



## REMEMBER WHEN...

### INSIDE THIS ISSUE

Turnback Canyon  
Regatta

Melges World  
Championship

Summer Series Recaps

Alexandra Mares Wins  
Girls' Opti Championship

Open House/Demo Day

- PLUS -

Commodore's Report  
Fleet Captain Reports  
Committee Reports



**SAVE THE DATE**  
Potluck Dinner and  
Ice Cream Social  
6/18/11

Independence Cup  
Regatta 7/2/11

Luau  
8/27/11



Photo by Bill Records

**July 13, 2007**



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

## NEWSLETTER

Susie McDonald, Editor  
E-Mail submissions by 5th of month to:  
[ghowiellc@aol.com](mailto: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](mailto:fleet_commander@austinyachtclub.net)  
[buildings\\_grounds@austinyachtclub.net](mailto:buildings_grounds@austinyachtclub.net)  
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[secretary@austinyachtclub.net](mailto:secretary@austinyachtclub.net)  
[treasurer@austinyachtclub.net](mailto:treasurer@austinyachtclub.net)

## AYC 2011 RACE CALENDAR

June 4	Summer Series Race Day #3 (RC SC-21)
June 11	Summer Series Race Day #4 (RC Ensign)
June 18	Summer Series Race Day #4 (RC Catalina 22)
July 2	Independence Cup Regatta
September 10	Late Summer Series Race Day #1 (FWS 4:00P, RC Multi-Hull)
September 17	Late Summer Series Race Day #2 (RC PHRF A)
September 24	Late Summer Series Race Day #3 (PHRF B)
October 1-2	AYC Governor's Cup Regatta
October 16	Fall Series Race Day #1 (FWC 1:30P, RC Non-Spinnaker)
October 23	Fall Series Race Day #2 (RC J-22)
October 30	Fall Series Race Day #3 (RC Ensign)

## AYC NON-RACING EVENTS

June 4	PB&J Junior Sailing Camp
June 4	Learn to Sail - Centerboard Sailboats Clinic
June 6 - 10	Week #1 - Junior Sailing Camp
June 11	PB&J Junior Sailing Camp
June 13 - 17	Week #2 - Junior Sailing Camp
June 18	PB&J Junior Sailing Camp
June 18	End-of-Series Pot Luck Dinner and Ice Cream Social
June 20 - 24	Week #3 - Junior Sailing Camp
June 23	AYC Board Meeting (7:30P AYC Clubhouse)
June 25	PB&J Junior Sailing Camp
June 27 - July 1	Week #4 - Junior Sailing Camp
July 9	PB&J Junior Sailing Camp
July 16	PB&J Junior Sailing Camp
July 23	PB&J Junior Sailing Camp
July 30	PB&J Junior Sailing Camp
August 6	PB&J Junior Sailing Camp
August 20	PB&J Junior Sailing Camp
August 27	PB&J Junior Sailing Camp
August 27	Luau
September 24	Keelboat Sailing Clinic #2
October 22	Women's Sailing Camp

You may now sign up online for series races through "Regatta Network."



## Club Announcements

### 2012 Board of Directors Nominations

The Nomination Committee is soliciting nominations for the 2012 Board of Directors. Please email your nominations to committee chair Steve Eller at [steve.eller.tx@gmail.com](mailto:steve.eller.tx@gmail.com).



### Boat Registration

AYC House Rule #6 requires that "All members shall obey County, State, and Federal laws that apply to the operation of the Club."

The Texas Administrative Code, Title 31, Part 2, Chapter 53, Subchapter E, Rule 53.90 reads as follows:

(a) Documented vessels are required to display the registration validation sticker on both sides of the bow and maintain current documentation through the United States Coast Guard or display the state-assigned TX numbering series with the decal. Commercial vessels used in coastal shipping and vessels exceeding 115 feet in length are exempt from registration requirements.

(b) Vessels registered as antique boats are permitted to display the registration validation sticker on the left portion of the windshield. In the absence of a windshield, the registration validation sticker must be attached to the certificate of number and made available for inspection when the boat is operated on public water.

The following vessels (when on Texas public water) are required by law to have current registration. This includes vessels that are docked or moored:

- All motorized boats, regardless of length (motorized boats include boats propelled by a trolling motor);
- All sailboats 14 feet in length or longer or any sailboat with an auxiliary engine(s); and
- USCG Documented vessels.

Exempted vessels — All (non-motorized) canoes, kayaks, punts, rowboats, or rubber rafts (regardless of length) when paddled, poled, or oared; sailboats under 14 feet in length when windblown; USCG documented commercial vessels used in coastal shipping; and USCG documented vessels exceeding 115 feet in length.

Information on renewing or obtaining registration for your boat can be found on the Texas Parks and Wildlife Department's website at [www.tpwd.state.tx.us](http://www.tpwd.state.tx.us).



### Use of Clubhouse Refrigerators and Pantries

The clubhouse kitchen refrigerator is available to all club members. We ask that you clearly label all food items and only place food in the refrigerator that you plan to use. If you have leftover food from a picnic or other event, please take it home. Do not assume your leftovers will be used; chances are, they will spoil and be wasted. The same holds true for the back refrigerator.

The pantries are storage areas for non-perishables. Packages of items like chips and cereal are temptations for uninvited, 4-legged furry guests (and we're not talking about sailors). If you use the pantries for storage, please label all items and please store perishables at home.

## From The Commodore by Jim Tillinghast



### May the Month Be Over!

May brought us a lot – higher than normal breezes, an exciting Turnback Canyon Regatta, dropping lake levels and perhaps a candidate, or two, for this year's Blue Duck honors!

Wind has been great for racing almost the entire month, maybe too great! Contrasting last year's Turnback flotilla motoring and towing up the lake to find decent wind, this year the wind found us – big time! Now I've raced many Turnbacks, where a squall would be the norm during the race, or a thunderstorm would rake Bar-K at 2:00 a.m., but this year has to rank at the top of the list for the most challenging Turnback Canyon Regatta I've ever participated in! And as RC, I didn't even put a sail up!

Compare a 30+ knot gust or two in a late afternoon storm that lasts 30 minutes to 48 hours of sustained 20 knot winds with frequent gusts well over 30 knots! This was at best brutal, and I admire all participants for their tenacity, skill and pure guts for finishing this memorable Regatta! And, mostly, in one piece!

And thanks, too, to **Brad and Susan Davis** and all the **RC crew** for keeping the event safe, first and foremost, and as fun as possible given the conditions and limited resources. We were down one chase boat because it, well, had recently been "down" in more literal manner. More below.

With close to 40 boats racing, breakdowns were surprisingly few – two dismasted boats and a few blown sails, knockdowns and occasional round ups. No serious injuries, but a couple of rescues and tows, including one very frightened labradoodle!

### The Sinking of SC-21 "Cloud 9" and Chase 3

Many of you now have heard about the incident on May 22 when a SC-21 was involved in a collision during a series race, began taking on water and sank, taking down with it our Chase 3 RC boat, which was attempting to rescue it. The great news is that no one was injured. The good news is that both boats have been recovered and are now back on dry land.

The main take away is that **Bruce McDonald** and the Board are revamping both our power boat handling and race management training and certification process to ensure that an incident like this does not occur again. AYC will be significantly tightening our RC procedures regarding boat handling, race management and rescue procedures.

### New Docks and Decreasing Lake Levels

Using a phrase taught to me by one of my oldest and respected mentors, it is "intuitively obvious" that the lake level is dropping – fast! Since my May Telltale column, the lake has dropped some five feet to under 650 msl, almost three feet lower than LCRA's own forecast of two weeks ago! So the summer and fall are not looking good as far as dock positioning goes. Just as our new Dock 3 is due to be delivered, we are faced with bringing all docks on the point parallel to shore in the July-August time frame. **Tom Groll** will be sending out alerts to all Dock 3 slip holders to be ready to move your boat to the new Dock 3 once it is in the water and positioned. Stay tuned!

### End of Summer Series

The last race of the Summer Series is June 18. Be there to join the race activities and celebrate with an end of series pot luck dinner and ice cream social! Check the AYC website or look for your evite for more details!



## Vice Commodore Report

by Johannes Brinkmann



### Judgment Day 2011 SC-21 & Chase 3 Saved in Rapture

For those of you who doubted the prediction that the worthy would be called to Heaven on May 21, 2011, you have been proven wrong. It should be clear to everyone why the chase boat was chosen. After all, Chase 3 was part of the Race Committee on that fateful day, and there can be no higher calling than

that at AYC. But the rest of our fleets should all be asking themselves why only the SC-21 was called. What have our other fleets been doing while the SC-21 fleet was blazing their trail to Rapture and Heaven? What duties have we shirked? Why were we left behind?

Being a member of the C-22 sect, and thereby already condemned to wallow in Purgatory at least twice as long as most others, I cannot risk further damnation by trying to answer the questions posed. I will do my duty though, and report the events as I saw them on that fateful day in May.

And a beautiful day it was: SE Winds 15 to 20, puffy clouds, a mild thunderhead safely skirting the lake to the Northeast. We're on our second spinnaker run of a W-2 leading the fleet, feeling guilt-free and fine, when I look over to the finish line and see the RC boat, apparently adrift, 100 yards downwind of the finish line. We figured they were having anchor trouble, and our thoughts quickly turned elsewhere as we had our hands full with raising the jib, dousing the spinnaker and rounding the leeward mark.

Meanwhile, elsewhere on the race course, the astute apostle **John Bartlett** of the J-80 denomination observed a port-starboard situation in the SC-21 fleet that was resolved with a very audible and resounding bang. About the same time the **brothers Dwight** of the J-22 order were heading back into the harbor, because they didn't feel worthy to continue using their brand new sails in such a stiff breeze. The **brothers Dwight** radioed the high priests of the RC to inform them of their abandonment, and from the rapturous and excited chatter that they received in reply, they decided it would be a very good idea to jump into Chase 1 with **Saint Steve Hawks** and speed back out to the race course!

As we tacked over to starboard to head to the finish, our faith in the RC was shaken by what we saw. The RC flag was flying and we assumed we'd finish between the RC boat and Chase 1. Then, we were confused by the orange buoy floating to windward of chase 1, just as the RC boat lowered the RC flag. Now we assumed we had to finish between the chase boat and the orange buoy, but we wondered why the chase boat wasn't flying an RC flag. Then, as we approached what we thought was the finish line and our rightful bullet, the entire Race Committee plus the normally mild mannered **Saint Steve Hawks** began yelling hellfire and damnation at us, telling us we were banished from the race forever!

It was then that we realized we had sinned. We weren't quite sure what we had done, so we approached other lost souls on a nearby boat and soon concluded that since the **Dwight** J-22 had vanished and the brothers were last seen in the middle of the lake on Chase 1, their J-22 must have sunk!

Only after confessing our guilt and clearing our heads with a large dose of the highest quality C-22 Margarita did we learn that the SC-21 Cloud 9 had punctured herself in her altercation with **Friar Pat Feagin's** vessel. Then, seeing the opportunity for Rapture, the two J-24 denomination members who were running Chase 3 tied a tow line to the floundering Cloud 9. As they toiled to tow Cloud 9 to shallow water she capsized, and her crew abandoned her. In their efforts to ensure that everyone in the

water was okay, Chase 3's J-24 crew took their eye off the tow line for a moment too long, and soon Chase 3 joined the rapturous fate of Cloud 9, one hundred and forty feet under the lake's surface.

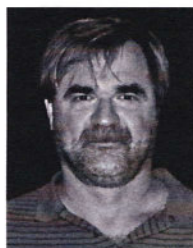
In the aftermath of these momentous events, it has been rumored that a new cult has formed in the J-24 denomination: The Cult of Blue Duck Worship!

This account is based entirely on partial observations, rumor and half truths. The author takes no responsibility for the inaccuracy hereof, and apologizes in advance to all those who are offended by the liberties taken.

Faithfully Submitted,  
Johannes Brinkmann

## Harbor Commander Report

by Tom Groll



### Dock Replacement Update

Dock 3 is scheduled for delivery June 16. We're just waiting for the deck tiles to arrive so the dock can be completed. When the new dock arrives, it will be anchored just east of Dock 4. If you have a boat on Dock 3 you should be prepared to transfer your boat to the new dock as soon as your slip is available.

The old Dock 3 will remain in its current position until all of the boats have been moved, but we need to get the old dock out of the harbor as soon as possible after the new dock arrives, so please make arrangements to move your boat when the time comes.

The way the lake level is dropping, it should be expected that the new Dock 1 will also be anchored east of the Point. Slip holders with hydro-hoists on Dock 1 need to remove their hydro-hoist from the dock no later than when the new dock arrives so that the old dock can be promptly removed from the harbor. A delivery date will be provided as the time draws nearer.

### Storage Space

As of this date there are 10 dry slips, six board boat slips, and four wet slips available.

### Storage requests

We are working on creating an online form to be used for requesting and/or relinquishing storage space at the Club. The intent of using an online form is to improve the completeness and accuracy of storage requests. Our current method of filling out the paper forms found in the office has proven to be very deficient since most people do not provide complete information regarding their request. For example, if you have a dry slip and request a wet slip, you need to indicate whether or not you want to keep the dry slip in addition to the wet slip, or if you want to relinquish the dry slip. It could be several months before the online form is available, so in the meantime please be sure to fill out all of the information on the storage request forms and clearly indicate your intentions as to which slips/storage spaces you expect to be billed for when your request is granted.

Another boat/trailer-storage-related problem we are trying to get a handle on is the number of boats/trailers that are improperly stored at the Club. Boats and trailers that are not stored in their assigned space will be identified and the owners will be notified to correct the situation. The dry out area is limited to 30 days storage; after that your boat and/or trailer must be moved to its proper location. Work area spaces must be reserved in advance and the allowable timeframe must be adhered to.

*continued on page 5*



continued from page 4

There are many boats and trailers stored on the Point and by the launch ramps. You must have permission to store your equipment in these locations. If you do not have temporary storage rights you will be notified to move your boat and/or trailer to its proper location. The trailer parking area will soon be reorganized to accommodate our policy that trailer storage is to be paid for. This policy was established in 2009, but has not been enacted yet. Please be responsible and do your part to store your boats and trailers properly.

### Dock Moves

As the drought continues, by the time the new Dock 1 arrives it should be expected that Dock 1 and/or Dock 2 will need to be taken out of the harbor and anchored east of the Point. Around the time the lake level approaches 640' we will have to turn Docks 4, 5 & 6 parallel to the shore. The schedule for the next dock move party will be announced soon.



### Proposed Harbor Plan

If you have been to the Club recently, you probably have seen exhibits of a proposed harbor configuration plan hanging in the clubhouse. This plan is the evolution of the conceptual dock plan presented to the LCRA in March, at which time they clearly expressed their support of the potential changes. There will be a motion presented at the June board meeting to formally adopt the proposed plan and to commit funds to the continued development and ultimate execution of a new harbor configuration. There will also be motions presented to commit funds to the design, permitting and construction of improved access to the docks. You are encouraged to provide input on these matters prior to the board meeting.

One of the primary objectives of changing the harbor configuration is to minimize the amount of dock moves necessary to respond to lake level fluctuations. If you have studied the proposed plan you may have noticed that it results in fewer wet slips than we currently have. While it is not appropriate to say how many fewer slips there will be until more details are worked out, it should be generally accepted that to make the docks fit in the harbor will require a reduction in the total number of slips. So, the next obvious question is: who gets a slip and who does not? Slip space priority will be given to those members who actively race their boats, and to those who have exhibited their commitment to the Club through their volunteer efforts and participation in Club functions. Those members who do not race frequently or do not regularly participate in Club activities will be the first ones asked to relinquish their slip space and will be given the lowest priority for re-assignment.



Scenes from the Dock Move  
Photos by Bill Records

## MARK YOUR CALENDAR: Independence Cup Regatta JULY 2, 2011



Photos by Bruce McDonald





## Building & Grounds Report by Fred Ford



Well, here we are at the beginning of the "Too hot to sail" season. I notice that after a race people are holding "grog fests" in the cool lake waters off the stern of their boats.

The good news is that our pool is up and running and performing quite well with its new filter, pump, tile and plaster. The new pool furniture arrived on schedule with one minor glitch ... we are missing four chairs. We are

working with UPS and the supplier to sort out the misstep. Note that all the furniture is commercial grade and satisfies code requirements for use up to 300 pounds ... with care we should get a service life of approximately six years. Several of you have asked about umbrellas. Yes, we have them and they will be installed the second week of June using new umbrella stands. Our existing umbrella stands proved inadequate for safe use.



**Steve Brown** did a very nice repair on the office doorstep and **John Saunders** coordinated the pool furniture delivery along with **Steve Hawks** and **Tom Cunningham**. While the committee was hard at work, Jean and I chartered a barge in the UK and cruised the old canal system from England into Wales...great fun and good timing.

For June, the Buildings and Grounds committee (**Steve Brown**, **John Saunders**, **Bill Boas** and me) will be rescreening the shelters and setting the septic alarm posts. Committee member **Garett Kates** is in Tennessee working on disaster relief. If all goes well, as in available funds, we may be making a few changes to the clubhouse galley.

Speaking of the galley, are we not the most fortunate club to have such an active Social Committee providing wonderful post race buffets? B&G supports your efforts and will try to make things easier in the galley. To our Beer Can chefs...I have not forgotten you. You will get your extra light. Keep those burgers coming.

**Fred Schroth** of Schroth Fiberglass will be completing work on re-rigging the taller mast hoist.

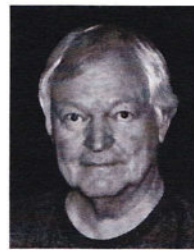
Look for new trash receptacles at the ramp accesses to the clubhouse. I have located a source and the receptacles should be installed by the end of June.

I have been thinking a lot about the playground. I would like to update it

and make it a safe and enjoyable place for our children and grandchildren. It will take some money and effort on our part ... as in volunteers and fund raising. I need some ideas from members who have young children. Specifically, I would like ideas on what is needed and some clever ways to fund the project. If you have an idea, a concept or would like to help on a playground committee ... please email me via the Club link on the AYC website. I cannot promise anything, but would like to start the process and need input from those of you who have young children.

Thank you for your continued support in making our facilities a clean, safe and pleasant place to spend time with friends and family.

## Sail Training Report by Bill Records



On May 14 we had our most successful Learn to Sail Keelboat Clinic. Twenty six new sailors attended the class, including a father and his son. We have noticed that a lot of the people taking the clinics have young families, so we steer them to our junior program. We are also seeing people taking more than one clinic, meaning that their interest in sailing is growing.

Many thanks to the following instructors who provided their boats and knowledge to make this a great class: **Bob Stephens**, **Colin Popescue**, **Chris Thompson**, **Vic Manning**, **Fred Ford** and **Elliot Bray**.

The Roadrunners had a extensive work party on May 22. The Rylander Dock was spiffed up and the Optis, Picos, and Sunfish were brought up to par in anticipation of summer camps. Thanks goes to those attending the work party: **Matt Fuller**, **Dave Gamble**, **Tracey Henson**, **Maya Gamble**, **Kelly Hawk**, **Marcy Berbrick**, **Jeff Berbrick**, **Alex Berbrick**, **Phillipe Bettler**, **Austin Dwight**, **Matt Gibbons**, and **Gus Gamble**. Since the Roadrunners have formally become a fleet at AYC, their participation and service to the Club has been remarkable. I would like to thank everyone involved, too numerous to list here!

The Open House/Demo Day was a huge success resulting in people signing up for our clinics as well as camps. **Ted Owens** and his committee planned and executed a great event.

On June 4 we held our Centerboard Clinic and 25 attended. This is always a somewhat difficult and chaotic undertaking. Since the boats are small, it requires more boats and instructors. I want to thank the instructors for their help and patience with these new sailors. **Charlie Arnold** and **Nathan Dwight** took a group out on a Flying Scott, with Charlie demonstrating a new way to "hike out". **Jennifer Loehlin** took a group on her Harpoon. **Erin Hawk** showed the class the capsized drill and made it look easy. **Tracey Hawk**, **Kate Noble**, and **Erin Hawk** instructed on FJs. **Steve Brown**, **Gary Payne**, **Bill Coletti**, **John Grzinich**, and **Bob Stephens** worked with the students on Picos and Sunfish. Steve even found one of the dock cables. We were wondering where it was! Thanks to **Brett Wunderlich** for bringing his Thistle out on short notice. **Linda McDavitt** provided individual coaching from the skiff and assisted in minor rescues. Thanks goes to **Trey Clawson** for providing assistance from a kayak. He spent most of the time pulling boats off of the lee shore! During the after sail wrap-up, most were anxious for the next opportunity to learn.

No clinics are scheduled for July and August. The next clinics will be the Keel Boat Clinic on September 24 and the Women's Camp on October 22. Private and semi-private classes will be available by appointment this Summer. Send inquiries to [sail\\_training@austinyachtclub.org](mailto:sail_training@austinyachtclub.org).





photos by Bill Records

## RoadRunners



## Sail Training

## Centerboard Clinic



photo by John Gryzinich







## Save the Date!

August 27, 2011

6:00 p.m.

**PIG ROAST!**  
**HAWAIIAN FOOD!**  
**MUSIC!**  
**DANCING!**

Cooks, servers, decorators, clean-up crews needed. Support the Social Committee and sign up!

*[ghowiellc@aol.com](mailto:ghowiellc@aol.com)*

Want to stay overnight?  
Cabins are available. Call the office.

**2011 AYC LUAU**



## Alexandra Mares

### Wins Girls Opti Championship

Alexandra Mares won the coveted 2011 Texas Girls State Championship in Blue Fleet at the Texas Sailing Association "Silly String" Regatta at Grapevine Sailing Club on May 21-22, 2011.

The wind gusted to 31 knots and Race Committee ran 10 races in the Opti Red/White/Blue fleet over two days; each race had an Olympic race course and one was even an O2, the "I" flag was flying during most races so the sailors knew the penalties were severe, and there were plenty of individual and general recalls.

Alexandra raced against two sailors on the U.S. National Team and five or six others who were Team Trials Qualified and expecting invitations to International Teams this year. So, it was challenging and there was great competition! There were 26 Opti sailors in Red/White/Blue and Alexandra won 9th place overall after two days of racing in these conditions.

This is a perpetual trophy, her name will be inscribed in it, and she will be presented with a plate at the Houston Nationals in July. There were two 2011 Texas Girls State Championship awards this year – one in Blue Fleet and one in White Fleet. The girl who won the White Fleet trophy is from Houston Yacht Club.

So, we now have the 2011 Texas Girls State Champion in Blue Fleet at AYC! This means, at age 12, Alexandra is the fastest girl Opti sailor in Texas in the 11-12 age range. Congratulations, Alexandra! We're proud of you!



photo by Yolanda Mares

Alexandra receives her trophy after winning the 2011 Texas Girls State Championship in Blue Fleet. She was still wearing her green Zinca warpaint when she accepted the trophy from a representative of Grapevine Sailing Club.

## PBJ June

### by Doug Kern

#### Another Round of Learn-to-Sail Classes

Lots of smiling faces at the first day of PBJ sailing on June 4, thanks to perfect, light breezes and warm water. The kids learned how to steer, trim the sail and many went for a first-time ride on the water. Here are some photos from day one.



photos submitted by Doug Kern





## Keel Fleet News

by JoAnn Welles

Keel Fleet has been active, with Summer Series and Friday night Beer Cans ongoing, and of course, Turnback Canyon Regatta. The lake is still high enough to sail but going down fast, providing an incentive for all of us to sail while we can. Keller's Point is a major obstruction for those who haven't experienced a dropping lake before, or those of us with short memories. It's always hard to remember that it curves toward the dam so much, but those stakes, rocks, and brown water should be a good clue.

### Summer Series

Summer series continues, with three weekends completed as of this writing. A and B fleets finished races the first week of the series but the second was the 'drowning of the committee boat' fiasco. Non-spinnaker had committee duty the first week, and we'll never forget that J-24s had duty the second week. Has a whole fleet ever 'won' a blue duck before? The third week had moderate breezes – what a change. All keel fleets



were active, but with only 10 boats total. A fleet had two races, with **Claude Welles** barely taking 1st in the first race, and **Brent Schwan** winning the second. **Chris Hargett** continued his winning ways in B fleet with his Wavelength 24, Shocker. Chris' genoa is impressive when seen from a boat with a small jib! The big boats dominated the non-spinnaker fleet; **Dane Ohe** took 1st in his Pearson 31 followed by **Damon Galloway** in his Hunter 30.

### Beer Can Races

Beer Cans have been well attended, with plenty of wind making the hot evenings enjoyable. There have been a lot of non-spinnaker boats on Friday nights, with normally serious racers taking advantage of the casual race environment to take on new crew, introduce non-sailing friends to our sport, or have a family sail. That's what Friday nights are all about. Ensigns have been the big winners on the race course but everyone who's come out seems to be enjoying the evenings.

### Turnback Canyon Regatta

The Turnback Canyon regatta was held in extraordinarily stiff 'breezes'. **Brad and Susan Davis** did an excellent job of organizing the regatta and getting sponsorships, helping to defray costs. There were many 'gimmes' for registrants – most skippers were surprised to find a free hat and beer(!) in their skipper bags. With so many AYC sailors now racing boats that aren't comfortable to sleep on, it's hard to get the number of competitors necessary to overcome the expenses associated with this type of long distance race. Brad and Susan are to be commended for their efforts. All competitors got their money's worth in wind and

hopefully fun. Many keel fleeters helped with the regatta, doing registration, Race Committee and food.

Each day the regatta had more starters than finishers due to bruising winds with gusts in the 30s and even 40s. There were six registrations for the cruising class but only two finishers on the way there. Everyone made it home safely, though. Spinnaker A had five competitors, with **Ray Shull** winning in his J-29 Mostly Harmless and **Jim Hensen's** Hobie 33 Red coming in 2nd. Red won the Levins Trophy for fastest corrected time to Turnback. Rumor has it that one skipper spent some time swimming just after the start – the result of a particularly bad spinnaker broach. Spinnaker B had six competitors and was won by **David and Molly Lewis** in their San Juan 7.7 Vitamin Sea, with **Jon Nash** in his Pearson Flyer Namaste coming in 2nd. In Non-Spinnaker A, there were seven competitors, with **Damon Galloway** in his Hunter 30 Overkeel the winner, **Kurt Gustafson** in his 30 footer Dancer coming in 2nd, and **Linda Donovan** in her Hunter 28.5 Far Away in 3rd. Non-Spin B also had seven competitors, with **Chris Thompson** in his Erickson 27 Three Hour Crewz winning, **Jim Dower's** Catalina 250 Gemini coming in 2nd, and **Robert Anderson's** Catalina 250 Flying Cloud taking a 3rd.

The winning sailors were asked to give their insight on the regatta. If you missed it, you'll get a real feel for the regatta from these viewpoints!

### Turnback Canyon 2011, Spinnaker A, from Ray Shull's Perspective



**Sandra Helin, Rebecca Kainer, Pat Feagin, Bobby Crouch, Rob Stivers, Will Shull and Will's friend Trey** (both visiting from northern Missouri just for Turnback Canyon) joined me (Ray Shull) on my J-29 – Mostly Harmless – for the Regatta. We were glad to see another J-29 – Jammin, guest skippered by **Chris Lombardo**. Other competitors were the venerable **Henson/Vaughan** team on their Hobie 33 – Red, the lake's new Beneteau First 35 – Voodoo, helmed by **Robert Barlow**, and **Jim Hendrickson's** 11 Meter – Warrior.

Our fleet started well with every boat close to the line and spinnakers up and flying as we started the journey up the lake. Our first adventure on Mostly Harmless occurred at "B" mark, when a reluctant spinnaker halyard didn't want to release and we went for what seemed like several minutes before it could be retrieved. That put us a little behind the leaders at the next mark, channel marker 9. However, the next leg was entirely upwind with the strong, random roaring down the lake fetch from Arkansas Bend. This is the J-29's strong point of sailing, and by the time we reached channel marker 12, we were overlapped with Voodoo and just behind Red. We stayed in this order until the run from Anderson Bend to Thurman Bend. There we passed Voodoo when they delayed their spinnaker set for awhile in the heavy winds. Red stretched out a bit in the conditions that were tailor-made for the offwind Hobie 33 speedster. At Thurman Bend, marker 22, we again had a spinnaker halyard that just didn't seem to want to stop flying the chute even when we wanted it to come down. We finally

*continued on page 11*



*continued from page 10*

determined the cause of this problem after another several-minute delay. The final legs to the finish were the typical Turnback Canyon reaches this year – several minutes of moderate jib reaching, followed by a tremendous blast of wind with just a moment's warning that would attempt to lay the boat over on its side, then a gradual lessening of the wind. This scenario was repeated several hundred times during the weekend.

The finish at Lago Vista was a spectacular dead downwind run under spinnaker in 20-30 mph of wind. As we barreled our way across the finish, I'm sure the finish chase boat hoped we could keep the boat under control at least until we were past them.

The start Sunday was again a wild start in lots of wind. Just as we wound in the port jib sheet for a well-timed start, the jib attachment knot decided it was working too hard and let go just as the starting gun fired. We started with just the main pulling, with the jib wildly flogging and me looking for a safe time to tack to port so we could reattach the port side sheet. We finally were able to do this and trim both sails in but were behind all the boats in our class. We caught a couple of good wind shifts in the narrow lake after the start, and before the first right-hand lake bend were back with the leaders pack of A-Fleet. We had our hands full holding off the larger Beneteau 35, and several times they were right on our stern and appeared to be ready to roll right over us with the next puff. Fortunately, every other puff was so strong that they would heel over so far that they would slow down just enough so they couldn't pass us. We held them off to Baldwin Bend with Red coming up from behind. Right after Baldwin Bend, we tacked to pass mark 25 on the proper side. We noticed that Voodoo didn't seem to recognize this mark of the course and sailed past it without rounding it. As we came close to them shortly after this, we told them about missing the mark. They quickly checked their sailing instructions and turned around to correct their mistake. This gave us a nice lead on the other A-Fleet boats, with Red the closest boat. We held Red off to nearly Lakeway, when they took advantage of the reaching conditions and passed us. We arrived at Arkansas Bend and debated on whether or not to use the spinnaker in the strong winds, probably 25 mph and gusty. We decided that with Red sailing non-spinnaker (they said later that the only parts left of their spinnaker from Saturday were the luff and foot tapes), we had a good chance to close the gap on them. We set our spinnaker after jibing to port and rode the puffs toward the highline. We executed the high-wind jibe without any problems and made it to marker 9 just a couple of minutes after Red. We knew we could hold that distance on them on the windward legs back to the finish in these conditions. The finish leg from B to the finish was probably the windiest leg of the regatta, certainly the biggest chop. I just kept thanking the J-29 for being such a big, tough boat in these conditions and **John Bartlett** for delivering my new 110% jib a few weeks earlier that was perfect for these conditions. We crossed the line knowing we had won the race, our class for the regatta, and had survived Turnback once again.

#### **Turnback Canyon 2011, Spinnaker B, from David and Molly Lewis' Perspective**

It was the anti-Turnback – Turnback through the looking glass – Turnback in a parallel universe. A long history of bobbing drifters and torrential rain storms that have come to epitomize Turnback Canyon Regatta was turned upside down and inside out this year with two days of howling wind – gusting over 40 mph both days – blowing the proverbial dog off the chain. And no rain. Not a drop. Not in the middle of the night; not in the middle of the race; no rain at all. And no lightning the whole weekend. It must be global weirding.

It wasn't a race for the faint of heart. It was a race that separated the casual sailors from the crazy people – the casual sailors stayed home and it seems

they knew what they were doing. Those who sailed or attempted to sail didn't even get to do too much beer drinking. Staying upright took more than its usual effort and attention. They didn't get to do too much socializing either. It's hard to carry on a conversation when you have to scream to be heard over the wind noise and the crashing of waves breaking over the bow. Okay, that's an exaggeration, but it was an intense weekend.



*photo by Bill Records*

And thinking back on the race, the first few miles of the race back on Sunday might have been the most intense of all. At 30 feet below full pool level, the lake was even narrower than usual at the starting line, and the sustained wind speeds were already in the high teens and twenties – lots of boats in a small area with not a lot of room to maneuver in a whole lot of wind. And after the start, the intensity didn't slack off much. The first few miles we were sailing hard to weather, tacking from one side of the lake to the other. Keeping a very close eye on other boats on the opposite tack was even more critical than usual, knowing that a last minute emergency tack was not a maneuver that you wanted to make in that wind, and also knowing that ducking had to be planned well in advance because it was so hard to turn down. Being anywhere close and to windward of another boat was courting disaster, because you never knew when they were going to round up hard in a 30 knot gust. It's the kind of racing that feels really great when it's over. And, in retrospect, was actually pretty fun and probably made us all a little bit better sailors (or at least more experienced!).

The crew of Vitamin Sea – **Jerry Rabun, Brandon Kearby, Linda Asaf and Sean Gingras** – learned the distinct advantage of having a higher handicap than other boats in their fleet in this kind of wind. With boats in front of them the entire race, they could see who was able to carry a spinnaker (or not), and they at least got a little warning about what was coming up ahead on the course. In the end, though, that almost didn't matter. It turned out to be more of a test of endurance (or possibly a measure of insanity) than anything. Only two Spinnaker B boats finished the race on Sunday, with Vitamin Sea taking first, and Namaste taking second.

#### **Turnback Canyon 2011, Non-Spinnaker B, from Chris Thompson's Perspective**

First off, thanks to my outstanding helmsman and decade-long sailing buddy, **Chris Thomas** (C2); his deft handling of the main sheet (from our Catalina 22 days) kept us powered up when the wind allowed and fended off the gusts to avoid any major breakages! Now on with our yarn...

First start – clean air and a downwind run – awesome. But wait, over 10 minutes in, we're alone at U-Flot'em and there's no one started behind us. Let's double check... #1 flag was switched, we heard countdown and horn as we were right by the start boat at 10:36, didn't hear a recall horn, what bleeping channel on the radio? (not in SI, forgot to verify) – crap, we better go back.

*continued on page 12*



Upwind back to the start boat – oh wait, here comes the boats in our start, now the second start... what the \*&\$%! Round the start boat and verify our start group at 11:05. Drat the luck, now we're 15 minutes behind. The chase was on!



photo by Bruce McDonald

The choice to "go big or stay at home" in relation to sails (150 jib and no reef) allowed us to make up the lost time on our A start group and a number of boats in the B group also. "Three Hour Crewz" loves reaching on a big wind and had us back in the mix by Hurst harbor! It also provided for lots of winch grinding and a "tennis ball in the clothes dryer" ride for the cabin wench (my job too). By Briarcliff we were dogging the slower B group starters to the finish. Anchor set on first toss, a nap, some food, drink, socializing, and music – man, what a great and challenging day!

Sunday's start had two of the six boats on the line with breakage and attrition withering the field. Girded for the upwind grind we bounded back and forth between the cliffs and tried to reel in the second place Catalina 250 that had beat us off the line and was pointing better. As we were finally gaining ground coming into Lakeway, the 250 cuts the corner, forgetting the marker (#18). As they sailed onward we correct course to the mark. As we pass through the "hole" at Lakeway and hit a good beam reach, the 250 realizes its mistake and sails the half mile back to the mark. Too late! A ride through the power boat induced washing machine, a few more tacks through the whitecaps, then on to collect our valuable prize! A race and weekend to remember, for sure!



photo submitted by Chris Thompson

*The view behind us from the finish line.*

## Ensign Fleet News

by Tom Groll

In the last Telltale article it was pointed out that due to the combined start of Ensigns, South Coasts and Catalinas, there were impressive numbers of boats registering for the series. But registering and actually showing up are two different things. Hooray for the Ensign Fleet who actually showed up and raced compared to some other fleets who only made it as far as registration. Once again we have shown that the Ensigns are one of the stronger fleets in the Club. Let's keep up the good work and great racing.

And speaking of great racing, how about the beginning of the Summer Series!!! We've had good attendance and some really competitive racing. There were seven Ensigns on the line and I think that at one point or another just about every one of us was in the lead. Unfortunately, Prime Time skippered by **Elliot Bray** was forced to retire during the first race due to a collision with a South Coast. This was one of those rare occasions where the Ensign took the brunt of the damage. Usually when South Coasts and Ensigns meet, the South Coast does not fare so well. But it was a clear case of port-starboard and Elliot should be getting his boat repaired courtesy of the infringing party. **Jonathan Baker** ultimately won the first race just nipping it in the last couple boat lengths in front of **Tom Groll**. The second race was equally exciting with Eagle skippered by **Tom Romberg** coming in first.

The second week of the series was also exciting from what I understand. Once again, the excitement involved a South Coast, but this time no Ensigns were involved. While the South Coasts appear to take great pride in their ability to sail faster than the Ensigns, they also apparently sink faster than the Ensigns, too. I guess all the modifications to those boats to make them lighter and faster have their drawbacks. Fortunately for us, our class rules require having positive flotation, and I for one can personally attest to how comforting it is to know that if I fill the boat up to the deck with water that is all the lower she'll go. With that in mind it might be a good time to check your flotation and replace any that is old and water logged.

If you've read the Harbor article you have seen that there is movement toward a new harbor configuration. The proposed plans will very likely result in there being fewer wet slips available. Priority will be given to those who actively race and participate in Club functions. Fortunately for the Ensign Fleet we have a very strong representation year in and year out on the Board, on the race course, and at Club activities. Let's keep up the good work and ensure that our fleet will be near the top of the list when it comes to slip allocation.

Finally, do not forget that we have Race Committee duty on June 11. Let's get out there and put on some great races for our fellow members.

## J22 Fleet News

by Bruce Uphaus

Well ... after Race Committee duty the first week and abandoned races the next, the AYC J-22 fleet was out in force to sail on our rapidly shrinking Lake Travis. Before N over H was hoisted on Total Recall a few weeks ago, it should be noted that **Renee Ruais** was ahead of **John Halter**. Thanks to a wily call to jibe and get some pressure on the boat left side of the course during the first downwind leg Renee got in front and stayed there.

On race day three the turnout was a bit light, but a new (to AYC) boat was on the line. **Mike Tita** bought 1004, formerly Lil' Hoss of Rush Creed YC and got second first time out! Good going.

continued on page 13



continued from page 12

With a lull in racing after the end of the Summer Series we should try to keep the ball rolling. Maybe we could do some team racing or clinics of one sort or another. Mark roundings, spinnaker sets, MOB drills, starts and more are all areas where improvement will only lead to better finishes.

## Centerboard Fleet News

by Charlie Arnold



The Centerboard Fleet has been racing! So far we have had great turnouts on our Thursday night races. Check the AYC website calendar for dates. Flying Scots, Thistles, Lasers and Vanguards have been making the starting line, keeping it diverse and fun. First gun is at 6:30. Afterwards, we have been grilling hotdogs and hanging out in the evening.

Please come out and enjoy. Any centerboard boat is always welcome. This year, we will have trophies at the end of our season in the Fall. Thanks! And see you on the water.

## J/24 Fleet News

by Dave Broadway

### The J/24 US National Championship

The J/24 US National Championship was recently hosted by the Dallas Corinthian YC. AYC was represented with five entries including mr. happy, New Rules, Superman, Code Blue, and Ohh Ahh. A total of 22 entries included a J/24 World Champion and sail loft/industry rock stars from both coasts and Mexico. This three-day event was combined with the J/24 TX Circuit Regatta for Circuit scoring in an expanded nine-race format.

mr. happy sailed consistently on the first two days (12/20%, 3, 1, 3, 1, 4, 1) to hold a commanding 13-point lead going into the final two races on Saturday. However, a couple difficult starts combined with two bullets



in the last races by the 3X J/24 World Champion **Mauricio Santa Cruz**, allowed the latter to win the event by one point over the mr. happy team.

While mr. happy earned 2nd place, **Roger Harden's** New Rules team finished just one point behind mr. happy in 3rd place. While **Eric Faust** helmed New Rules to a 2nd place at the AYC Circuit stop, he trimmed with **Chris Snow** (North Sails SD) helming this event. See scoring at: [http://j24nationals.com/index.php?option=com\\_content&view=article&id=56](http://j24nationals.com/index.php?option=com_content&view=article&id=56)

Bruce McDonald did his usual stellar job of photographing the event. Here's where to view the photos: [http://www.mcdonaldphoto.com/Sailing/2011-J24-National-Championship/17048105\\_ZFPTw2#1293529138\\_dCsQz8r](http://www.mcdonaldphoto.com/Sailing/2011-J24-National-Championship/17048105_ZFPTw2#1293529138_dCsQz8r)



The DCYC organizers did an outstanding job of lining up sponsors and providing great meals. It was a fun event to test one's skills against some of the best racers in the class. Off the water, it was a great opportunity to make new friends during the social events.



The next J/24 TX Circuit Regatta stop is at Corpus Christi, June 11-12, before taking a break until September.

### Summer Series

**Ryan Harden** and the Running on Empty team currently lead the AYC Summer series with **Jorge Martin de Nicolas'** ayeBoat team tied for 2nd place after leaving Superman in the rear view mirror in the first race of race date #3. Turnout this series has been hampered with two out-of-town events combined with RC duty, accounting for three of the five race dates. However, the fleet will regroup when the AYC series racing resumes in September. If the AYC ramp remains usable during the summer, the fleet will plan an on-the-water sailing/social event. Stay tuned ...



## Melges 24 World Championships by Ray Shull



The Austin Yacht Club team of **Steve Eller, Jeff Jones, Karen Owens and Ray Shull** raced Steve's Melges 24, "Cold Shot", in the Melges 24 World Championships that were held in Corpus Christi Bay from May 16 through 21 (plus two days of pre-worlds racing beforehand). 32 boats from 12 different countries participated in the regatta, including sailors from Italy, Norway, Canada, Switzerland, Ireland, Bermuda, Australia, Japan, Bermuda, France, and Germany. A majority of the teams were professional but 11 of the boats qualified for the Corinthian division, including Team Cold Shot.

The Austin team was assembled by Steve approximately a year ago when he asked the others if they could commit to a week of racing the Melges 24 in the upcoming World Championships. The team enthusiastically agreed to participate in such a prestigious event. **Bryan Bayerdorffer**, the other owner of Cold Shot, was unable to commit to the event due to an abundance of new responsibilities in his life: new kid, new house and new job. We didn't know how many boats would be attending, but we knew the competition would be world class and full of Olympic medalists, past World Champions and professional sailors from all over the world. It was opportunity to sail against the best in the world in a high performance sport boat in one of the most consistently windy areas in North America. We couldn't pass this up.



*Flags of the nations represented*

The first challenge that our team faced was making the weight limit. At our first weigh-in, we found that we were approximately 55 pounds over the limit (some of us more than others). Unfortunately, we figured this out during last year's holiday season, not the best time to start a diet program for a regatta in May. However, each of us committed to a weight loss goal that would achieve the required total weight. By the next weight check-in, (mid-January) we hadn't lost very much, but at least we hadn't gained any from before the holidays. This time everyone became serious about meeting their crew weight goal. By April, it seemed that our crew weight goal would be attained. At the crew weigh-in, we were actually nine pounds under the total allowable crew weight. We proceeded to immediately head to the nearest restaurant/bar to attempt to gain that nine pounds back that evening. I believe we succeeded.

The next day, Saturday, was spent rigging the boat, launching, checking on the dozens of things that needed attention and making several trips to various hardware and marine stores for needed parts. We had been warned that the conditions in Corpus would definitely test the boat and not to adopt a strategy of hoping that any worn gear would survive the week. This warning convinced us to replace the lower side stays which were showing some signs of wear. The good news is that the onsite mobile chandler could get us some new stays by FedEx. The bad news is that the new stays were slightly different from the original ones and couldn't be modified to fit. Ultimately we put on an old pair of stays from our parts box and hoped for the best. Unfortunately all of this last minute scrambling caused us to miss the one light air practice race on Saturday.

*Lesson learned: carefully inspect your boat well before a big event.*

Sunday arrived along with cold front and steady 15-25 mph winds that were blowing out of the Northeast (in May???). We addressed some last minute issues with the boat, loaded our personal gear, and left the harbor for the race course for the second day of practice racing. Finally we were going to see how we measured up against the best in the world in the most challenging sailing venue and conditions that exist. As we neared the opening in the seawall that marked the entrance to the bay, our enthusiasm was apparent by the lack of chatter in the boat. We were focused on checking our respective crew area to make sure everything was rigged properly and functioning. Suddenly at the seawall cut, our dreams of high speed spinnaker runs, slogging upwind in the chop with the worlds' best sailors, and pitting our starting ability with the pros were suddenly dashed by running aground before we even left the harbor. It seems that the harbor exit had experienced some shoaling from the tides and a sand bar had developed with only about four feet of depth. A real problem when you draw five feet with the keel. We quickly heeled the boat to escape the sand bar and headed back to the dock to inspect the boat for any damage. Fortunately, the grounding was minor, and except for a small scuff on the keel and a major blow to our egos, no serious damage had occurred.

*Lesson learned: the green buoys are there for a reason.*

We finally made it out to the race course in time for the second, and final, practice race. We had a decent start, tried to keep clear air, had decent boat speed, and finished respectfully in 17th place. We felt pretty good about our showing and were looking forward to the real regatta that started the next day.

The opening ceremonies were held that evening. This was a great event. The mayor of Corpus Christi showed up to welcome everyone, the chairman of the Chamber of Commerce asked everyone to spend a lot of money in the town, the yacht club officers welcomed everyone to their club, the International Melges 24 Class President thanked everyone for attending, and seeing the flags of all of the participating countries was an

*continued on page 15*



continued from page 14

awesome sight. All around us were Italian, Norwegian, Australian and Swiss accents. Steve received the award on behalf of the team for running aground before leaving the harbor, and accepted it with all the humility he could muster in front of such an impressive group. At least we can say that we won something at the Melges Worlds.

The racing started the next day. Our first race was in moderated 5 to 15 mph winds with major shifts every 10 to 15 minutes. We looked at each other during the pre-race tuning and said "This is Lake Travis Wind." We had a good start, played the wind shifts, and had good down-wind speed by reaching up in the lulls and going deep in the puffs. We finished 17th and were the second Corinthian boat to finish. There was another boat registered as Corinthian that came all the way from Japan, was sponsored by Toyota (yes, the world's largest car company), was rumored to have four Olympic sailors on their crew, and dominated this fleet. We didn't count them as real amateurs so we considered our second to them in this race as really a first in our class. We were elated by our performance and very pleased with our ability to sail competitively with this elite group. The next race was windier, but still not up to Corpus Christi Bay's reputation. We didn't have as good of a start, had a hard time with the steeper chop, were well down in the finishers but still placed in about the middle of amateur fleet. At the end of the first day, we were on the first page of the results page and satisfied with how we had done.

*Lesson learned: don't get overconfident after one good finish.*



*Boat clean-up after a day of racing*

As each day progressed, the other teams found the adjustments that were needed to get faster around the course and we couldn't seem to improve our speed. We tried a variety of tuning and trimming combinations, but just seemed to not have that extra gear. We could make the boat point but not have the punch to get through the waves. We could also make the boat punch through the waves but not point. The really good guys figured out how to get both point and punch. This made the starts very tough because even if you got a decent start (all 32 boats started together) you would quickly get shot out the back of the fleet. On the plus side, we usually had good downwind speed and could usually pick off a boat or two on each downwind leg.

The sailing conditions became progressively windier Tuesday and Wednesday, such that it was blowing the predicted steady 15 to 25 mph (and higher gusts) from the Southeast. On one of the running legs on Wednesday, our boat speed never dropped below 13 knots with a top



*Melges 24s at the dock after a race*

speed over 16 knots. It became routine to plane continuously and when we dropped down to a measly 10 knots downwind, we instantly began looking around to see what we were doing wrong to go so slow. On Thursday, the stress on the boats became apparent as one boat broke its mast, another boat ripped the rudder out of the stern, another boat lost its forestay but somehow managed to save the rig, and one boat collided with a media boat that was positioned in the middle of the finish line. Fortunately, our boat fared well and had no major breakdowns during the racing. Steve found that our forestay had some broken individual cables after the windy mid-week racing, and a quick replacement averted that potential disaster.

*Lesson learned: keep checking the boat for breakdowns in windy conditions.*

By the end of the week we were tired, bruised, exhilarated, and much better sailors than when we started. We found out that the professionals in this sport, at this level of competition, are exceptional sailors and rarely make mistakes. Additionally, they sail their boats fast all the time. We had a great time, sailed our boat well, made a number of sailing friends from all over the world, and came away with a "bucket list" experience. Team Cold Shot finished in 28th position overall and 8th place in the Corinthian Division. It was an experience that we'll all remember forever and all agreed that we wouldn't have missed it for anything.



## **Article by Peter Wilson Well Worth the Read**

By John Mandell

In Scuttlebutt's March 21 newsletter (#3302) there is an outstanding article by Peter Wilson, U.S. Sailing Senior Judge/Umpire. The title of the article is "IS THE 'FUNDAMENTAL PRINCIPLE' STILL RELEVANT?".

There is a link to the Scuttlebutt website on the AYC website, under "Racing." You can read the entire article by Peter Wilson at <http://www.sailingscuttlebutt.com/news/11/0317/>.



# Turnback Canyon Regatta

## by Brad Davis

What a difference a year makes! Last year no wind and this year toooooo much!

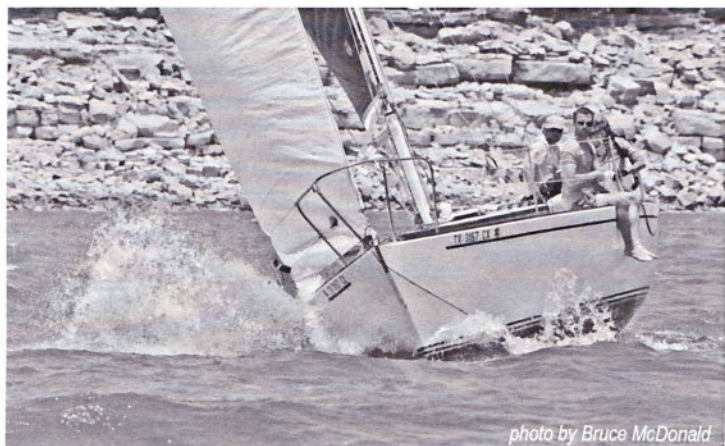
The start of the races on Saturday looked great until 30 seconds before the first start when one boat snagged the pin end of the starting line and took it away. After the mark was recovered and reset we started the sequence again only to notice the pin was drifting to leeward with no help. It was drifting slowly so I let it go and got off the first start. Postpone, reset mark and start sequence again.

The most exciting part of the then normal sequence was to watch **John Bartlett** in his Moth doing MACH III on a port beam reach above the line for a downwind start. He bore off across the bow of a Trimaran that was doing MACH II and hit the line with a half second to spare.

**Barry and Cory Thornton** in Chase 2 assisted a cat and Thistle that had capsized while **Jim Tillinghast and Renee Ruais** raced ahead to take finishes, but could not get there before **John Bartlett** on his MACH III Moth.

Anchoring at Bar-K was exciting with no cove and the high wind and deep water. It was at best a challenge. Anchoring award goes to **Linda Donovan** for the most tries, although we were not far behind after snagging a tree and running aground.

Sunday morning turned out to be more interesting with gusts hitting in the 30s. Two beach cats capsized before even starting, but got up in short order. **Renee Ruais and Charles Rowland** had their hands full with another cat that capsized around mile 22 and had to rescue a dog and injured crew. The **Commodore and Lanelle Montgomery** assisted another cat that lost its mast around Carlos and Charlie's.



Many thanks to all who helped. As always we could not have done this without the help of the office staff – **Steve, Pam and Tom** – and the Turnback Sponsors: **Bartlett Sails; Lakeway Resort, West Marine, Iguana Grill, Sail & Ski, Maxwell GMC, Capitol Beverage, and Anheuser Busch.**

## The Turnback Canyon Team

### Signal Boat

**Brad Davis – PRO**

**Susan Davis – Timer**

**Charles and Joan Rowland – Flags**

**Lanelle Montgomery – Check-in**

**David Chen – Chief Anchor Puller**

### Chase 1

**Jim Tillinghast and Renee Ruais**

### Chase 2

**Barry and Cory Thornton**

### Finish Boat

**Bruce McDonald**

**Bruce Uphaus**

### Registration

**Joann Welles – Chief**

**Claude Welles**

**Lanelle Montgomery**

**Rocky Hutchinson**

**Bruce McFarland**

**Valerie Rawlings**

### Poster and Shirt Design

**Bruce and Susie McDonald**

### Social Committee

**Joan Rowland**

**Pat Manning**

**Terry McDermott**

**Junior Sailors (Hamburger Buffet)**

Many thanks to Ken Taylor and Regatta Network for his assistance in getting scoring done and posted within minutes as soon as the last boat finished. This is the way it should be done.







photo by Bruce McDonald



photo by Bruce McDonald



photo by Bill Records



photo by Bruce McDonald



photo by Bruce McDonald



photo by Bruce McDonald



photo by Bruce McDonald



photo by Bruce McDonald



photo by Bill Records



photo by Bruce McDonald



photo by Bruce McDonald



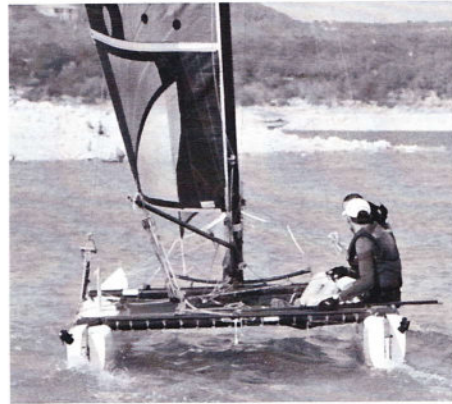
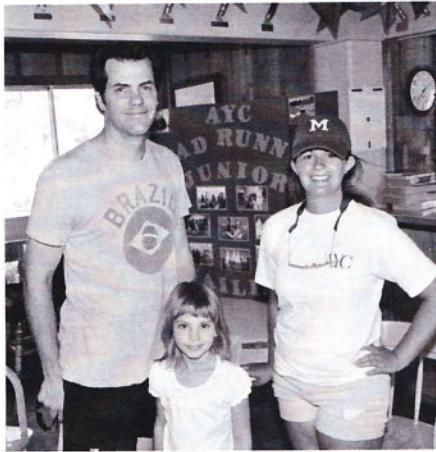
photo by Bruce McDonald





Open House/Demo Day

photos by Bruce McDonald





## Socially Speaking

by Susie McDonald

With the Summer Series in full swing, the Social Committee has been turning out one great summer meal after another. Attendance has been low, however – no doubt due to the lake levels, heat and survival-condition winds. If you are racing or crewing – or if you are just hanging out with the family – come have dinner with us!

### Open House/Demo Day

Members of the Social Committee helped welcome Open House guests on May 22. We were armed with 100 sausage Kolaches from Central



photo by Bruce McDonald

Market and all the leftovers from the previous day's post-race meal – and everything was eaten. I'm not sure if people will join the Club based on the quality of the food we serve, but we gave it our best shot. Our newest Social Committee member, **Pam Wood**, turned out to be an incredible ambassador for AYC. Thanks, Pam!

### Potluck Dinner and Ice Cream Social

June 18 is the Social Committee's annual family event – the end-of-series potluck dinner and ice cream social. We are excited that **Tommy Gairloff** and **Linda Firestone** will once again be hosting the ice cream parlor.

Don't miss this great opportunity to bring the whole family out to AYC. The new pool area is ready for action and there will be at least enough water in the lake for wading.

Check your email for the evite and please rsvp. If you don't use email, just plan to come and bring your favorite potluck dish. Members with last names starting with A-L bring an entree. Members with last names starting with M-Z bring a side. Or bring whatever you want – just plan on consuming lots of ice cream for dessert!

### AYC Luau

Mark your calendars for August 27. That's the date for the 2011 AYC Luau. The party kicks off at 6:00 p.m. and continues until midnight with beer, wine and set-ups (bring your own rum!), snacks, dinner, music and dancing. Rumor has it that the AYC "hula chicks" will be on hand to provide their own brand of special entertainment.

**Jorge Martin-de-Nicolas** and volunteers from the fleets will be pulling the traditional all-nighter on Friday night. Please sign up to volunteer or stop by with provisions (liquid or otherwise) for the sweaty troops.

If you are interested in staying at AYC on Saturday night, call the office to reserve a cabin soon.

It's a summer party so get ready: It will be hot – in more ways than one!

## Potluck Dinner and Ice Cream Social

Come out after the races on June 18 and enjoy great food cooked up by your fellow sailors, followed by ICE CREAM and the Summer Series trophy presentation. Bring the whole family!





**Austin Yacht Club**

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