



## SANTA COMES TO AYC

### Kids' Party a Huge Success

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Wild Turkey Regatta

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and

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Save the Dates

Red Eye Regatta 01/01/12

Frostbite Series Races

01/21, 01/28,

02/04, 02/11, 02/18



Cover photo by Bill Records



## BOARD OF DIRECTORS

Commodore Jim Tillinghast  
Im. Past Commodore Steve Eller  
Vice Commodore Johannes Brinkmann  
Secretary Yolanda Cortés Mares  
Treasurer Don Dwight  
Race Commander Bruce McDonald  
Buildings & Grounds Cdr. Fred Ford  
Harbor Commander Tom Groll  
Sail Training Cdr. Bill Records

## AYC STAFF

General Manager Steve Hawks  
Bookkeeper Pam Radebaugh  
Head Caretaker Tom Cunningham

## 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 AND WEBSITE

www.austinyachtclub.net  
info@austinyachtclub.org

## NEWSLETTER

Susie McDonald, Editor  
Email submissions by 1st of month to:  
ghowiellc@aol.com

## AYC BUSINESS HOURS

Tuesday - Saturday 9:00A - 5:00P  
Sunday 1:00P - 5:00P

Closed Mondays  
Closed Club Holidays:

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

## BOARD OF DIRECTORS E-MAIL ADDRESSES

fleet\_commander@austinyachtclub.net  
buildings\_grounds@austinyachtclub.net  
race\_commander@austinyachtclub.net  
vice\_commodore@austinyachtclub.net  
past\_commodore@austinyachtclub.net  
sail\_training@austinyachtclub.net  
commodore@austinyachtclub.net  
secretary@austinyachtclub.net  
treasurer@austinyachtclub.net

## AYC 2012 RACE CALENDAR

January 1	Red Eye Regatta
January 21	Frostbite Series Race #1 (RC PHRF A)
January 28	Frostbite Series Race #2 (RC PHRF B)
February 4	Frostbite Series Race #3 (RC Non Spin)
February 11	Frostbite Series Race #4 (RC Multi Hull)
February 18	Frostbite Series Race #5 (RC J/24)

YOU MAY SIGN UP ONLINE FOR SERIES RACES THROUGH "REGATTA NETWORK."

## AYC 2012 NON-RACING EVENTS

January 14	Race Management Seminar
January 15	Boat Handling Seminar

## 2012 Board Members

Commodore  
Vice Commodore  
Secretary  
Treasurer  
Race Commander  
Sail Training Commander  
Buildings & Grounds Commander  
Harbor Commander

Johannes Brinkmann  
Christopher Dwight  
Randolph Bertin  
Don Dwight  
Barry Bowden  
Jenny Loehlin  
John Saunders  
Jon Nash

## LETTER TO THE EDITOR

Hi y'all,

I'm Steve Blair, I was member 1034 for many years, as was my Dad Thomas Blair. I moved to the UK in the late 90's and sold my Thistle to a gentleman in Houston. Having heard recently about the drought and Lake Travis' level I went onto the AYC website for the first time in years.

I was a bit surprised and amused to see my old Thistle listed, even though I've not owned her in 15 years. Feel free to "retire" her from the members list.

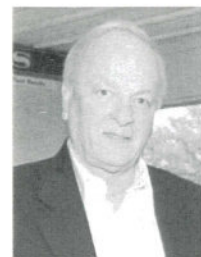
Since I moved from Texas in the mid-90's to Europe, and a long stint in Sydney, I've been doing Ocean racing on a variety of larger yachts, and miss my days sailing with AYC.

There is an AYC burgee hanging on my wall here in the UK so smooth waters and following winds to all AYC members!

Best,

Steve Blair

## From The Commodore by Jim Tillinghast



### Farewell 2011!

Another year behind us! As tough as 2011 has been, this coming year presents even greater challenges for AYC. We entered 2011 with a lake level at 667' msl, plenty of water to sail in with few obstructions, and all the docks neatly parked and easily accessible in Beacon Cove. As we enter 2012, we are facing a lake

level over 40' lower, docks well out into the lake, in the midst of our worst drought in over 50 years and little relief in sight. Even with three significant rain events during November and December, each bringing at least an inch and a half of precipitation to the AYC area, the impact on the lake level has been minimal.

Looking into 2012, your Board of Directors is examining every aspect of AYC operations to identify programs and events that can supplement the sailing and racing activities of the club. **Tom Groll** and his harbor team have managed to redesign our low water dock configuration to keep every slip open and accessible. Access to the point has been improved, and a launch ramp suitable for multihull and centerboard boats has been graded and kept clear of obstructions.

Your club facilities going into 2012 have not been in better shape in many years. Cabin, clubhouse, office and pool upgrades and renovations under the guidance of **Fred Ford** and his team are significant and have elevated the attractiveness of the club as a family friendly facility. More improvements are slated for 2012.

Sail Training has grown significantly in 2011, for both our youth and adult programs. Thanks go to **Bill Records** and **Kate Noble** and to their support team for a great year! More to come in 2012!

Next year, emphasis will be placed on how we can supplement our strained racing program with more on-shore and close-shore activities and programs. We would like to hear from you as to what you would like to see AYC do to keep your interest and participation up and attract new members to the AYC. Extended social functions, such as dance classes, more sailing and racing seminars and clinics, expanded youth programs and frequent open house programs are all under discussion. Let us know your ideas!

### Annual Banquet

Over 130 AYC members and guests gathered at the Oasis on Friday, December 2nd to celebrate 2011 and recognize the special achievements of our members. It was an honor for me to present the perpetual trophies and special recognition awards to the our recipients this year and to recognize and thank the many volunteers who have stepped up to assist in the many dock moves, work parties and AYC sailing and racing events this year. We expect 2012 to be even better!

Acknowledging the many accomplishments and contributions of the AYC honorees for 2011 was a special honor for me. So how does one move from this high level to the Blue Duck Award? You delegate it! Thank you **Bob Goldsmith**, our designated "Duck Watch" advisor and consultant, for taking on the role of the Blue Duck Award Host!

## 2012 Goals

This next year will be an exciting year for AYC! As already noted, we've got lots of challenges! But with challenges come opportunities – opportunities to review our past programs and to plan where we want the club to be in 2012 and beyond. Your board met on December 11 and will meet again on January 8 to conduct a thorough review of AYC budget requirements for 2012. Now is the time for each of you to speak out about the activities and programs you want to see implemented! Please contact me, or any member of the 2011 and 2012 Board, and let us know what you'd like to see at AYC next year!

### Welcome 2012 Board of Directors!

Beginning January 1, I officially hand the helm over to **Johannes Brinkmann**, AYC's Commodore for 2012. Joining Johannes on the 2012 Board are **Christopher Dwight - Vice Commodore**, **Don Dwight - Treasurer**, **Randolph Bertin - Secretary**, **Barry Bowden - Race Commander**, **Jenny Loehlin - Sail Training Commander**, **John Saunders - Building and Grounds Commander**, and **Jon Nash - Harbor Commander**. I will, as Immediate Past Commodore, remain on the board as Membership Committee chairman. Please extend your thanks and welcome to each board member when you next see them!

## Building & Grounds Report by Fred Ford



It's been a busy year for B&G. For those of you who did not make it to the annual meeting, here is a quick summary of what this year brought us:

- The clubhouse, office, stairwell, pool fence, cabins 4,5,6,7 & 8 were all repainted.
- Swimming pool was re-plastered and brought into compliance with health and safety

standards with a new drain, proper markings, new tile and a larger filter.

- New energy efficient windows installed in cabin 6 and fogged windows replaced in the office.
- New doors installed in cabin 5, 6 and the office.
- New air conditioner installed in cabin 6.
- New compressor installed in caretaker cottage.
- Pillows, mattresses, futons, hygiene covers, bedspreads and futon covers were replaced in all the rental units to match industry standard health regulations.
- Septic system mapped, safety alarms installed at pump stations and two new clean-outs installed. System now in compliance with regulations.
- Both mast hoists re-rigged.
- Plantings put in place around clubhouse.
- New mailbox installed at main gate.
- Three dump truck loads of trash removed from campus.

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Continued from page 3

- Shelters 1,2 and 4 re-screened.
- Shelter 4 converted to secure enclosed storage for social and regatta committees.
- Two work parties held to clean up campus and trim hedges.
- Replaced hoses in the work area.
- Re-built the top of the workbench in the work area.
- Serviced work area hoist.
- Began gathering water flow data to determine what is needed to provide better water service to our buildings.
- Rebuilt water cooler installed in clubhouse.

The following will be completed during December:

- Re-screening of shelters 5, 7 and 8.
- Graveling the first 75 feet of trailer parking for use by the junior sailors.
- Graveling the trailer storage road and clear the brush from the storage area.
- Graveling bed around water spigots in work area.

In conjunction with the clearing and graveling of the trailer storage area there will be a renewed effort to ensure only trailers that comply with AYC regulations for storage are stored on club property. All members will receive a letter delineating the requirements that must be met in order to store a trailer in the storage area.

The storage requirement of most immediate concern to B&G is the rule that stored trailers must have the letters AYC (denoting owner is a member) and the members name clearly lettered on the tongue of the trailer. You may have noticed the trailers lining the main drive that are marked with red tape. These are trailers that we are unable to identify. If one of these trailers belongs to you, you need to identify the trailer with proper markings should you intend to store it on AYC property. Unidentified trailers will not be returned to the storage area. We intend, after following proper legal procedures, to scrap or sell all unidentified trailers.

Last year's board approved a nominal annual trailer storage fee. The storage fee will be billed to the member whose name appears on the trailer's tongue. If you sold your trailer and the new owner.... well, you can guess what can happen.

That about closes what has happened and what is happening around the club. A heartfelt thank you for all of you who took the time to support our efforts to preserve and improve AYC. The all member work party was exceptionally well attended and renewed our enthusiasm to continue our efforts.

A special thank you goes out to our B&G committee: **Bill Boas, Steve Brown, Josh Davidson, Garrett Kates, Amy Olstead and John Saunders.** They worked hard and found the time in their schedules to make things better for all of us.

I would be remiss if I did not thank **Steve Hawks** for his advice and guidance; **Tom Cunningham** for his invaluable information, creative ideas to problem solving and assistance; **Pam Radebaugh** for giving me the financial and vendor information...

saving time and money; **Pat Manning** for keeping us on the financial track and finally **Don Dwight** for his financial foresight to make sure the money is there when we need it.

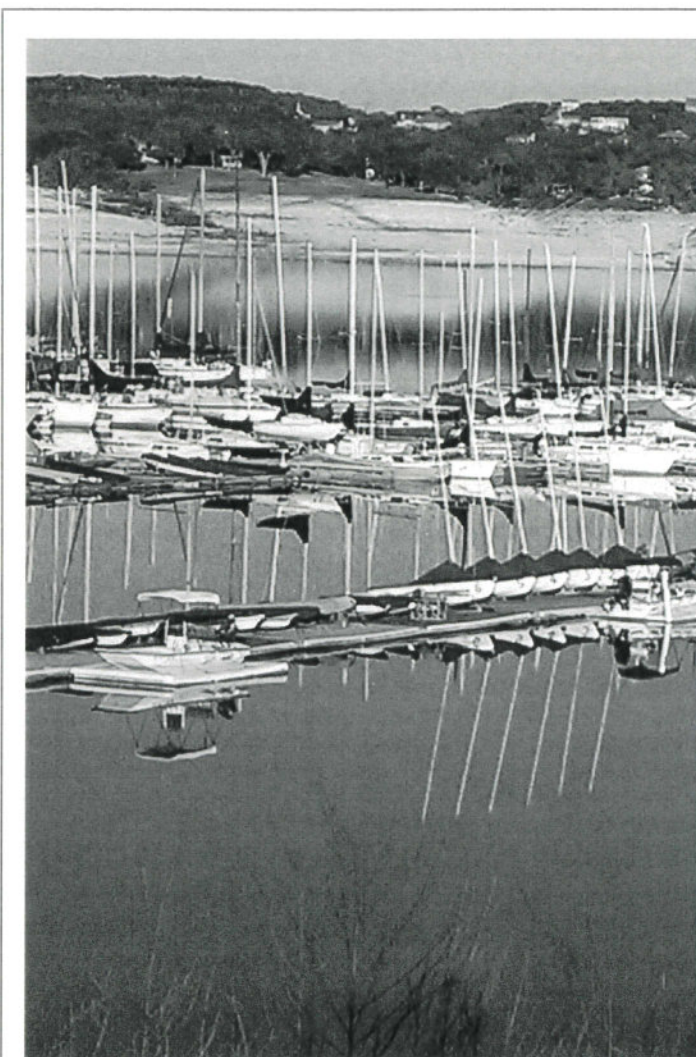
**John Saunders** is the newly elected Building and Grounds commander. He is ambitious and enthusiastic and has some wonderful ideas for AYC.

Join me in helping John make good things happen.

We celebrate Christmas at our house. **Jean** and I are fortunate to have all four daughters and two (very soon three) grandchildren living in the Austin area. You can imagine how special this time of year is for us. May you and yours enjoy the joy, peace and goodwill that fill the Christmas season.

"I saw three ships come sailing in  
On Christmas day, on Christmas day  
I saw three ships come sailing in  
On Christmas day in the morning."

*Author and source of music unknown...believed to be an English carol from the beginning of the 1800's.*



*Photo taken by Norma Lien while on a walk on the Travis Landing shoals.*

## Race Commander Report

by Barry Bowden



By the time you read this the Notice for the 2012 Frostbite Series should be posted. Everyone is encouraged to participate in all of the races even if your fleet has committee duty for that week. The race committees will be made up of volunteers from that fleet who can receive an average of their other race scores if they are helping with committee duty.

Even with the lake level being low there are plenty of boats to race even if yours is in the dry storage area. Boats are always needing someone to crew and this is an opportunity to meet some new friends and sail on some different boats. Sailing is too much fun to spend the winter indoors. Put on a coat and some gloves and come join us.

This will be an exciting and challenging year for everyone at AYC. We will be hosting the Inter Collegiate Sailing Association

College Spring Championships in late May and early June. This will bring college students from all over the country to sail at our club to determine the Womens, Team Racing and Coed Championships for 2012. Our club has hosted this event with the UT Sailing Team before and having the opportunity to do it again is one that we welcome. It is always a pleasure to show off our race management skills to sailors from all over the United States. **Vic Manning** will be leading the effort and will likely be looking for volunteers to come watch and help with this event.

I am excited to be serving as the Race Commander for this coming year. Race management skills are just as exciting to learn and perform as racing your own boat or crewing with someone else. It is a lot of fun to be responsible for all of the boats participating in an event to have a good time and a worthwhile experience on the water. This will be a year when we will need to be creative to continue to enjoy our Lake Travis sailing venue. There should be plenty of opportunities for you to join us and have a great year even though the lake is smaller. There is still plenty of water available and we intend to take advantage of every bit of it.

## Vice Commodore Report

by Johannes Brinkmann



For those of you who were not able to make it to the annual banquet, you missed a great event. **Susie McDonald** and the social committee pulled out all the stops. The venue, food and music were fantastic, and **Jim Tillinghast**, assisted by **Molly Lewis**, did a great job presenting the many well deserved recognitions and awards.

The next morning I left on a hastily planned trip to Malaysia. No, I wasn't running from my duties as your Commodore elect, although the thought crossed my mind as I eyed the beautiful water, beaches and islands on the flight into Penang. My business there left little time for looking around, but I definitely want to return one day with time to explore in a sailboat.

The day after I returned it was time for the old and new boards to convene for the first of two Sunday afternoon budget planning sessions for 2012. The purpose of these sessions is to bottom out on a proposed 2012 budget so that it is ready for the new board to present and approve at the January board meeting. To set the backdrop, **Chris Dwight** kicked off the meeting with an in depth analysis of weather and lake trends. Bottom line, despite recent rains, odds are 10 to 1 that we will continue to see record low lake levels through the coming year. Obviously, this will affect many aspects of the club's operations and budget.

The outgoing commanders and their incoming replacements engaged in a lively and productive discussion, tackling the following primary agenda points:

- Form consensus around a reasonable revenue estimate for next year;
- Propose operating expense levels;
- Propose desired capital expenditures; and
- Agree upon reasonable financial reserve levels.

**Don Dwight and Pat Manning** did a great job providing the participants with prior year information, analysis and budget templates.

Several clear priorities for 2012 shaped the discussion:

- Preservation and improvement of member access to the water;
- Building on the momentum in sail training;
- Enhancing the club's appeal despite low water; and
- Maintaining a strong financial footing for AYC.

The incoming and outgoing board members will continue to work on their budget areas over the next month and will convene again on January 8. If you have input or questions about the budget process, now is a great time to get in touch with a board member to share your thoughts.

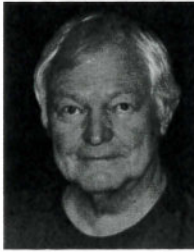


**See you in 2012!**



## Sail Training Report

by Bill Records



The plan for 2011 Sail Training was to build on the success of 2010. Thusly, we set out to increase the participation of the adult clinics for beginners and non-members, as well as those for AYC members. We also wanted to maximize the opportunity for juniors to sail and to improve the summer sailing camps. Additionally, we

wanted to involve those who traditionally aren't exposed to sailing.

This year we conducted six adult clinics and several semi-private classes. For intermediate and advanced sailors, we had **John Bartlett** host a spinnaker clinic and **Scott Young** a start and tactics clinic. We had two learn-to-sail keel clinics and a centerboard clinic. In October, **Linda McDavitt** held a women's sailing camp. All of our clinics filled up and were financially successful. We made it a point of discuss AYC membership during each clinic.

The key to the success of the junior program is the work of **Coach Kate Noble**. With Kate's help, we were able to offer regular coaching sessions for all our juniors. We had Thursday afternoon sessions for beginners and for the more advanced, we offered Saturday racing classes. In September and October, we conducted two racing series and averaged around 14 sailors per race. In addition to the regular classes, **Alan Rochard** taught two racing clinics that were well attended. As a special treat, we took the kids on two picnic cruises, one to Sometimes Island and the other to Starnes Island. The fleet of Optis, Picos, and Sunfishes sailing up the lake was quite a sight! As with the adult clinics, we encouraged membership to the interested campers, with good results. This spring the junior sailors and parents organized the Roadrunner Fleet, creating a charter and electing officers. Parental involvement has never been better. The Roadrunner storage area should be finished in December. Parents buying Optis for there kids will have a convenient place to store them.

We also planned this year to introduce sailing to those not normally having the opportunity. I talked to the director of summer activities at the Texas School for the Deaf. We worked toward a sailing event for the summer boarders, but the governmental red tape made it impossible for this year. We did have success with "Explore Austin," a group that mentors inner city teens. They brought 16 teens out for a glorious day of sailing on the lake. The mentors later told me that this was the best outing that they had all year! We will have them back next year, for sure.

We are planning to place interested juniors on keel boats for the Frostbite Series and maybe produce a junior fleet of FJs for the Spring Series. We will also be preparing our juniors for the Roadrunner Regatta with a race seminar in March. I have noticed that all great yacht clubs have great junior programs and I think that we are on our way. Starting next year, we will be expanding Coach Kate's responsibilities and look for continuing successes.

## Roadrunner Report

by Kate Noble

November was our last month of sailing for the 2011 season. It was a windy month, which forced us to be creative with our practices. We held several right in the cove working on sailing in close quarters and tacking (after these crowded practices, I think our sailors will be much more comfortable on the start line!). We even took a group of beginners out on Bill Records' Pearson 26 for one practice!

We concluded our sailing season with another very successful cruise. This time we took a group of Optis, Picos, Sunfish, and a Pearson 26 down to Starnes Island. There we beached and anchored the boats and went ashore for a picnic lunch and some exploring. The weather was gorgeous and the wind was perfect for our junior sailors. We were even able to watch part of



Matt Gibbons leads Nick Compton

the Wild Turkey Regatta as the competitors rounded the leeward mark. Thank you to all the parent volunteers who made it such an enjoyable afternoon – **Matt Fuller** for providing us with lunch, **Heidi Gibbons** for baking cookies, **Bill Records** and **Bob Stephens** for offering their Pearson 26s for the voyage, and everyone who helped out on the chase boats. These events add variety to our program and keep sailing fun for the kids. Not to mention they all got great practice sailing upwind on their way back to the dock! I am hoping to have many more events like this in 2012.

Our holiday party on December 10 was a huge success! About 25 families came to celebrate the accomplishments of our sailors and the holiday season. The kids had several tables of crafts to do – Christmas cookie decorating, nautical flag holiday cards, and a station to decorate sailing themed ornaments to hang on our Christmas tree. There was a strange sighting out on the lake midway through the party. As all the kids rushed out to the balcony to get a better look, a chase boat came into view carrying Santa himself! The kids watched Santa and his helper drive up to the clubhouse in his "Subaru sleigh" and were ready to meet him as he joined in the party. He had bags of games and treats to hand out to everyone. After Santa's departure, the

kids got to work on a scavenger hunt. A huge thank you to **Marcy Berbrick** for masterminding this event, as it was a huge hit! The clues took the participants all over the club – down to the docks, the club gate, the Sail Training cabin, dry sail, etc.

Thank you to everyone who helped out, especially my party planning crew – **Heidi Gibbons, Jane Gordon, Marcy Berbrick, and Patty Fuller**. To everyone else who volunteered their time to give the kids a fantastic party – **Terry McDermott, Barry Thorton, Jenny Loehlin, and Bill Records**. To **Jane Gordon, Anna Yost and Isabelle Bettler** for staying to help clean up. Finally to those who brought gifts for donation to Toys for Tots. I'm thankful that the Roadrunners can give back to our community and spread some holiday cheer. Overall, it was a very successful party and it was so great to see so many kids and their parents out to celebrate. I think the attendance speaks volumes about the growth and strength of our program.

I want to thank you all for the opportunity to be your junior coach this 2011 season. It has been a wonderful experience and I have been blessed with an amazing group of kids and parents to work with. Your support, kindness, and willingness to help make the job both fun and rewarding. Our program grew tremendously throughout the season. Our summer camps helped attract new interest in the sport and new AYC members. I hope that you all stay with us next year as we continuing developing our Roadrunner program.

I also want to recognize our 2011 Sail Training Commander, **Bill Records**, for his guidance and commitment to the program. His attendance at practices, involvement with the kids, and enthusiasm about youth sailing has been the heart and soul of this program. We will be sorry to see him go but I know we are all looking forward to welcoming **Jenny Loehlin** as our 2012 Sail Training Commander. I am back on board for 2012 and cannot wait to get started! The plan is start back up as soon as weather permits to allow us time to prepare for the 2012 Roadrunner Regatta. Be on the lookout for our training schedule early next year.



Abe Gamble and Hannah Hollenbeck talk with Santa (Barry Thornton)



Santa and Abbey Tomaszewski



Charles Larrouihl gives Coach Kate a present from the Roadrunners



Santa and Gus Gamble



Santa and Tori Salazar



## Ensign Fleet Update by Deborah Dahmen

The Fall Series ended with the glory that can only rear its head when skill and grit are present in equal measure. When no less than three Ensigns plying the starting line with a rather vigorous easterly in their sails, Ensign sailors are able to get, in no uncertain terms, downright tactical.

The stolid expression that is weather-worn into the face of every Ensign helmsman and crew member was resplendent during the starts of the final races of the series. The race that took place on October 30 started with a bang as **Danny Lien** executed a textbook start, **Carolyn Wilsford** took the opposite tack, and **Tom Groll** cut an aggressive line through the pack. A bout of tactical racing ensued. The details of this race should be etched into the psyche of every Ensign sailor and retold before the assembly of the 50th National Ensign Championship on August 14 in upstate New York: for what unfurled between the starting line and the last windward mark was Ensign racing at its best.

Unfortunately, for the sake of saving space they will not be recounted in this article. **Danny Lien** and **Frans Dahmen** trimmed in a first and a third, while **Tom** and **Carolyn** swapped seconds with Carolyn taking home a first. Tactical.

On November 6, with a norther blowing in just south of snot, **Lewis** took home a second and a third with four boats vying for Lower-Colorado supremacy in the last races of the series. Sunday, in the receding waters of Lake Travis, good friends and fierce competitors sailed together. El Ultimo, as the race was quickly dubbed, electrified all those in attendance and their next of kin alike. Spectacular tacks, such as the windward breakaway tack executed by **Elliot** early in the first race, made sure El Ultimo lived up to its name. But the surprise came on November 13 – a dark horse boat of unknown name once thought to be a stalwart alsoran took the windward mark by storm. This dark horse, like so many less privileged boats, had run out of options. His prow was of regal aloofness, which became apparent as he revealed his aft to the fleet. By forcing all those before it to make room as it rounded the windward mark, the dark horse captain demonstrated just how tactical the even-speed Ensign can be.

Shortly after the race ended in the Sunday afternoon bliss the Ensign Fleet sailors met for a soiree of sorts. **Danny Lien** was in attendance in his ubiquitous lime green bowler and wingtips. A **Mr. Hans** was seen sauntering about dispensing old-salt aphorisms at anyone he could corner with a foamy cup of Shiner. **Tom Groll** shot the breeze sporting a shirt that was not wanton for jabots. **Bill Hawk** and **George Dahmen** carefully recounted the triumphs and tragedies of the eventful series, while a Casio boom-box played the Eagles, "Take it Easy." With all their sails dry and nearly all their eyes in a similar state, the Ensign Fleet said good-bye to yet another series of seriously tactical racing.



Photo submitted by Randolph Bertin – Returning an Ensign to the lake by means of a crane.

## Keel Fleet Update by JoAnn Welles

### Keel Fleet Meeting Minutes

The Keel Fleet held its annual meeting November 19 after the Wild Turkey Regatta. Fleet Captain **David Lewis** called the meeting to order at 6:30 pm. Minutes from the last meeting were approved without being read. **Bill Casnovsky**, the treasurer, said he would have a full treasurer's report out by the end of the year.

Old business included a recap of Keel Fleet Events for 2011. The Red Eye Regatta was well attended, with 53 boats. Beer Can Races were also well attended, with up to 30 boats. 28 boats sailed for the Independence Cup, and 17 for the Wild Turkey Regatta.

*Continued on page 9.*

*Continued from page 8*

2011 Fleet officers were recognized:

**Immediate Past Captain**  
**KHF Fleet Co-Captains**  
**Non-Spinnaker Captain**  
**A Fleet Captain**

**B Fleet Captain**

**Treasurer**

**Secretary**

**Chairman, Rating Committee**

**Outgoing Rating Committee Member**

**Larry Ratliff**  
**David and Molly Lewis**  
**Bob Gallant**

**Claude Welles**

**David Lewis**

**Bill Casnovsky**

**JoAnn Welles**

**Barry Bowden**

**John Vance**

New business included the fleet's recommendation to the Race Committee for our preferred handicap rule and fleet split. The motions were passed to continue using PHRF as our handicap rule with time-on-distance preferred over time-on-time when practical. The motion was brought forth to continue the fleet splits as in 2011, with A fleet being spinnaker boats with PHRF 0-138 and B fleet 139 and up. Non-spinnaker boats would be in C fleet. **Jim Johnstone** questioned whether we shouldn't recommend that C fleet be split since there are a large number of non-spinnaker boats. **Larry Ratliff** noted that the PHRF ratings in non-spinnaker are in a fairly limited range. **JoAnn Welles** noted that the number of boats turning out for a series is high, but the number in any given race is fairly low. Instead of providing a recommended split for C fleet, the fleet decided to table the issue until discussions could be held with the new Race Commander.

Fleet champions for the year haven't been identified yet. The suggestions were to use keel events only and to use the High Point System to determine the overall winners. **David and Molly** will work it out and determine the 2011 winners.

New officers were voted in for 2012:

**Fleet Captain**

**A Fleet Captain**

**B Fleet Captain**

**C Fleet Captain**

**Chairman, Rating Committee**

**New Rating Comm. Members**

**Treasurer**

**Secretary**

**Rob Stivers**

**Jen Schwan**

**Kevin Reynolds**

**Jim Johnstone**

**Larry Ratliff**

**Gray Rackley and**

**Linda Casnovsky**

**Bill Casnovsky**

**JoAnn Welles**

**David Lewis** reminded everyone about the Red Eye Regatta on January 1, 2012, which he and Molly will host.

### Fleet Racing

The only two opportunities for the fleet to race since the last Telltale were the last race of the Fall Series and the Wild Turkey Regatta.

### Fall Series

There were five boats total in A fleet for Fall Series. The two

J29s swept the fleet, with **Ray Shull** in Mostly Harmless winning the last race and the series with **Rob Stivers** in Jammin' coming in 2nd.

Eight boats participated in B fleet. **Kevin Reynolds** continued his winning ways in his San Juan 7.7 Dragon with **Richard Whitehill** in 2nd, **John Maddalozzo** in 3rd and **Jon Nash** in 4th.

In Non Spinnaker, 12 boats participated. **Damon Galloway** in his Fun 23 won with five points, followed very closely by **Trey Am Rhein** with six points. **Bob Goldsmith** came in 3rd, **Dane Ohe** 4th, **Bill Coletti** 5th and **Jim Johnstone** 6th.

The last race in fall series was held in gusty winds. **Ray Shull** writes about his A fleet competition with **Rob Stivers** Jammin': "Jammin' was first to the weather mark and decided to hold off setting their spinnaker in the windy, close reach. Undaunted by the brisk conditions, we immediately set the spinnaker and jibed quickly to port and were on a close reaching course down the lake toward D mark. Of course, the wind suddenly increased and in the relatively short leg until we could clear Windy Point, (now a peninsula half-way across the lake), it became a series of attempts to trim in the large spinnaker, nearly broach whenever it fully inflated, dump the chute to avoid the broach, and then slowly trim it in until we repeated this scenario again and again. The winds were too heavy and the reach was too close to fill the spinnaker and sail high enough to clear the shallow water ahead. Once we were past the Windy Point constriction, we were able to bear off to a broad reach and keep the spinnaker under much better control. We passed Jammin', still sailing with main and jib, and headed toward D mark. Jammin' set their spinnaker shortly after we went by, and held their relative position the remainder of the race. Except for the first part of the first downwind leg, the sailing conditions were some of the best of the fall. A great day to be on the lake."

### Wild Turkey

The Wild Turkey Regatta was held on November 19. The race conditions were again some of the best this fall, with warm temperatures and a moderately strong breeze, dying as the afternoon progressed. Only 17 boats participated, undoubtedly due to the forecast of 20 - 30 mph winds, and of course the small number of boats still in the water.

The race was split into five different fleets with two spinnaker fleets, two non-spinnaker fleets and a multi-hull fleet. There were plenty of the traditional trophies to hand out. **Ray Shull** (again) won A fleet in his J29, with **Robert Barlow** only 10 seconds behind in corrected time. **Bruce McDonald** in his South Coast 21 won B fleet, with **Bob Mathison** coming in 2nd. Bob, we owe you a trophy! In non-spinnaker, **John Saunders** won C fleet in his J22. **Jim Johnstone** won D fleet in his S2 27, with **Gary Payne** in 2nd and **Brad Kocen** in 3rd. **John Kuc** won the multi-hull fleet.

Unfortunately **Steve Frick** in his Corsair F-27 went aground and couldn't finish. That's the only mishap we heard about on the committee boat.

*Continued on page 10*



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I asked the winners of the non-spinnaker and spinnaker fleets to give some input on their races. **John Saunders** responded by attributing his win partially to a clean bottom, and thanked **John Halter** for the loan of his hydrohoist. John also attributed the win to the great crew work, as always, from **Steve Brown**. **Jim Johnstone's** and **Ray Shull's** articles are below.

## A Fleet Wild Turkey Regatta

by Ray Shull

The Wild Turkey Regatta started in similar conditions to the last race with gusty conditions at the start, and the wind from the south-southwest. Jammin' was in attendance along with Namaste, and **Robert Barlow** brought over the sleek, new Beneteau First 35, Voodoo, for the race. The wind was forecast to build throughout the afternoon, with gusts up to the upper twenties, so we and Jammin' had decided to sail with the standard J 29 symmetrical spinnaker setup rather than the larger asymmetrical rig so that we could control spinnaker in the anticipated higher winds.

The first leg up to I mark was a close race between Jammin', Voodoo and us, with whoever guessed the correct next shift gaining on the other boats. At the weather mark, Voodoo was leading with us in second and Jammin' just behind. A few hundred yards before we arrived at the mark, we noticed that the wind suddenly shifted to the southwest and increased to about 15-18 knots. With the upcoming need to get on port tack with the spinnaker as soon as possible, I asked **Pat Feagan** if he could switch the spinnaker lines from a starboard set to a port set in the 90 seconds or so before we reached the mark. Pat jumped into action, unhooked the lines from the sail, ran them around the jib, and hooked them back to the sail on the new side with about fifteen seconds to spare. Meanwhile Voodoo bore off around the mark, headed straight to Hippie Hollow to set their spinnaker and jibed as quickly as they could. But by the time they completed this maneuver and were on the port reach, we had jibed at the mark, set the spinnaker on port while staying on the course to the next mark, and were slightly ahead of them. They passed us with their huge asymmetrical sail flying as we went around Windy Point, and we all headed to D mark. With our symmetrical spinnaker, we were able to sail a direct course to D mark as the wind went back to the south, while Voodoo was forced to jibe back and forth to keep their sails flying. We arrived at D mark without losing too much time on this first downwind leg.

On the next upwind leg to K mark, we seemed to gain a bit on Voodoo when they went to the far left of the course as we played the right shore line. The wind was moderating quite a bit, and certainly was not increasing as predicted. After rounding K mark several boat lengths behind Voodoo, we both set our spinnakers and headed back to D mark for the last downwind leg. With the

diminishing winds, we changed to the 155 genoa on this leg. As we rounded D mark, it appeared that we were about four minutes behind Voodoo. We estimated that we needed to finish within about five minutes of them to correct over them. It would be close, as they were faster on the upwind legs. We started a timer as we saw Voodoo cross the line and with the crew on our boat fully hiked and the sails pulling, we started counting the minutes until we finished. It appeared that it would be close. At one minute after they finished, it seemed that we were a long way from the finish line. At two minutes it was a little closer, but then we sailed into little header. We stayed on that tack and at three minutes benefited from a lift that brought us above our original course and appeared that we could just barely make the line. At four minutes we were getting closer and passed Voodoo waiting outside the finish, obviously they were watching their timer to see if we could make it in time. As we passed them, we heard a cheer in unison from their boat of "SLOW DOWN!" We responded by hiking even harder. At four minutes and 30 seconds we were very near to line but not making it on our tack. I shot the boat straight up into the wind and our momentum carried us just barely over the line before fell onto the other tack with almost no speed. Our designated timer said that we made it across the line at four minutes and 42 seconds after Voodoo finished. We believed that we had won by approximately ten seconds. A close race and a close win which would make that Wild Turkey taste even better.

## Non Spin Wild Turkey Regatta

by Jim Johnstone

The Wild Turkey Regatta lived up to its name once again. I love this regatta because we always have good wind. I consider anything over 10 MPH to be good, and over 17 to be really good, since it's what my boat and I need to be competitive.

There was a good turnout from the Non Spin ranks and the RC split us into two fleets. PHRFs of 195 and up were in the "slow" fleet and those below were in the "fast" fleet. I like it when the Non Spin fleet gets enough boats to split as we end up racing head to head with opportunities for tactical maneuvers during the race. In our fleet the lead went back and forth several times and my crew was really into the race because of the close competition. I could tell because beer consumption was way down.

The fast fleet consisted of **Damon Galloway** in the Fun 23 and two J-22s, one of which was a no show. The Fun 23 and the J-22 are only nine seconds per mile different in their PHRF. The slow fleet had me in the S2 27, **Gary Payne** in his Catalina 30, **Brad Kocen** in his San Juan 7.7, **Bill Casnovsky** in his Columbia 26, **Vic Manning** in his Pearson and **Robert Anderson** in his Catalina 250. The Fun and the J started well and got out in front of the rest of us who were trying everything to get clear air and get in phase with the wind shifts. It was anybody's race up to the windward mark and stayed that way through the next three legs.

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## What Sailors Think About When They Can't Sail

by Barton Hammond

This summer I was sailing a Beer Can race with **Ray Shull** and as we approached the starting line I wondered which direction he would take. Ray asked me to reach into the cabin and get a chart for him. He looked at the wind direction and then the chart and said "We going to E!". "Wow," I said, "could I have a copy of that chart?" He laughed and said something to the effect that I should figure it out for myself – "it would do you good!"

I had no idea how to pursue this. I wondered what was involved in the calculations. I'd been out of college for more than 30 years and hadn't used much math since. I couldn't remember the difference between a tangent and a cosine.

So I started researching. The first interesting web site was our own AYC. There I found two things that would help me. First, I found the map of AYC Racing Marks at [http://www.austinyachtclub.org/racing\\_info/marks](http://www.austinyachtclub.org/racing_info/marks) When I viewed the source I found the latitude and longitude of the marks I needed, namely E, K and B.

Next, also from the AYC site, was the weather page – <http://www.austinyachtclub.org/WX/details.htm> – where I found the current wind direction and speed. Of course it would be possible to write a mobile app that supported getting the current wind direction and speed using the capabilities of the phone but I didn't want to have to support all the different smart phones. I thought if I could plot the current best route given the speed and direction of the wind, that would be a good start.

Now that I had the latitude and longitude of the Beer Can marks, I needed to know two more things about the marks, the distance between them and the bearing between them all. I found this web site that provided that solution: <http://www.movable-type.co.uk/scripts/latlong.html>. I just plugged in my lats/longs and voila! – I got the distance and bearing.

This is where I got lost. I didn't quite understand, given all the information I had, what to do next. Could I use trig and figure the angles the boat would travel and guess at the speed? Should I assume constant speed in all wind directions? Surely I would go different speeds - but how should I guess-estimate that? What

Continued from page 10

Going downwind many boats were able to catch up to the leaders and the final mark rounding got tense with **Gary Payne** in the lead and me right behind. Gary had a little problem with his jib and we were able to sneak by him just after rounding the D mark and cover him all the way to the finish, taking our first finish horn ever at AYC in the S2. We corrected over the slower boats and managed to bring home a bottle of 81 proof anti-freeze for our efforts. I am winterizing myself now as I write this. This marks the third time I have won something in the Wild Turkey Regatta and I guess it just goes to show that with the right motivation you can accomplish a lot.

should I do about tacking, about land, low water, shifty winds, etc.

Luckily I found something that helped a lot. I found polar data for a Ranger 23 here: [http://www.arvelgentry.com/r23/r23\\_polars.pdf](http://www.arvelgentry.com/r23/r23_polars.pdf). I don't know anything about a Ranger 23 but it seemed about the right size boat for my purpose. And it gave me some data to work with – namely the boat speed at different True Wind Angles (TWA) for a given wind speed.

So now I had all the data I needed. I was able to write a very simple web app that works on either Chrome, Safari or Opera desktop browsers. It also works on iPhone because it uses the Safari browser. I'm not sure about the other desktop or mobile browsers.

There are three pages for the app. The first is a Google map that uses the wind speed/direction from the AYC weather page and plots the fastest route. You can change the speed and direction. There's also a button on the bottom ("Data") that takes you to a page which is a summary of all the speeds/wind direction and best routes. There are two buttons on this page, one which is to a line graph for all the wind directions at a specific wind speed. Note that S is the Start/Finish point. The "Map" button returns you to the map.

Note that I ignore changing land obstacles due to changes in level of water. I try to guess the route from Start/Finish to/from B & K. As you can see from the map plotting, I show the angles used to clear land obstacles when going in these directions. I assume constant wind. I did end up addressing tacking when heading less than 45 degrees. I fall off to 45 and then using trig figure out the two legs of the triangle. Though the Ranger 23 can sail windward at less than 45 degrees, for my solution, I ignored those angles.

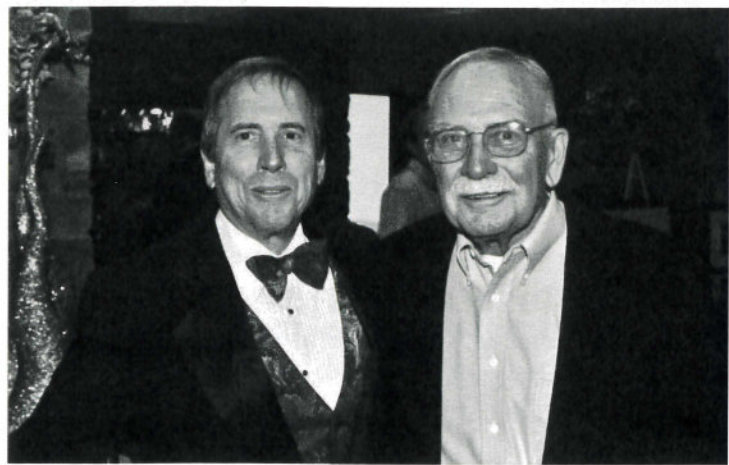
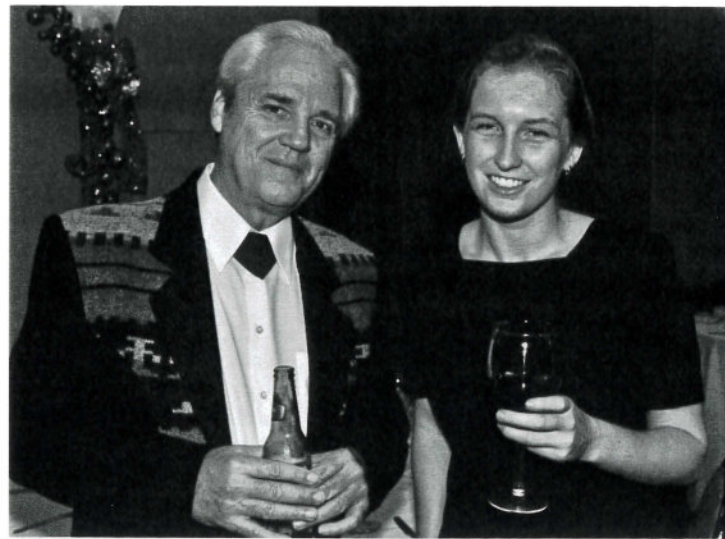
All the routes plotted are based on time – what is the fastest route? The fastest route is determined by looking at the possible paths for each route. The time to sail each path is calculated by dividing the distance by the boat speed. The boat speed is obtained from the polar tables using the TWA for the wind direction/speed.

You can view the AYC Beer Can Racer web app here: <http://acft.ws/bddq>. I hope you find the app informative and this discussion interesting. For those with a programming background, all the code is in the web app page, just View Source.

A special thanks to Ray Shull for answering my many questions and providing help in so many ways. Happy sailing!

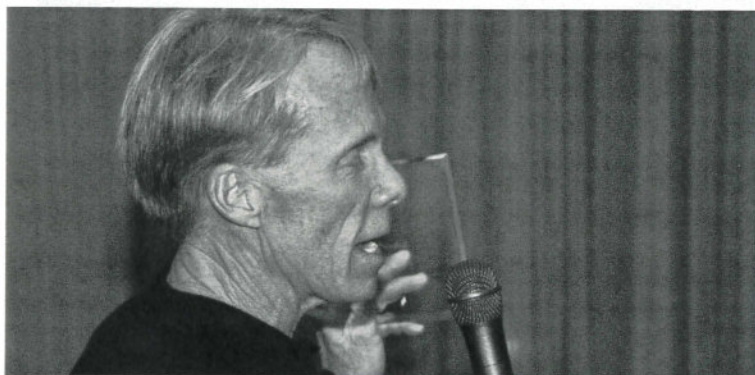
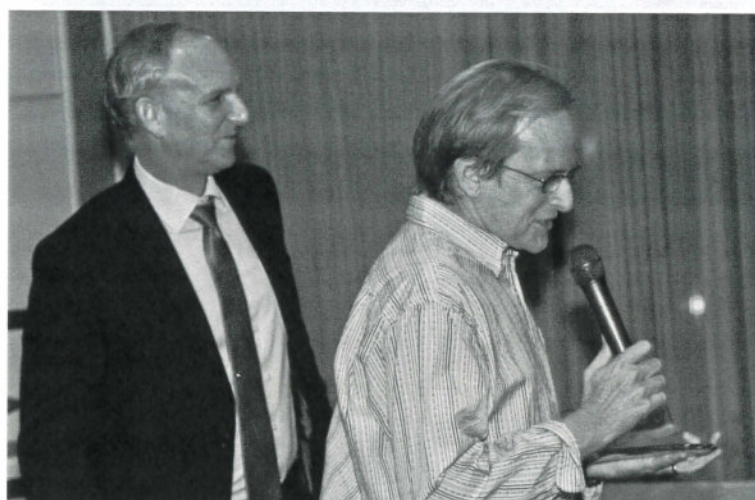


2011 Annual Banquet  
December 2  
The Oasis



More photos next page





## Socially Speaking

by Susie McDonald

The lake might be down and the weather crummy but that doesn't stop the social committee from planning and hosting some great dinners and events.

I would like to thank the 2011 committee for their dedication and hard work:

**Pat Manning, Molly Lewis, Margo Bower, Joan Houck, Jean Ford, Becky Kates, Katie Johnston, Jann Tyler, Dee O'Farrell, Caroline Parobek, Pam Wood, Lina Butler and of course, Terry McDermott.**

I would also like to thank the AYC office staff – we couldn't have done it without your help:

**Steve Hawks, Pam Radebaugh and Tom Cunningham.**

Last but definitely not least, thank you from all of us to the many AYC members who attended and enjoyed our events. We do this for you and it means the world to us that you enjoy.

Did I mention how much fun we have? It never seems like work.

### 2012 Plans

We will continue serving meals after series races, with the

exception of the first races of the series. We encourage the fleet captains to plan a fleet get-together after the first races. Beer will be served, as usual.

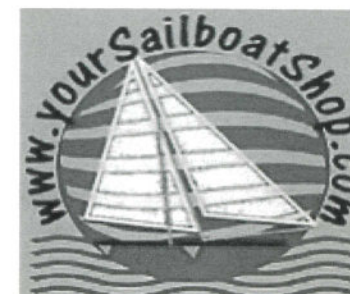
We are considering some options for "special events" – one possibility is a Super Bowl pot luck party. (We have been tasked with keeping costs down so you may see more pot lucks this year.) The social committee will be meeting in early January to hash out the details. Our goal is to provide food, entertainment and camaraderie regardless of lake and weather conditions.

There is a "summer party" this year and we will do our best to keep all attendees cool in the clubhouse during the event.

End of year events will include, of course, the annual membership meeting and annual banquet. More details to come later in 2012.

Just wanted to mention – the children's holiday party was a huge success thanks to **Coach Kate** and her team. 25 families – amazing! No doubt we'll see some new members from that group. And thank you, **Barry Thornton**, for being Santa Claus once again.

Happy New Year to all! Watch your email and the newsletter for information about social committee coming events.



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We appreciate all that the Austin Yacht Club has done to help promote sailing in this area, and are happy to announce a new program, which we hope will benefit both the Austin Yacht Club and its members.

### "SBS Savings Club"

**1<sup>st</sup> – All AYC members will save 10% on almost every part and accessory we sell.**

**2<sup>nd</sup> – AYC will get a "Gift Certificate" equal to up to 10% of all of the AYC individual members total purchases. AYC can use the "Gift Certificate" to purchase equipment for its Youth Program or any other program you want.**

**3<sup>rd</sup> – To help jump-start the program, we at the Sailboat Shop have sent a "Gift Certificate of \$50 to the Club.**

All you have to do to participate is to go to our new website and create a **NEW** account at

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