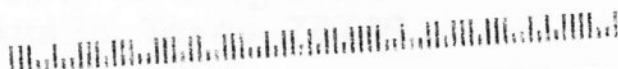
## Austin Yacht Club

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- AYC discount on parts & boats (present AYC membership card)
- Free delivery to AYC on most call-in orders 454-7171
- Saturday evening delivery on call-in orders on major regatta days



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