

August 2020



Sailing during Covid-19 Stay safe, stay healthy!

FEATURED: ENSIGN FLEET



Annie and Charlie Lancaster on Eagle, 2019 Ensign Regionals Photo by Bill Records

Message from the Commodore



It is August, it is HOT. We are back in drought conditions in Central Texas, and the lake is going down pretty rapidly. **Russ and the Dock Crew** will start moving docks to their first low water positions very

soon. Fortunately, there is still plenty of water for sailing and racing. It is great to see the fleets out on Wednesday evenings and on the weekends in their informal racing. The wind has been great this summer!

The Board and the Covid Advisory Committee have been working hard to develop a roadmap to reopening the Club. That roadmap will have been sent out to every member via email and will have been posted on the website. It is also included in this Telltale. The roadmap lists which activities and areas are available with what conditions at each Covid stage. The stage we are in is determined by Austin and Travis County. Please be aware that this is a living document. It is constantly under review and may change as conditions and information change.

We are hopeful that the downward trend in Covid cases continues and we look forward to opening up more of the Club as it does. Again, a big thank you to the Board and the Covid Advisory Committee for all their hard work.



New member Jeffrey Lane and son Colt sailing their just launched Pearson 260D *Photo by Bill Records*

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2020 Coronavirus Reopening Planning

2020 Austin Yacht Club Board
2020 Coronavirus Advisory Committee
Austin Yacht Club Staff

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Objectives and Key Assumptions

1. **Avoid the Cutting Edge** – The AYC Board makes decisions based upon available information and is prudent in the timing of executing changes. This means that AYC's actions may be delayed in comparison to other establishments.
2. **Keep exposure risk down** – Reduce the opportunity for exposure by reducing the number of people at the Club at any point in time and limit activities which require people to be confined in a limited space at any point in time.
3. **Equal Opportunity to Enjoy the Club** – Promote a circumstance that allows the High Risk individuals to visit the Club at any time that Low Risk individuals can visit the Club given that rules are followed. (We have ~450 members at the Club.)
4. **Continuous Improvement** – Identify opportunities where increasing availability may be performed based upon the guidelines identified below.
5. **Unknowns** – Examples: Exact transmission methods are not known. How exposure to the virus affects individuals is not known.
6. **All Members will follow the Good Neighbor Policy** – All individuals will comply with the guidelines to reduce the opportunity of exposure for our low and high risk members and guests. The AYC membership self-manages.
7. **AYC follows the CDC Guidelines for Disinfection & Sanitizing** – Key areas identified: High Contact Areas, Cabins, Bathrooms, Sail Training and RC Boats, Cabins, Common Areas, Porta Potty
8. **All Decisions are Subject to Change** – As unknowns become knowns, expect that the plan will change accordingly.
9. **AYC uses the Austin/Travis County Covid 19 Risk-based-guidelines and follows the Austin declaration of stage** – <https://www.austintexas.gov/page/covid-19-risk-based-guidelines>

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COVID-19: Risk-Based Guidelines

Recommended thresholds 7-day average hospital admits	Stage	Practice Good Hygiene	Maintain Social Distancing	Wear Facial Coverings	Higher Risk Individuals Aged 65+, diabetes, high blood pressure, heart, lung and kidney disease, immunocompromised, obesity			Avoid Gatherings	Avoid Non-Essential Travel	Avoid Dining/ Shopping	Avoid Gatherings	Avoid Non-Essential Travel	Avoid Dining/ Shopping	Workplaces Open
		Stay Home If Sick			Avoid Gatherings	Avoid Non-Essential Travel	Avoid Dining/ Shopping							
		Avoid Sick People												
0	Stage 1	●			Greater than 25		Except with precautions	Gathering size TBD						All businesses
< 10	Stage 2	●	●	●	Greater than 10		Except as essential	Greater than 25						Essential and reopened businesses
10 - 39	Stage 3	●	●	●	Social and greater than 10	●	Except as essential	Social and greater than 10						Essential and reopened businesses
40 - (70 to 123)*	Stage 4	●	●	●	Social and greater than 2	●	Except as essential	Social and Greater than 10	●		Except expanded essential businesses			Expanded essential businesses
> (70 - 123)* (depending on rate of increase)	Stage 5	●	●	●	Outside of household	●	Except as essential	Outside of household	●		Except as essential			Essential businesses only

* The exact hospitalization average trigger will depend on the rate of increase. A faster increase in the daily average will trigger stage 5 risk recommendations when the number reaches the lower end of this range.

Use this color-coded alert system to understand the stages of risk. This chart provides recommendations on what people should do to stay safe during the pandemic. Individual risk categories identified pertain to known risks of complication and death from COVID-19. This chart is subject to change as the situation evolves.

Unlimited Access for All Stages

- | | |
|-----------------------|---------------------------|
| √ Front Gate | √ Work Area Boat Hoist |
| √ North Ramp | √ Drysail Area |
| √ South Ramp | √ Wetslip Trailer Storage |
| √ Porta Potty | √ Dryout Area |
| √ Water Bottle Refill | √ AYC Point |
| √ Mast Hoists | √ Parking Areas |
| √ Work Area Slips | √ Beach |

Stage	High Risk	Low Risk	Workplaces
1	Avoid > 25	TBD	All Businesses
2	Avoid > 10	Avoid > 25	Essential and Reopened
3	Avoid Social and > 10	Avoid >10	Essential and Reopened
4	Avoid Social and > 2	Avoid > 10	Expanded essential
5	Avoid Outside household	Avoid Outside household	Essential Only

Facilities – Limited Availability Areas

STAGE	OFFICE	BATH HOUSE	CLUBHOUSE UPSTAIRS	CLUBHOUSE DOWNSTAIRS	ICE MACHINE
1	BAO*	2SS	SO	SD	NP
2	SB*	2SS, MR	SO	SD	NP
3	SB*	1SS*	SO	NC	NP
4	SB*	1SS*	SO	NC	NP
5	NO	NO	NO	NO	NO

STAGE	DOWNSTAIRS WATER FOUNTAIN	PICNIC TABLES CLUB GROUNDS	POOL	CABINS	SAILING DOCKS	WALKWAY TO DOCKS
1	BFO	YES**	YES	RM, SG	YES	YES
2	BFO	YES**	YES	RM, SG	SD, MR	SD, OW*
3	BFO	<5 / Group**	NO	RM, SG	SD, MR	SD, OW*
4	BFO	<3 / Group**	NO	RM, SG	SD, MR	SD, OW*
5	BFO	NO	NO	NO	SD, MR	SD, OW*

* One person at a time
 ** Sanitizing Required

BAO=By Appt Only
 SB=Staff and Board Only
 SO=Staff Only
 # SS= # of Stalls and Sinks Open
 NO=Not to be used
 NC=No Congregation
 NP=Non-Potable Ice

BFO=Bottle Filler Only
 RM=Reciprocal Members
 SG=Member & Sponsored Guests
 SD=Social Distance
 MR=Masks Required
 OW=One Way Traffic

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Stage	High Risk	Low Risk	Workplaces
1	Avoid > 25	TBD	All Businesses
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3	Avoid Social and > 10	Avoid >10	Essential and Reopened
4	Avoid Social and > 2	Avoid > 10	Expanded essential
5	Avoid Outside household	Avoid Outside household	Essential Only

Sail Training – Limitations

STAGE	YOUTH SAIL TRAINING	ADULT PRIVATE LESSONS	ST BOAT CHARTERING	RYLANDER PAVILION	SAIL TRAINING CABIN	SHELTER ONE
1	SG, Opti 2, HS	YES	YES	YES	YES	YES
2	SG, Opti 2,3, HS	SG	YES	SD, MR	SB	SB
3	SG, Opti 2,3, HS	SG, MO	SG, MO	SD, MR	SB	SB
4	SG, Opti 3, HS	SG, MO	SG, MO	SD, MR	SB	SB
5	BFO	NO	NO	NO	NO	NO

NO=Not to be used
 SG=Small Groups (< 5)
 HS=High School
 MO = Members Only
 SD=Social Distance
 MR=Masks Required
 SB=Staff and Board Only

AYC Racing – Limitations

STAGE	FLEET RACING	SERIES RACING	LOCAL REGATTAS	REGIONAL & ABOVE REGATTAS	RC DOCK	SIGNAL BOAT/ CHASE BOATS	RC ROOM
1	YES	TBD *	TBD *	TBD *	YES	WR**	WR**
2	YES	TBD *	TBD *	TBD *	SD, MR	TC, MR, HP, WR**	TC, MR, HP, WR**
3	YES	NO	NO	NO	SD, MR	BAO, TC, MR, HP, WR**	NO
4	YES	NO	NO	NO	SD, MR	BAO, TC, MR, HP, WR**	NO
5	TBD	NO	NO	NO	EO	EO,	NO

* Overall Covid exposure conditions and volunteer availability will be key factors
 ** Sanitizing Required
 NO=Not to be used
 TBD=To Be Determined
 SD=Social Distance
 MR=Masks Required
 EO=Emergency Only
 BAO=By Appt Only
 TC=Temperature Checks
 MR=Masks Required
 HP=Nitrile Gloves
 WR=Waiver Required
 SB=Staff and Board Only

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Summary

- **Avoid the Cutting Edge** – The plan avoids early adoptions, but follows the Austin/Travis Risk Guidelines
- **Equal Opportunity to Enjoy the Club** – High Risk individuals will have an opportunity to enjoy the club, though they may not be able to engage in all AYC activities in all stages.
- **Continuous Improvement** – Steady progress has been identified in the plan in multiple areas.
- **All Members will follow the Good Neighbor Policy** – Success in executing this plan will depend upon everyone playing their part in social distancing, wearing facial coverings, and avoiding congregation in different areas as described.
- **Plan is Subject to Change** – The AYC Board and Advisory Committee will review the plan on a regular basis to determine if adjustments need to be made as conditions warrant.



Annie & Charlie Lancaster, enjoying happy hour watching A&B Fleets' informal race

Vice Commodore Report

by Diane Covert



I decided this month I was tired of the same old COVID-19 news, and I think we are all ready for a more uplifting story.

I read a story in *Cruising World* magazine that was exactly that. For over 30 years the Atlantic Rally for Cruisers (ARC) has been a part of the Trans-Atlantic experience for sailors, and the destination has been

St. Lucia's Rodney Bay. It begins in the Canary Islands in November and ends roughly 2 ½ - 3 weeks later.

The ARC began in 1986 and attracts 200 boats and 1,200 sailors representing 35 countries. In 2019 it included 40 Multihulls, and boats ranged in size from 34 ft to 100 ft super yachts. It included 42 children, one 80-year-old, circumnavigators to sailors with little experience. Some of the families who were skeptical of traveling 3,000 miles found security because the entire group traveled together and could see other boats along the way. Their kids could meet other kids, do schoolwork, arts, and crafts etc. and "they would feel like this is a normal thing to do." In 2019 the weather was kind to the participants with little drama. The greeting team at Rodney Bay dressed in yellow shirts and greeted every participant with a fruit basket and a rum punch no matter what time they arrived at port. The word the greeters heard over and over was "camaraderie."

"It was plainly visible among everyone I met," said a greeter, "Everyone's nice and helps out." This year's event is still scheduled for November with the hopes that it can be held at that time.

Hope we can all sail safely to our personal destinations. . . . soon.

Harbor Report

by Russ Shermer



I would once again like to thank all the members of the Harbor Committee for their hard work, insight and wealth of experience.

In July we discussed the maintenance items needed on the North Docks and that some boats were damaging their slips for various reasons. It was generally agreed that we need to understand the cause of that damage, potentially move boats that are in ill-fitted slips and potentially assess individual members the cost of repairing the slip damage. Some of the other items that were discussed and are likely to have follow-up actions:

- 1) Repainting the numbers in the DSA so they are once again legible.
- 2) Mounting the fire extinguishers on the pedestals on the docks so they are more visible and accessible.
- 3) Installing missing cleats on North Dock T-heads (This is actively being worked).
- 4) Replacing swim ladders with a type that does not collect zebra mussels.

Two floating ladders were purchased and will be installed on the Pavilion and the South Cove Rigging Dock. If these work well, we may replace the existing swim ladders with this model.

- 5) Making sure the wet slip trailer area (aka, the Boneyard) has adequate room for storage.
- 6) General dock repairs of the North Docks.

At the July Board meeting we approved repainting of slip numbers in the DSA. There have since been several projects to assess and affect repairs to the North Docks, including some possible scout projects. The mission to replace the rotting wood triangles with preferably cement or combination cement and vinyl still continues.

In-flight Harbor Projects & Repairs

RC Dock Upgrade

We should see the RC Dock upgrades in place by the end of August. These not only include redecking, extension of the fingers, but also winches at the four corners to make it easier to adjust with changing lake conditions.

Board Boat Docks

Remaining board boat docks are not expected until possibly November.

Pavilion Floatation and Re-Deck

No update.

North and South Cove Rigging Dock Walkways

No update.

Building & Grounds Report

by John Maddalozzo



Oak wilt trenching was performed the week of 7/19 following the recommendations of the Texas A&M Forestry Service. Selected trees in the still-exposed side of the trench have received fungicide treatment that may save those trees despite infection. See **Danny Lien's** Oak Wilt Suppression Update for more details. I can't thank **Danny** enough for his help with this work. We've also begun talking about selection of replacement trees to plant in the affected areas.

Leaky office windows have been replaced.

An electrical contractor examined the electrical panels and an initial proposal for updating has been written up. We are in the process of getting second bids.

A survey of membership asking about Club technologies was sent out and a good number of replies/suggestions have been received and considered. Thanks to all who contributed suggestions. With the help of **Barry Thornton**, we have successfully tested a point-to-point radio link to the Sail Training Shelters to improve connectivity there.

Thanks also to **Norman (Cass) Meyer** and **Caston Meyer** for helping wrestle 11 wheel stops that were replaced by new ones to the disposal facility.

Buildings & Grounds – Oak Wilt Update

by Danny Lien



The new 'speed dip' in the entrance road and the fact that some Club utilities were cut by a tree trencher has generated some vocal interest. Five major utility lines were unearthed as the trench there was dug by hand. The internet carrier mismarked their line and it was cut, but then was quickly repaired by their overnight crew. One sewer line and two water lines beyond the work area were cut and repaired because that was easier than to try to locate

them before trenching. We now have better location data of utilities between the barn and shelters and water supply to the work area.

If you haven't been up to the barn lately, you might take a look at the dying trees there.

We now have a line of 5 ft deep connected trenches from Dock 6 to between Cabins 5 and 6, up the side of the work area and then across the entrance road toward Shelter 1 and to Drysail.

On the diseased side, 32 large 'legacy' trees (or stems) behind the trench lines were treated. 17 of those trees (in front of Cabin 8) were also treated three years ago. Those have retained foliage to date. Of the 32, only trees with significant foliage were treated. The numerous small trees and the larger ones left untreated will likely die off and 'map' the spread.

Areas to watch: Field in front of Cabin 6 and Drysail in front of Shelters, which could indicate further spread toward the Clubhouse grounds.

Addendum to last month's Telltale: Historically, one additional trench was dug across the back of Drysail and then to the entrance gate in the late 90s. **John Welch** was the B&G Commander and he got the Texas Forest Service to fund 1/2 of that cost.

Sail Training Report

by Anne Morley



Don't miss this! **Bobby** is presenting a Crew Overboard Webinar on August 22 at 9:00 am. Register now! He will have two guest speakers, **Jahn Tihanski**, Head Instructor of the United States Naval Academy's Offshore racing team and **Mark Wheeler**, Professional Offshore Navigator and Tactician for a multitude of performance boats.

Sail Training has been safely giving private and semi-private lessons, and coaching the Opti 3

group. Some school districts are pushing their start dates back. Sign up for classes!! Don't be bored! Private and semi private lessons will be available for members, member's children and member's grandchildren. We hope to expand the scope as the Covid Stages go down. Our goal is to add Opti 2 sailing when we are at Covid Stage 3. Watch for announcements.

The High School program registration is up now. Register on the website!

We have been following all of the CDC guidelines for safe lessons. The students check in everyday and have their temperatures taken. Every student and instructor must wear a mask. Boats are sanitized after each use. We have a porta potty that is only used by Sail Training students and it is sanitized regularly. We want Sailing Lessons to be a safe and fun summer event.

We are asking any person walking on the dock to Rylander Pavilion to wear a mask to keep our Sail Training students safe. The kids and coaches are wearing their masks. We are asking you to help keep them safe by wearing yours.

The Sail Training Dinghy Charter Program is now up and running. If you'd like to try a dinghy out before you buy one, charter one! Contact Bobby Brooks for more information or look on the website.

Everyone stay healthy and sail safe!

Safety on the Water

by Bobby Brooks



A few weeks ago, we had four separate incidents on the lake, two of which were mechanical in nature. If it has been a while since you've taken your boat out, we recommend that you do a quick inspection of your standing and running rigging.

Sail Training will be monitoring **VHF channel 78**. Call us if you need assistance. RC Chase boats used in emergency situations are available only to pre-

qualified members. The keys are in Sail Training Shelter 3 – please contact one of the staff to obtain the keys, and be sure to return them.

Sail Training may not be on the property on Mondays and Tuesdays. If you need help with an emergency, contact the **Lake Patrol at 512-854-9770**. Please contact **Jackie at 512-266-1336** if all other avenues have been exhausted.

Please note, we cannot guarantee that we will be able to assist you, so please check the current conditions prior to heading out. If you are solo or shorthanded sailing, please be prudent and wear your life vests!

To help facilitate coordination, **Race Commander John Parker** has created a spreadsheet that can be used to help with planning dates/times of arrival and exit of the respective fleets to/from the Club. Access has been granted to the Fleet Captains for direct entry and review of the other fleets' attendance expectations to avoid congestion. Sail Training will update the spreadsheet for dates/times when we will be unavailable for support. Fleet captains, please check the spreadsheet, contact Sail Training prior to heading out so that you can coordinate mark placement and identification (colors) of the marks.

We look forward to seeing you on the water!!



CREW OVERBOARD WEBINAR



Jahn Tihanski

Join Bobby Brooks and his team of high level, offshore performance racers in a discussion on crew overboard do's and don'ts.

Guest speakers will be experienced racer and Head Instructor of the United States Naval Academy's Offshore Racing Team, Jahn Tihanski.

Also presenting will be Mark Wheeler, Professional Offshore Navigator and Tactition for a multitude of performance boats. Mark will discuss his miraculous survival of a one hour and six minute life threatening event that he encountered at night during a blow through squall in the 2018 Chicago Mac Race.

This is one you do not want to miss!



Mark Wheeler

**Mark your calendar:
August 22, 2020 at 9:00 CST**

**REGISTER
ONLINE**



HOT SUMMER! GET YOUR DINGHY CHARTER ON!



**REGISTER
ONLINE**

Yes it's hot!! Answer ... go dinghy sailing!

We are chartering Optimists, Lasers, Picos and FJs.

- A few easy steps and you will be setting sail.
- Register. Fill out a few forms and schedule with Sail Training.
- It's happening all summer long.

Sign up now!

From the AYC General Manager
by Jackie Wheelless



Hello AYC Family!

I hope all of you are well and not going Covid Crazy! I'd like to remind you all of a few things – I promise this will be quick and painless:

- To store a boat at AYC you must be a Senior or Young Adult member. If you joined as an Associate you will need to request to be upgraded to Senior status (a simple email to me will suffice). This change has to be approved by the Board of Directors so it takes about a month.
- Your AYC statement is due on the 25th of the month. If your payment is not received in the AYC office by the 25th of the month it may not get posted to your account until the following month. If you want to be certain that your payment is posted in the current month, please either mail it by the 20th of the month or drop it in the AYC Office door slot by the 25th of the month.

- If you're wanting a weekend away from your own four walls, the AYC cabins are available! You can check availability on the website under the Member Menu – Cabins, RV Sites Reservations
- Online Member Directory – This directory is maintained by each member. You have a profile and it is up to you to update your profile with whatever information you would like to make available to MEMBERS ONLY. This information should be up to date on a daily basis. The printable Member Directory is the information that is stored in our member base in QuickBooks. This information is uploaded to the website quarterly so it is not necessarily up to date on a monthly basis.

I'm continuing to get lots and lots of calls for a public ramp. Please be mindful when you're entering the security gate that a line of motor boats don't follow you in!!

Do you talk to your wiffi?? I hear myself whispering "Be strong" to mine on a daily basis. Let's all BE STRONG!!

Everyone stay as cool as possible and hydrate, hydrate, hydrate! We're half way through August. . . .cooler temps are on their way. . . .right????????????????

Is your boat dirty?
Are you too busy to clean it?

We're here to help:
ETHAN@HASYSTEMS.COM



HULL CLEANING SERVICES

We clean boat hulls, and scrub and polish decks.
All proceeds go to regatta entry fees.
Contact us for a quote.



Blue Duck, sometimes referred to as Bluford Duck, (1858 – 1895) was an outlaw of the Old West, probably best known for a photograph taken of him around the mid-1880s, in which he posed with Belle Starr, a famous Old West female outlaw.



Blue Duck, sometimes referred to as AYC Blooper Scout, (1968 –) is an undercover agent of the Austin Yacht Club, probably best known for being perched atop the coveted Blue Duck Trophy. The Blue Duck Trophy is presented once per year to the AYC sailor who executed the most outstanding blooper, as voted by his peers.

The 2020 Fleet Challenge benefiting the AYC Fund has been canceled due to local health. While we will not be conducting a major fundraising campaign for the Fund, we will be delighted to accept donations throughout the year at: www.austinyachtclub.net/ayc-fund/

Thank you!
Steve Keckler, AYC Fund Chair

SAY HELLO TO AYC NEW MEMBERS!



Afton Potts
Associate Probationary

Afton has been sailing with her boyfriend and is ready to learn for herself. She loves the energy of the Club and hopes to get her boys interested in the sport of sailing.



Julian Rabago
Student

Julian would like to learn how to sail and race. He would like to participate in the High School program as well as take private lessons with Coach Spencer.



Kristin Spindler
Associate Probationary

Kristin has been active at AYC for the last 4+ years as a regular crew in the Multihull Fleet. She has been sailing most of her life, starting off on an Opti her father and she built. She was in her college sailing club. While in Connecticut she spent many years taking her three children to junior sailing events and regattas.



Thomas Young
Young Adult Probationary

Thomas has been sailing at AYC for some time. He is a member of Lake Canyon Yacht Club where he grew up sailing. He is now in Austin and ready to become an official member of AYC.



Chris and Karen Lewis
Senior Probationary

Chris and Karen moved to Austin from Houston. They met in England where they have been sailing for many years. They have a J70 at Lakewood Yacht Club.



Jesse Charboneau
Senior Probationary

Jesse comes from New Orleans where he sailed and organized a sailing club after Hurricane Rifa. He has worked on all sorts of boats and looks forward to getting his nieces and nephews involved in the sport of sailing.



Joaquin Boudreault
Student

Joaquin wants to learn how to sail. He is a friend of AYC member William Michael. He and his family are interested in getting involved in the AYC community. (Photo is Joaquin's mom)

(Photos not available)

Jared Steele
Young Adult Probationary

Jared is new to Austin and sailing. He just bought a Nacra 5.5 and is looking forward to learning from others with experience.

Andy Linseisen
Associate Probationary

Andy has been a boat and water lover for a long time, but recently was introduced to sailing. He has sailed with Jeff Avant and wants to expand his sailing knowledge and skills.

Heaving-To / Boat Docking Secrets

by ASA Instructor Harry Polly



Heaving-To

Heaving-to is an absolutely essential skill to master.

For centuries, heaving-to has been the most reliable trick in a sailor's arsenal for "parking" a sailboat at sea. Throughout that time, sailing vessels have changed and sailors have changed with them, but one fact remains – heaving-to is an important and necessary skill for every sailor.

On ships of yesteryear, heaving-to was somewhat complex due to sail size and vessel maneuverability. In contrast, heaving-to in a modern sloop is quite easily done with minimal effort. By using a headsail, mainsail and rudder, we have the ability to heave-to for hours or days if required.

WHAT, WHY, WHEN?

Simply put, heaving-to is a maneuver used to slow a sailboat's progress and calm its motion while at sea. When successfully "hove-to," a sailboat will gently drift to leeward at a greatly reduced speed. The reasons for heaving-to are numerous and often situational. When teaching students the maneuver, I impart the three Rs of heaving-to: Rest, Repairs and Reefing.

When sailing in rough seas (especially shorthanded), there will come a time when you need rest. Resting could mean sleeping, eating, or simply completing tasks that might be difficult or dangerous while underway. Making coffee or a warm meal, using the head, waiting for daybreak outside a harbor and navigation fall into this category. So too does one of the main reasons to heave-to – waiting out rough weather. Heaving-to is a completely acceptable storm tactic during the passage of a moderate squall or large front, especially when compared to riding out a storm with bare poles in a heavy sea.

Your need for calm could also come in the form of repairs to your vessel. Working over a diesel engine is far easier when hove-to than when beating into a punishing sea. Also, if a shroud were to break, heaving-to opposite the broken rigging will allow you to assess the damage and possibly make a repair.

When reefing, it may be necessary to send a crew member forward to use lines near the mast or to attach a luff cringle on the reefing hook. Heaving-to makes this considerably safer and much easier for crew to move forward and work on deck.

HOW TO HEAVE-TO?

One of the best ways to heave-to in a modern sloop is to use the tacking method. Start off close-hauled or on a close reach. Turn the bow of the boat through the wind slower than you would during a normal tack and DO NOT release the jib. The goal here is to let the jib backwind and stall the boat's momentum.

When the bow has passed through the eye of the wind, the jib will be backed to windward. As pressure on the backwinded jib forces the bow to leeward, ease the main and feather the boat into the wind. If you have too much momentum, the bow will want to tack back through the wind, so go slow. Eventually your speed will diminish to a point where the rudder will

lose steerage and stall. At the same time the rudder stalls, the bow will blow down. When this happens, turn the helm hard to windward and lock it in place. If you are on a tiller steered boat, push the tiller to leeward and lash it down.

Another acceptable method for heaving-to is to sail close-hauled and tension the windward jibsheet while easing the leeward jibsheet. Once the jib is backed to weather, ease the main and start feathering into the wind to reduce speed and stall the rudder. When the bow blows down, turn the helm hard to windward and lock it. This option is more physically demanding in heavy weather and can be difficult when sailing short-handed.

When hove-to, the sails are essentially canceling themselves out. The rudder and main are trying to drive the bow into the wind, while pressure on the backed jib keeps the bow pinned down. The boat will settle in and drift slightly forward and to leeward. Look down at the water over the windward side of the boat and you will notice turbulence being created by the keel and rudder. This turbulent water is helping to break the oncoming sea as it gets to your boat, thus making your ride more comfortable.

The ideal way to lay hove-to, especially in heavy seas, is at a 45° angle to oncoming waves. Laying abeam can be dangerous and unpleasant. To ensure you are not laying broadside to the swell, trim in the mainsail. Tensioning the main will bring your bow into the swell at an angle and make the boat's motions more comfortable and safe. It will also keep the main from flogging noisily and causing unnecessary wear to the sail.

When you are ready to get underway again, there are a few good options for getting out of being hove-to. If your intended course is the one you were on prior to heaving-to, unlock the helm and turn it hard to leeward. This will turn you downwind and eventually to a gybe. Once you have safely gybed, you can easily continue to any point of sail on your original tack.

If your desired tack is the one you hove-to on, bring the rudder amidships, release the windward jibsheet – allowing the jib to blow through – and tension the leeward jibsheet. From here, you can steer and trim for your intended course.

THINGS TO REMEMBER

Just because you are successfully hove-to and comfortably making a sandwich down below does not mean you can jettison good seamanship. Always keep the following in mind when heaving-to:

Every sailboat responds differently when hove-to. Try different sail configurations and reef the sails as necessary for a given wind strength. Also, vessels with a full keel will have a more comfortable motion and will drift slower when hove-to. Fin keel and bulb-keeled boats tend to skitter across the water faster due to the lack of lateral resistance below the waterline. If you plan to stay hove-to for a while, be sure to note how fast and in what direction you are moving.

Make sure you maintain a good watch and always consider how much sea room you have before heaving-to. In the middle of the Atlantic you could lay hove-to for days, but in Narragansett Bay you could be on a collision course with another vessel or on the rocks in minutes. In areas congested with other sailboats, try heaving-to on a starboard tack and you will maintain right of way over those on port tack.

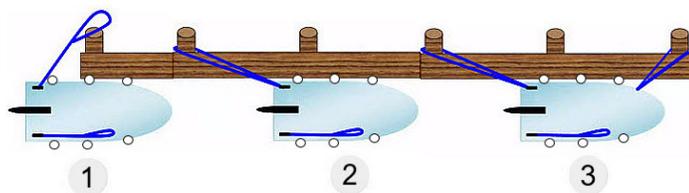
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If you plan on being hove-to for a while, inspect the rig for places where lines and sails may be chaffing. On boats with an overlapping genoa, the sail will lay against the shrouds and spreaders. To relieve this, reef the sail or ease it slightly to move the clew off the shrouds.

Having the ability to heave-to in your boat or on a charter is an absolutely essential skill to master. Heaving-to is not hard, and just like many sailing maneuvers, it gets easier with practice. Try it the next time you go out and then again in various types of wind and sea states. Once perfected, you will notice how the maneuver differs in varying conditions – and how much happier your crew is while eating lunch!

Boat Docking Secrets – How to Use an Emergency “Brake” Line

Imagine you enter a narrow marina with million-dollar sport fishing boats all around. You approach the pier when, all of a sudden, your engine coughs, sputters and dies. How could you use an emergency stern spring to bring your sailboat alongside the pier? Follow these three easy steps:



How many times have you seen boats enter a marina with crew sitting on the bow or no lines in hand ready for instant use? That's just crazy, and here's why. In open water you may have plenty of time to react to a situation that doesn't go quite as well as expected. In tight quarters, time compresses to seconds because of the room to maneuver your boat.

Keep your sailing crew ready for:

- Loss of engine power.
- Going aground on a shoal.
- Rudder jams to one side.
- Boats block the channel ahead.
- Fuel pier full; need to hold position.
- Debris in deepest part of channel.
- Need to shift to other docking side.
- Boats backing out of slips.
- Crew falls into water while docking.
- Engine controls fail to respond.

Many advanced sailing seamanship classes practice with bare poles docking again and again. You lowered all sails and leave the engine off. Next, you steer to put the wind aft of the beam or astern. From then on, you sail the boat, using just the rudder. Finally, you make a narrow approach to the pier, stopping the boat with a stern spring.

Most sailboats sail quite well with the wind aft. It's all about patience and thinking "ahead of the boat." But, how do you slow down once you've built up momentum? Feather the rudder with a fast back-and-forth motion to create turbulence and friction (you must do this with full-rudder sweeps: stop to stop for wheels or hard over to each side for tillers).

If you have the room and know your boat's turning capabilities in tight quarters, you could put her into a tight, full rudder turn. This will slow her down even faster but might require more than two boat lengths on even the most maneuverable sailboats.

Look at the illustration once again. Why did we rig BOTH sides of our boat with lines and fenders? We do not know which pier or which side will be open to us in a docking emergency. So, we rig each side. This lowers the stress of having to shift lines / fenders at the last moment. Now, you're rigged 'n ready, no matter which side you dock on.

Follow the steps below along with the illustration:

1. Rig two spring lines to your quarter cleats, located at the stern (1). Make big eyes in the end of each line so that you can drape it over a dock cleat or piling. Realize you will often have just one chance to do this. So, make those eyes big enough. Drop the quarter spring nearest the pier over the piling or cleat.
2. Keep your hands and arms clear as the line takes a strain (2). If you have lost engine power or are sailing in under bare poles, you do not have control to slow the boat, so when the line comes under a load, it will be under heavy strain. Note how the line now almost parallels the centerline. The springing action helps bring the boat flush alongside, parallel to the pier.
3. Get a crew ashore asap and put the bow line on (3). You must do this fast. Why? Rubber-banding. All docking lines are made of nylon, which can stretch up to almost 40% of its length. And, when it returns to the original length, it will do so like a slingshot. So, you have to get a bow line over right away.



Racing Rules of Sailing BASIC PRINCIPLES

Sportsmanship and the Rules

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty which may be to retire.

Questions?

Contact Brad Davis

The Spirit of AYC Part 2

by Bill Coon

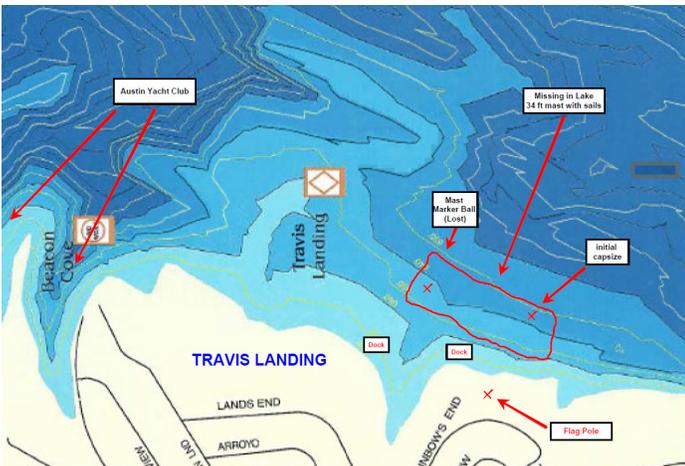


In Part 1, I told the story of pitchpoling my Multihull the Lucy Gene, during an informal race on July 27, and the outstanding response of AYC members and non-members who helped right the boat, tow it safely to the dock and assist with locating a sunken treasure – the Lucy Gene’s mast and sailes.

Part 2 picks up just as the search for the missing mast and sailes has begun.

Dave Kleinman took the tiller and jumped on board to provide a huge amount of support through his time and analysis of where we might find the mast and sailes. Dave joined me for a full day on the Lake Travis Scuba dive boat – assisting with search, strategy and boat driving.

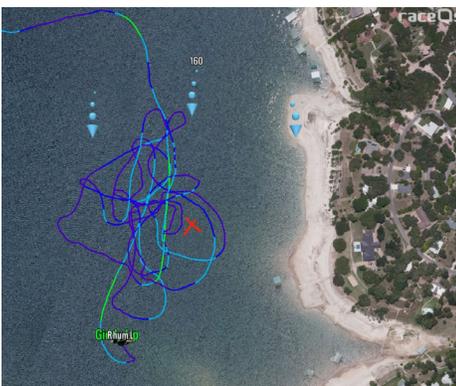
Additionally, Dave’s natural inquisitiveness lead us to investigating how to use the dive boat’s sophisticated sonar system. Dave phoned Mike Mashl,



Search map to find lost mast and sailes

who coached us on how to use the side scanning and livescope imaging capabilities. Unfortunately, we were unsuccessful in finding the mast or the sailes – but our hopes for using sonar were elevated by what we had learned from using it that day.

Dave persisted. He called Felipe Payet, who taught Dave how to make a sailing tracks image from the RaceQS data collected by Dave and Bo Kersey during our race – with the hope that it would further help us zero in on a tighter search area. Dave then asked Mike Mashl if he would conduct a search in Mike’s kayak with his sophisticated Garmin Livescope system.



RaceQS tracks for Giddy Up and Rumline near Travis Landing

Mike joined the search team and contributed many hours searching in our target areas, and checking outside the target area too – in case we’d lost the mast and sailes during the tow back to AYC – or, if the river current had pulled the mast and sailes deeper toward the river channel. Through his search, Mike identified two possible locations that seemed worthy of an underwater search.



Mike Mashl Searching with Sonar for Lost Mast and Sail

Prior to our sonar search with Mike Mashl, Ed Pierce had volunteered – AGAIN – advising that he was willing to scuba dive for the mast and sailes if we came up with specific locations deemed worthy of a search. With Mike’s two waypoints identified, Ed just had one question, “Today or Tomorrow?”

90 minutes after learning of the new waypoints from Mike, Ed was on-site with Bobby Brooks, ready to dive the four markers I had laid out. As I described the four different spots to Ed – the two from Mike and one each from me and Dave Kleinman – I also told Ed that Diane Bartlett had suggested one more location about 30 yards farther north from the other marked locations, but I had not placed a buoy marker for that spot.



Ed Pierce, Bobby Brooks, starting scuba search for Lucy Gene mast and sailes

An hour later – with the four markers searched – we were empty-handed once again. Ed, in his seemingly limitless commitment to finding our sunken treasure, asked – “where did Diane think it was located?” I set another marker for Ed to dive. A few minutes later, Ed came to the surface with his

Photos by Paula Levihn-Coon, Dave Kleinman and Bill Coon

continued next page

characteristic humor – jokingly asking about sail colors and sail number. He'd found it – the spinnaker and the main!



Ed Pierce providing in-water support attaching floats to mast

Bobby, Ed and I then commenced a two-hour process of Ed dismantling sailing hardware and connecting raising lines UNDERWATER. The process went: raise the spinnaker (Bobby horsed that onto his boat); disconnect and raise the boom; raise masthead; raise and remove the jib; then raise the base of the mast – all as we drifted over shallower water at Travis Landing. Collectively, we determined the best course of action was to float the mast with the mainsail into shore – which involved transferring the lines holding the mast below my boat to Bobby's boat, attaching the float buoys to the mast – all with Ed staying in the water to manage it all, and keep it all away from the RIB as it was moved to shore.

I docked my motor boat nearby and met Ed on shore for the final process of getting the mast and main on to shore. When the mainsail could not be pulled out of its luff track, Bobby yelled from his boat, "How about removing the sail battens?" Voila! With battens removed, the main came down (actually sideways). Ed and I then horsed the mainsail and the mast on to shore where I could collect it the next day.



Bobby Brooks, thumbs up after raising spinnaker and jib from lake



Mast and mainsail on shore, Travis Landing, Lucy Gene recovery

In closing, I hope I've done justice to describing the esprit de corps that I have felt and witnessed from so many fellow AYC members and the AYC non-member community:

Diane and Matt Bartlett

John Bartlett

Ed Pierce

Bobby Brooks

Dave Kleinman

Bo Kersey

Spencer LeGrande

Ethan Froelich

Andrew Levihn-Coon

Jeff and Lucy Brock

Mike Mashl

Russ Shermer

Aaron McCulley

Robbin Kersey

Lorlinda Rorher

Janet Taylor

Mary Zadnik

Felipe Payet

Elizabeth Quintanilla

Kurt Carson

Jackie Wheelless

Jeremy Bryant

Plus many others' positive thoughts

During non-Covid times, a person only needs to attend a few AYC activities to see and feel the strong camaraderie of the Club. In my personal experience as an AYC member since 2010, the Club's esprit de corps is likely the core reason I do so strongly recommend AYC to every potential member I meet – and why I love the Club. Based on these recent events, I can very gratefully report that the Club's esprit de corps is not only alive and well, it is thriving!



Ensign Nationals 2019 Canandaigua, New York



Let's Go Ensign Sailing!

by Ann Kitzmiller, Ensign Fleet Captain

Ensign Fleet Officers

Ann Kitzmiller
Fleet Captain

Anne Morley
Secretary/Treasurer

Carl Wiseman
Social Chair

George Dahmen
Assistant Social Chair

Bill & Kelly Hawk
Chaparral Regatta Chair

Fred Ford
Sail-4-Kids Chair

The Pearson Ensign was designed by **Carl Alberg** as a one-design racer and daysailer, and the first boat was built in 1962. Among the first Pearson dealers to take on the new boat was **Rufus G. Smith** of Houston. He bought Ensign #5 himself, named her Spun Sugar, and raced her through the mid-seventies. Spun Sugar resides at the Houston Yacht Club to this day.

The Ensign Class Association is a robust organization dedicated to promoting and developing Ensign Class racing under uniform rules, while rigidly maintaining the boat's one-design features and promoting use of the Ensign as a family boat for recreational sailing. Year after year, the Governing Committee has turned down requests for geared winches, barber haulers, internal halyards, boom preventers, and a long list of other go-fast items and modifications. Some changes from the original Alberg design have crept in over the years, but only very slowly and often after years of debate. This conservative attitude has driven many aggressive racers out of the class, but it also accounts for the enduring vitality of the Ensign. It also helps the boats hold their value. Owners needn't fear expensive, obsolescence-causing rule changes, and they don't have to be string-pulling athletic wizards to keep the boat on her feet and going. **Clark Thompson, Jr.**, the first person to win Ensign nationals twice in a row, says, "The Ensign, when rigged with its big, overlapping Genoa and large spinnaker, becomes a responsive and enjoyable racer. Though you'll never see an Ensign planing around the buoys, its design and racing characteristics keep the racing close. More than any other popular keelboat, the Ensign emphasizes handling and tactics, rather than flat-out boat speed."

continued next page

Featured Fleet: Ensigns

The Ensign Hall of Fame recognizes one of a kind contributions or exceptional noteworthy pieces of Ensign Class folklore in four categories: People, Boats, Fleets and Events. In the Boat category is Ensign #3, Sea III, the oldest Ensign still actively racing. Also recognized is Ensign #635, Yardsale, owned by **Phil Robinson** of Lake Dillon, Colorado. In 1994 while rounding a mark, Yardsale's main failed to release and the boat swamped and sank with full sails, never to be seen again.

In the Events category is the 1979 Nationals held in Holland, Michigan. These Nationals were sailed in the most adverse weather conditions of any Nationals or any Ensign race. The Fastnet Storm of 1979, which created the worst sailing tragedy, originated in the Midwest United States with wind speeds of 35 knots and gusts up to 48 knots. The seas were measured from 12 to 15 feet with an occasional 20-footer. Water temperature was in the 40s with bottom water of Lake Michigan being churned up to the surface. Four boats were swamped, four masts were lost by shear wind strength, and gear damage was prevalent. Races were sailed with most boats using full sails. Local sailor, **David McClintock**, won the series with five bullets and sat out the last race as a throw out in light air.

The Ensign was inducted into the now-defunct Sail America American Sailboat Hall of Fame in 2002, joining 26 other production sailboats found to have made a lasting impact on sailing, including the J/24, Catalina 22, Laser and Flying Scot. In honoring the design, the Hall observed: "She is rarely the belle of the ball. In fact, some hotshots have even been known to call Ensigns 'tubby' as they go zipping by in their dripping wet performance dinghies. But a funny thing tends to happen when sailors stop to take a closer look at this long lived one-design racer and family daysailer. They notice the old girl is more attractive than they thought. In fact, she's got some pretty nice curves. Before they know it they're in love."



Ensign 739 Abaco starting at the pin at Nationals



Crowded start at Nationals

The key to the Ensign's success has been its moderation, the fact that while it has a shapely, easily driven hull, Alberg wasn't afraid to give the boat enough displacement so that it would be a joy to daysail on a sunny, breezy afternoon. Although the boat races with a crew of three or four, the huge cockpit has enough room for six or even seven. And it's deep enough and the boom is high enough that you don't have to worry about getting knocked in the head on every tack. In addition, the 1,200 pounds of ballast in that big keel provide a seakindliness that is absent in most faster and lighter boats. The boat revels in a stiff breeze and gets along with big waves rather than fighting them. In the end, the boat's forgiving sailing qualities and its active racing scene have resulted in an appeal that resonates with sailors of all backgrounds and of every age. Indeed, it is not uncommon in some families for generations of sailors to be introduced to the sport aboard the sturdy family Ensign, and then stay loyal to the boat even when other sailors might have moved on.

Merle Hallet, president of Handy Boat Service in Falmouth, Maine, and who sold Ensign #1, expressed a sentiment that holds true to this day: "Back in 1962 when I first got going on the national level I had a young family, and it's a great family boat with a deep cockpit. Now, as an old man, I sail them because they're comfortable."

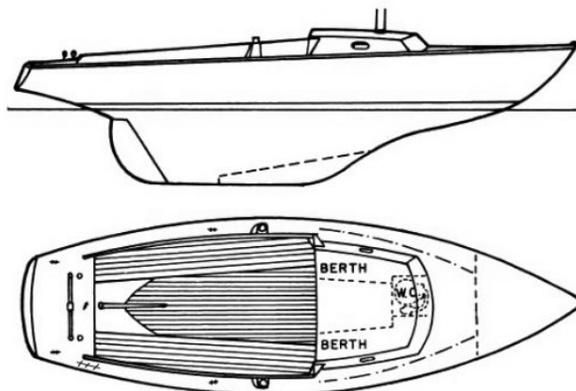
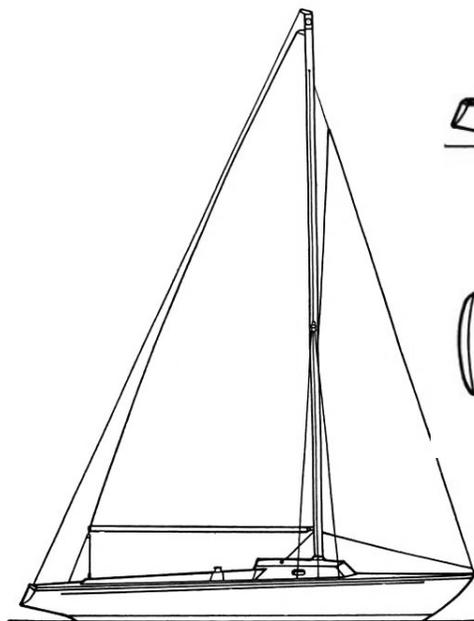
Stable, comfortable, maybe a bit plain, the Ensign nonetheless has a deep-seated quality that inevitably shines through. No doubt, the boat will be taking families and racers sailing for generations to come.

continued next page

Featured Fleet: Ensigns

Ensign Specifications

	Ft & Inch	Metric
L.O.A.	22' 6"	6.86
L.W.L.	16' 9"	5.11
Beam	7' 0"	2.13
Draft	3' 0"	0.91
	Pounds	Kg
Displacement	3000	1361
Ballast	1200	544
Sailplan	Sq. ft	Sq. Mts
Main	140	13.0
Blade Jib	86	8.0
Work jib	61	5.7
Genoa #1	150	13.9
Genoa #2	111	10.3
Spinnaker	375	34.8



Dos Locos, #929: 50 Years in Our Family

by Lewis Price



Cliff and Lewis Price

Built in 1965 by Pearson Yachts in Bristol, Rhode Island, Ensign #929, Dos Locos, is one of several Ensigns at AYC that have been actively sailed and raced by members of more than one generation of the same family. Our beloved Ensign has called the Austin Yacht Club home for 50 years.

Board of Trustee member for the AYC Trust, therefore a "founding father", and also twice former Commadore ('65 and '75), **P. Cliff Price** purchased #929 in the summer of 1970. On a recent visit with my now 96 year old father, I had him write down some of his recollections of this purchase along with the underlying reasons he chose an Ensign after actively racing several different board boats (Sunfish, Interlakes and M-20s) throughout the 60s. The following was his answer:

" In 1970 I had decided to move to a keel sailboat. I was impressed with the design of the Ensign that was then being sailed at AYC by some very good sailors such as **Bill Holman** (who had learned to sail on San Francisco Bay) and **Eugene English**. The Ensign seemed to sail equally well in low or heavy winds and provided a roomy cockpit that could comfortably seat six persons for cruising.

I discovered that Ensign #929 was for sale by its original owner and located on Cross Lake just outside Shreveport, Louisiana. I also learned that it had a good track record as a winner in racing on that lake. The cost was reasonable so I went to Shreveport, made the purchase and then moved her to Lake Travis. At that time, in 1970, I had a small Mercedes and I arranged to

borrow a trailer. The weight of the boat and the trailer was more than my small automobile so that every time I slowed down to stop, the boat moved me backwards by a foot or more. Needless to say, I had to be careful going through all those little towns on Highway 79. I was very happy to get back to Austin and Lake Travis."

Over the years, Ensign #929 has had several co-owners but it has always stayed in the Price family and is now co-owned and raced by yours truly, **Lewis Price**, the youngest of **Cliff and Gloria Price's** four children. Some of these co-owners, along with my father's somewhat "crazy" demeanor during the competitive racing events, is how the boat "earned" its title back in the 70s and the name stuck. Hence the name "Dos Locos" or "Two Crazies." Some of the "screamers" who at one time took the helm, included **Jim Wilson** and **William "Bill" Griffis** back in the 70s. However, one co-owner who actively maintained and campaigned this boat throughout most of the 80s and 90s, and significantly helped her live up to her name, was none other than **Tommy Kozlowski**. For those of you who ever raced against or had the "pleasure" of sailing with "Kozmo," you know firsthand what I'm talking about. All kidding aside, Tommy was an outstanding sailor who drove Dos Locos to many a victory and took meticulous care of her for many years. As mentioned above, since the late 90s I have been my father's co-owner and primary racer of this boat.

As you all know, older boats need regular maintenance to stay in racing condition, and even though I was very diligent with the yearly "bottom jobs," by 2016 into 2017 there were just too many "soft spots" to be ignored. So in 2017 my Dad and myself had Dos Locos' decking and hull completely refurbished by **Fred Schroth**. Thanks to the excellent work he and **Alfonso** did we now essentially have a new Ensign.

continued next page

Featured Fleet: Ensigns

We also learned after a severe "swamping" during the 2018 Chaparral de Mar race, with a guest skipper driving, that the floatation is adequate to keep her afloat. I don't recommend trying this if you haven't already.

Many people have enjoyed racing and cruising on Ensign #929 Dos Locos throughout these 50 years she has been in my family. The Ensign is a great "teaching" boat for novice sailors and I've personally introduced many a person to this wonderful sport by having them sail with me. Experienced sailors also seem to quickly recognize the elegant grace of the boat as well as its excellent ability to handle "heavy air." Sailing an Ensign really helps you understand the expression "intense leisure", which I often use to describe the sport of sailing. I currently have an excellent nucleus of fine sailors helping me race and enjoy the legacy that is "Dos Locos", including Club members **Hazel Sanchez and Susy Ortega**. I simply can't wait for this pandemic to end so we can get back to racing this classic boat.



#929 Dos Locos chasing #1167 One with the Wind, 5th Race Of 2020 Frostbite Series

September, #972: The Pure Joy of Sailing by Fred Ford



Racing

My Ensign, *September*, was built in the fall of 1965. She has been completely rebuilt twice and cosmetically burnished many times. The first time I saw an Ensign I was sailing in a bay off the coast of Maine. Her classic lines caught my attention and I asked a friend sailing with me if he knew anything about the boat. He told me that it was a new day sailor from Pearson called an Ensign. We had both just been promoted to Ltjg (Lieutenant Junior Grade) and got a good chuckle about the Ensign moniker. The Pearson Sailboat Company is gone now, but their legacy of quality is echoed in the large number of Pearson boats still under sail today.

In 2007 we moved from the coast of Maine to Lakeway. I joined AYC and by good fortune ... they had an Ensign fleet. Ensigns satisfied many of my requirements: large cockpit for family (especially grandchildren) and friends, good sailing manners, classic lines and strong build. During the 50 plus years of her history, Ensigns have become one of the largest full keel day sailor classes and her successful design has been inducted into the Sailboat Hall of Fame.

Ensigns race, tour the lake and delight children and adults with her roomy cockpit and sea kindly sailing. I bought an Ensign. *September* came out of Florida, but has sailed the Great Lakes, East Coast and Gulf of Mexico. She has a wonderful history and came well rigged for the tasks at hand. I am more "Jimmy Buffet" than "America's Cup", but *September* makes all sailing fun.



Sailing with Grandsons Max, Will, Sam and their father, Brad

continued next page

Featured Fleet: Ensigns

Why the name *September*? September comes from the Frank Sinatra hit song and album titled *"September of My Years."* It all seemed to fit ... album released in 1965, appropriate lyrics, *September* built in 1965 and I was retired ... hence the name *September*.



Tom Groll ... making Brews'R (#578) pretty

Since most of our Ensigns are of a classic age, fleet members have taken great pride in *"there is nothing – absolutely nothing half so much worth doing as simply messing about in boats."* – *Wind in the Willows* (Kenneth Grahame). We share our maintenance and rebuilding skills as well as our sailing skills. It is not uncommon for an experienced Ensign sailor to sail with and coach someone new to the boat. From "messing about" to sailing, it is the Ensign style.



Hazel Sanchez, John Grzinich and Fred Ford get kids ready to sail

Every year the Ensign fleet hosts Sail-4-Kids. Sail-4-Kids is an outreach program for the Baptist Children's Home. The program was the idea of long time Ensign sailor, Doug Laws, and we host it in conjunction with the Lion's Club. Ensigns host/coordinate and all the fleets at AYC participate. Volunteer skippers and crews from all our Club's fleets give the children an afternoon of sailing, swimming and picnicking. Many of the children have never been on a boat or even been to a lake. Giving children a chance to laugh and play is a good thing.



Ray Shull and Linda McDavitt make the day



Bo Kersey brings on the fun



Just hanging out on the lake

The Ensign Fleet hosts the annual Chaparral Regatta. We provide guest skippers with a crewed Ensign for the regatta. The regatta honors our senior sailors. To qualify, you have to be older than age 70, a former racing skipper and an AYC member or family member of an AYC member. Ages 70-74 sail for a bottle of wine and ages 75 and older sail for their name on the perpetual trophy plus a bottle of wine. We have had members' parents,

continued next page

Featured Fleet: Ensigns

grandparents and senior sailors well into their 90s sail the regatta ...
Karel Dahmen, Cliff Price and Keith Renard. Chaparral is always a good day
 on the water.



The Chaparral trophy



The Chaparral start



Linda sails to the cheers from the crowd



Brad Davis claims the prize with his rowdy crew



Tom Romberg did not throw Annie overboard ... honest.



The skippers

Our inaugural Chaparral Regatta was held in 2014. Our winner that year, was former AYC Commodore and Ensign sailor **Frank "Arak" Bozyan**. Arak skippered a legacy Ensign, *J. Seagull* (Ensign #324). **Liz Bozyan** (his wife), **Jonathan Baker** and **Eric Faust** crewed for Arak. Ensigns have a way of staying in the family. *J. Seagull* was sailed by the late **Jim Baker** and passed down to his children, **Sarah Baker Faust** and **Jonathan Baker**.



Commodore Frank "Arak" Bozyan, *lo*
 (Ensign #465) 1937-2015

continued next page

Featured Fleet: Ensigns



September under sail

That brings *September's* story and her adventures in the Ensign community up to the present. Owning *September* has allowed me to share the legacy and joy of sailing with our extended family, grandchildren, friends and many of our new AYC members. Ensigns are wonderful boats ... perfect for sharing. Unfortunately, this year of COVID-19 has delayed and severely limited a lot of sailing plans ... but we still own the future. *September* and the Ensign Fleet are in that future. There will be more Chaparral Regattas, Ensign Full Moon parties, fireside dinner meetings, Sail-4-Kids and my favorite event, the ever casual, bring friends and family sailing ... The Beer Can.

Stijf Kop #588: A Great Source of Joy for Our Family

by Frans and George Dahmen

In 1969, **Eugene English** came to Austin from San Angelo, joined the Austin Yacht Club, and started Ensign Fleet 30. The fleet consisted of four Ensigns. Eugene recruited **Bill Holman** as crew and taught him how to race. After a while, Bill decided he needed his own boat and bought Ensign 588 from **Tom Leach**. Tom had named the boat MISTRESS TWO after his two daughters. The Holmans planned to change her name and, as **Barbara Holman** tells it, she and her daughter began scraping the old name off from opposite ends. When Barbara had removed the MI and her daughter had removed the TWO, Barbara said, "Stop right there! That is the name of the boat—STRESS!" Barbara thought that was an appropriate name for the boat given how intent Bill was on winning every race. **Cynthia Creamer** announced Bill's acquisition of 588 in the July 1979 Telltale as follows:

"Lost: one excellent Ensign crew. Qualified in foredeck, sail trim, reading wind shifts, and calling starts to skipper. If found, call 266-1923.

Found: one new Ensign skipper (see above description) with well-outfitted boat. CAUTION! This skipper is suspected of being extremely fast."

Bill put a crew together that included **Frans Dahmen**. Bill had his crew join him on Wednesdays, Saturdays, and early Sundays to sharpen up. Barbara says that Bill was "all about winning." Bill became a top contender in the Ensign Fleet and apparently was considered an expert on the boat's properties. Barbara told the story of how one day **Arak Bozyan** was out on his Ensign and the boat took on a considerable amount of water. A confident Arak told his concerned crew not to worry because "**Bill Holman** said that an Ensign won't sink." So they just sat there as Arak's boat proceeded to sink.

By 1987, the Holmans had started ocean sailing, which Barbara much preferred to racing, and sold 588 to **Frans and George Dahmen**. The Dahmens changed her name to Stijf Kop, Dutch for "stubborn" and the name of the boat the Dahmens owned in the Netherlands, and began racing her with family and friends. About his years sailing Ensigns, George says:

"My first sail on an Ensign was in 1980 on Eagle, **Hap Arnold's** boat. I was crewing for **Sandy Bauman** who was Hap's partner in the boat. It was a series race and the winds were 10 to 15 and I flew the main and was

in charge of keeping her flat. Since I had learned to sail on a Sunfish, that was no problem. I continued my Ensign career in 1983 when I crewed for **Dan O'Donnell** and raced against **Jim Baker** and his crew, **Harold Neel** and **David Stark**. I don't believe we ever came into our own slip until well after they were enjoying beers on the patio. In 1987 **Frans** invited me to partner with him in **Bill Holman's** Ensign 588. From that moment on, 588 has been our family boat. We campaigned 588 from 1987 through today with our father **Karel**, our brother **Maarten**, and many nieces and nephews. Other members of the AYC Ensign family joined us in Club racing and regattas as well, including **Lewis Price**, **Bill Hawk**, and **Tom Groll**. **Karel Dahmen**, my dad, taught me to sail when I was growing up in the Netherlands. In Austin, Frans and I taught Karel how to race sailboats. When Karel was 78, he told me he wanted to learn how to race by the time he was 80. Before his 80th birthday, Karel skippered 588 in the Ensign Regionals on Lake Dillon, Colorado, finishing fourth. Karel most recently sailed with me and Tom Groll just before his 100th birthday and is looking forward to the next time. It's been amazing how this boat has been a great source of joy for the Dahmen family. And the best part is how our family has come together with the AYC Ensign family. Competing against my friends for over thirty years has made us that way. I'm very grateful for that.



Ensign 588 out cruising on a Sunday afternoon

Featured Fleet: Ensigns



Racing upwind on Lake Travis



Karel, Frans and George Dahmen sailing 588 in the early 2000s



Frans and George Dahmen with Ann Kitzmiller and Kathryn Noack at Ensign Regionals, 2017



Ensign 588 participating in the Chaparral de Mar Regatta with Bill Records on the helm *Photo by Ann Morley*

continued next page

Featured Fleet: Ensigns

J. Seagull #324: Fast, Comfortable, Affordable & Forgiving by Sarah Baker Faust

When **Jim Baker** learned he was going to be a father, his first response to his wife **Jane** was "We are going to need a bigger boat!" A few months after his son **Jonathan** was born, Jim bought Ensign #324 and named it the "Jonathan Seagull." At the time the boat was 10 years old. 47 years of sailing with family and friends have followed.



Jim, Jane, Jonathan and Sarah Baker with a family regatta trophy, 1989

In 1976 **Jim, Jane, Jonathan (then age 3) and me, Sarah** (then 9 months old) moved to Austin from Dallas, bringing J. Seagull, and joining AYC. Dad became an avid racer and race committee volunteer. While we occasionally raced together as a family and Mom did her fair share as foredeck crew, a team of **Dad, David Stark, Harold Neel, and Jonathan** came together in the mid-1980s as a competitive crew. Jonathan earned the nickname "Mr. Goodwinch" for his efforts winching in the genoa in high winds, staying down on the low side so the big guys could get up on the rail. I would argue another integral crew member in that time was **McKenna Kuhr** (the late **Teri Nelms'** daughter). Although McKenna never set foot on J. Seagull, she babysat me in the AYC swimming pool every Sunday, allowing Mom and Dad to be out sailing. David and Harold eventually bought Ensign #578 and recruited **Tom Groll** as crew. Tom, of course, became and remains a mainstay of Ensign Fleet 30.

In 1997 while we kids were busy with college and work, Dad was still racing J. Seagull and finally won the Ensign Regionals with his good friend the late **Rod Eithridge** on the boat. He was immensely proud for Fleet 30 to be back on the trophy as it was the first time since 1977 an Austin boat won.

In 1999 Dad moved to Beaumont to get back into the newspaper business and J. Seagull was moored at Houston Yacht Club. Unfortunately, he fell ill with cancer and the boat fell into disrepair. In 2003 Jonathan moved the boat back to Austin, fixing her up with help from Fleet 30 and eventually retrofitting much of the boat. Dad died in 2004 but would have been so happy to have known that in the next years his kids were racing J. Seagull once again at AYC.



Ensign Nationals 2011: Jonathan Baker, Tom Groll, Sarah and Eric Faust racing J. Seagull

Jonathan went on to collect many trophies in J. Seagull, often with me and my husband **Eric Faust** as crew, as well as **Tom Groll, the George and Frans Dahmen and Randolph Bertin**. Standout regattas include two Regionals Championships (2010 at HYC and 2019 at AYC), a first at Ensign Nationals (2011 in Canandaigua, New York) and a third at Ensign Nationals (2012 in Marquette, Michigan). Our mother Jane was so excited when we won the Nationals, she flew from California to New York for the trophy presentation.

Another proud moment on the boat was hosting **Arak Bozyan** in the inaugural Chaparral de Mar Regatta (see **Fred Ford's** column for more info). Arak was Dad's best friend and former Fleet 30 Ensign sailor. Arak won the regatta and the last sailboat race of his life with his wife **Liz, Jonathan, and Eric** crewing. In another Chaparral de Mar, we were honored to host my father-in-law **Bruce Faust**, a Butterfly sailor from White Rock Lake, as skipper on J. Seagull.

I don't know why specifically my Dad chose J. Seagull when he decided to buy a family boat, but in 1998 as Fleet Captain he wrote: "We sail one of the finest small sailboats ever introduced to the public ... the Ensign looks like a proper boat and it sails like one. It is a fast, comfortable, affordable, and forgiving one-design racer and day sailor. All reasons why we endure and J/24s come and go."

The legacy of owning a boat for so long is not the actual fiberglass and woodwork (although the money and time that goes into a 57-year old boat is not trivial), but rather the adventures with family and friends you make racing together, organizing regattas, socializing, and helping each other work on boats. Jonathan and I have known many of the Fleet 30 sailors and their families for decades and could not have enjoyed and maintained J. Seagull without their support.

continued next page

Featured Fleet: Ensigns

Today Jim's grandchildren **Caroline Baker (11)**, **Margaret Faust (6)** and **James Everett Faust (2)** are learning the joys of a full sail and a following breeze thanks to Dad's idea to buy a family boat and all the friends we have made along the way.



Caroline Baker helms the J. Seagull with Jonathan Baker, Margaret, James Everett and Sarah Faust crewing

Eagle #773: Ensign Camaraderie is Great! by Annie Lancaster

A great thing about the Austin Yacht Club is that you make friends for life. I am not sure how the friendship between the **Arnold and Bauman families** started but I am sure it had something to do with sailing.

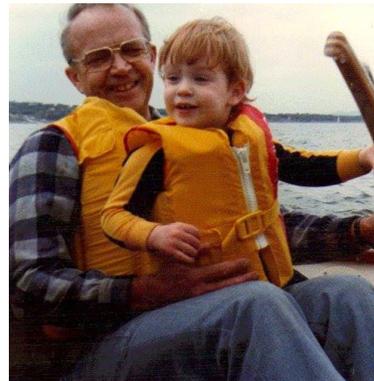


Dad and Sandy Bauman

I suspect that my dad, **Hap Arnold**, met **Sandy Bauman** sailing on Lake Travis. Their daughters, **Cathie Arnold** and **Cathy Bauman** became great friends at

Austin High School and their youngest daughters, **Annie and Liz**, became best friends at O'Henry Junior High School.

Sometime along the way Sandy and Hap thought it would be good to buy a boat together. Their first boat was an orange Cal-20 named The Great Pumpkin. I think Sandy did most of the racing because Dad was sailing his M-20, Holder 20, or Laser. Then around 1980 the duo bought the Ensign #773, Eagle.



Dad and Charlie Arnold

for a good night's sleep. At the trophy presentation, they announced my name as the winner of the Bill Levens trophy since Dad had registered with me as the skipper. I was terrified that my name would be put on the trophy because Dad skippered the boat. The next day I contacted the Club to be sure they knew who the real winner was.

Sandy was not sailing much anymore but in 2007, he and Dad took the Montgomery 20 to the coast to sail up 'the ditch'. The weather was a problem as there was a tropical depression growing in the Gulf and they pulled the boat out at Rockport. (That's a whole other story that relates to the Jesse McIlroy Smith and Blue Duck awards of that year). It was always great to get a call from Dad to see if I was available to sail. When **Charlie Arnold** moved back to Austin there were lots more opportunities.



Levens Trophy, 1989 Turnback



2008 Turnback winners

In 2008, Charlie and I got to sail Eagle with Dad on another Turnback regatta. Dad knew the lake really well so he knew which side of the lake would pay off and which would suck you in. The Lago Vista fire department had a bar-b-que dinner when we arrived. I remember eating and thinking I was still rocking on the boat. That night I got a ride home

continued next page

Featured Fleet: Ensigns

but Dad slept on a mattress in the cockpit of the Ensign. The race back on Sunday was great and we won the race.



2008 Independence Cup Regatta, Tom Romberg and the three Lancaster girls as crew

Abaco #739: Rich History, Beautiful Lines, Graceful Motion by Anne Morley

Since 1990, the **Morleys** have owned two Ensigns, 736 (1990 to 1998) and 739 (1998 to present). In 1998, we jumped at the chance to buy 739 from Anne's brother, **David Warters**, and donate 736 to the sailing program at the Texas A&M Maritime Academy in Galveston. **David and his father, Bob Warters**, spent 1500 man-hours in 1991 and 1992 refurbishing 739, and it was in pristine shape. In 1993, 739 ("Quest" at the time) was honored with the Ensign Class Association's (ECA) Most Beautiful Ensign Award.

We crewed for **David Warters** on 739 out of Houston Yacht Club for the eight years he owned it before we purchased it in 1998. We sailed together for many regattas, Ensign Regionals, and Ensign Nationals. The crew was made up of **David Warters, David Morley, David Anderson, and Anne Morley**. Our crew shirts all had "David" printed on the back except for Anne's, which said "Not David." When Anne took a break from racing to have children, **Augusto Villalon** stepped in to crew until she returned.

When we bought 739 we named it Abaco – the name of the island in the Bahamas where we honeymooned. Having young children, we did our best to race as often as possible. We also enjoyed many wonderful, relaxing day-sails in Clear Lake and on Galveston Bay with our daughters and friends. Once our girls entered middle and high school and started playing soccer, field hockey, and lacrosse on the school teams, we found it challenging to get on the water. To protect Abaco from the harsh seashore environment and hurricanes, we moved Abaco to the barn at the family farm in Brenham. When we decided to move to Lake Travis in 2011, our first agenda items after finding a place to live were to get Abaco out of the barn after five years, join AYC, and resume racing!

It is truly a pleasure and honor to be a member of AYC Ensign Fleet 30 and ECA and to own/sail/race an Ensign, a sloop with a rich history, beautiful lines, and graceful motion on the water.

We are happy to say that we get to sail/race regularly on Lake Travis. We love

In November of 2008 **Tom Romberg** got permission from Dad to sail the Ensign in the Independence Cup regatta. When looking for crew he called me and I enlisted my two daughters. Tom basically started the race and sailed the boat up wind and when we rounded the windward mark, he had me take the helm so he could raise and fly the spinnaker. He really was a one man show while the Lancaster girls followed his every command. It goes to show what a great sailor he is.

Now we like to sail Eagle with family and friends. We are not the most competitive boat on series races but the Ensign camaraderie is great. Ensign sailors are always available for help and advice. Although Eagle is officially mine, I still think of Dad every time I sail. Sometimes I think he is rolling his eyes but other times I hear him say, "Find the wind and keep the boat moving."

being a part of AYC Ensign Fleet 30. We are all competitive, but we all have fun. It's such a wonderful group of people who would anything for each other.



#739 Abaco, still the most beautiful Ensign

continued next page

Featured Fleet: Ensigns

Prickly Pair #1414: The Beginning of a Beautiful Relationship by Bill and Kelly Hawk

A lot of milestones happened to the **Hawk family** in 1992. We had our first child, we adopted two puppies (because we didn't know any better), **Bill** started a new job, we bought our first house, and we acquired our beautiful Prickly Pair. She hails from up north but somehow had made it down to



Bill, Kelly and Will on Prickly Pair before launching

Canyon Lake. **Bill and Kelly** had been sailing together on Ensign 1609 in a "maintenance partnership" for many years, with **Tom George**, her then owner. After searching Texas, we found Ensign 1414 for sale at a reasonable price, and the relatively close location made her all the more attractive. Bill set out on Father's Day of that year with his good friend and future crew, **Jim Chapman**, to fetch the boat and trailer her back to Austin.



Kelly with the kids

Unfortunately, Bill's Bronco had other plans and decided that June 20th was a good day not to be in a hurry, and immediately slowed the proceedings by busting a water pump on I-35. Since it was both Father's Day and a Sunday, there were no garages or auto parts stores to be found which could supply a new pump or replace the broken one which was leaking water and providing no circulation through the block or radiator. The "three-hour cruise" turned into a full day of idling along I-35, then across Hwy. 2222 to the Hawks' house in north Austin. Luckily the day cooled once the sun set, so Bill and Jim were able to make better time and arrived back in Austin just before midnight.

The boat was parked in our yard and worked over for the next month or two, with **Bill and Kelly** replacing the running rigging, oiling the wood, cleaning the deck and bottom, and generally puffering around to get her ready to

launch. We wrestled with the possibility of changing her name because we heard it might be bad luck.

Her original name was Wintergreen, not a good name for a southern boat.



Will, Erin and Tracy on a windy afternoon

We decided on Prickly Pair because it seemed to match our boat color and personalities. We parked the boat in the AYC work yard, stern to the entrance to add finishing touches. The painting of the name on the stern caused quite a stir when Kelly stopped to tend to Will, and with only P-R-I-C-K painted; passersby were

surely curious about the name. Many cars slowed down, but none were brave enough to ask.

On the big day, we set out with a bottle of champagne, needing to have the proper ceremony to ensure safe harbor after her launching. After considerable speechifying and toasts the big moment arrived, and we backed the newly christened Pair down the ramp. **Jim Chapman's** girlfriend was skeptical, for some reason, asking whether we were sure that she would float. This question raised a round of hearty laughter – of course she would, we said, being a full-keel sailboat with a rock-solid hull – what else would she do?



Will, Tracy and Erin on Prickly Pair

As the trailer was being pulled back up the ramp, and with Pair tied neatly to the north rigging dock, Bill stood in the cockpit listening to an unexpected sound of running water. Lifting the bilge cover, he was horrified to see that the silicon seal around the through-hull knot meter must at some point have dried and become completely useless for protection, resulting in a full stream of Lake Travis filling into the bilge. Bill yelled for his crew to back the trailer back into the water, and

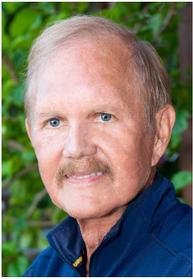
with the Pair sliding lower and lower into the lake, Bill managed to paddle her up onto the trailer and get her pulled part way up the ramp for bailing and tying off.

After apologizing profusely to the girlfriend with excellent foresight, we removed the through-hull fittings (knot meter and head), glassed over both openings, and then finally launched the Prickly Pair to where she sits today, one of the soundest and most beautiful Ensigns in Fleet 30.

Her beginnings might have been rough, but Prickly Pair has provided our family with immeasurable pleasure and joy. She's won a few races and lost a few too. She's been at many birthday celebrations, family reunions, Beer Cans, midnight sails, light air days, stormy crossings, and even a swamping.

To this day, she remains our favorite way to escape from work and the crazy world we live in.

Performance Racing Fleet Report by Bruce McDonald



July and the beginning of August has seen a lot of action in the A and B Fleets. Mostly we have seen SSE winds in the 8-12 knot range which have made for some great racing. The one exception to perfect Goldilocks winds was when hurricane Hanna gave us steady winds of 25-30 with gusts over 40 knots. **Kurt Zinsmeyer, David Weeks, Cass Meyer and John Madalozzo** gave it a try. Everyone got back to harbor with no injuries or major breakdowns, a tribute to their good seamanship if not exemplary judgment. Our attendance has steadily built with 15 boats counted in the last race. Great to see new people out each week along with the stalwarts. The use of RaceOs has allowed post race analysis.



John Madalozzo takes on Hanna *Photos this column by Bruce McDonald*



Doug Weeks catches a wave on the way back to the harbor



Cass Meyer at the helm of Namaste



John Thurston and crew of Fastbreak, 7/18/2020 *Photos this column by Marilyn Jackson*



John Thurston and crew of Fastbreak, Bruce McDonald and crew of Rogue Wave, Dave Weeks and crew of Ingognito, Can Kalyoncuoglu single-handing Capric 22, 8/1/2020



Cass Meyer and crew of Namaste, Kurt Zinsmeyer single-handing Shaken Not Stirred, Dave Weeks and crew of Incognito, Bill Records and crew of Cafe au Lait, 8/1/2020

Multihull Fleet Report

by Jim Casto



Our fleet has been out sailing most weekends, and some fleet members have “camped” overnight on their boats, as a kind of “stay-cation.”

August 1 was the date we normally host Big Brothers / Big Sisters Sailing Day over at Windy Point, where we take ~200 kids sailing. And an after-party at AYC for the BB/BS staff and sailor volunteers who make it possible. Unfortunately, the event was cancelled this year.

Since the fleet hates to miss a party, and it was **Mike Beuerlein and Brigitte Benquet's** 5th wedding anniversary, they hosted a raft-up dinner at the Pavilion. In fact, the Pavilion was the actual location of their wedding ceremony five years ago on **Doug Casey's** trimaran. For this year's dinner and party, several trimarans tied up along the docks in the South cove. Social distancing was followed as individual plates of jerk chicken and sides were handed out and Bushwhackers were consumed.

For the last four to five weeks, we have scheduled a fleet informal race almost every weekend. We typically sail in the basin on 4-D-4-D-f type courses, but one Saturday it was windy enough for us to sail to mile marker 12 (4-7-12-7-f). That day, I was sailing with a new fleet member, **Jared Steele**. Jared posted a YouTube clip from his GoPro video footage, so I now can show my non-sailor friends that when I go sailing, it's not just “sitting in the cockpit with a beer” as they typically think. It can just as well mean that I am out on the wire in 15-18 knots, fighting 25-knot gusts.

Lately the fleet has been trying “pursuit” type races, where slow boats start first, with the intent for boats to converge at the finish. The last two weekends we had almost all boats finish within five minutes, after ~2½ hours of racing. Now, due to heat we will change to alternating weekends, and maybe change to Sundays after “Knot Beer Can” ends.

Handicap racing is challenging, especially when fleet members do not like their handicap number. We are currently working through some dissatisfaction, with the goal of increasing participation regardless of handicap number.



Happy anniversary Mike Beuerlein and Brigitte Benquet



Multihulls social distancing at Mike and Brigitte's party

Dinghy Fleet Report

by James Bland



There are a number of things happening both in and outside of the AYC grounds. As always, August is blistering us with 100 ° F temperatures, so be careful of heat exhaustion and heat stroke.

Out of all the sailing that is being done, many people are opting for single-handed sailing and family sailing in One Design small boats. While many classes are cancelling their National events, fleet sailing, where it is possible and can be conducted safely, is going strong.

I have had a number of parking lot discussions with AYC dinghy sailors. First of all, we have at least two Snipes in the lot. **Steve Keckler** owns Snipe #29699, a Jibe Tech boat, and was central to the formation of Fleet #505 at AYC. We have the former leader of the Texas Centerboard Circuit at AYC sailing a Contender and there are other former Snipe Sailors at the Club who have admired Bombshell and the other dinghies around her.

The 2020 OK Dinghy International Magazine has been published and there is quite a bit of US activity. Check out <https://www.sail-world.com/news/230404/July-edition-OK-Dinghy-International-magazine> and https://mcusercontent.com/d45743fb70846f6a8bdc2837d/files/18ae8de4-b941-4b4b-9b80-cd420ab4adc3/OK_Dinghy_July_2020.pdf. There are three new boats being built and eight other used boats being imported from Denmark along with tooling to have USA OK Dinghy production. The Star sailors are rediscovering the OK and are starting to place orders for boats. OK dinghies will be registering their first Brazilian / South American boat owners in August. **Rob Couffts** is finishing his OK Dinghy now, with a little help from me. The focus is on development.

US Sailing has relaunched their One Design sailing organization – please go out to visit ONE DESIGN CENTRAL at <https://www.ussailing.org/competition/one-design-central/>.

Anyone interested in reactivating Snipe Fleet 505 please contact me. I have Bombshell all tuned up and have been sailing to make sure everything works. All systems check sat. Please contact me for a test ride, if you're interested in an OK, Finn or Snipe. I can be available most evenings.

Last point. Many One Design organizations are struggling because people have opted not to pay annual dues. Like AYC, the expenses and communication don't stop even if the pandemic has shut down a lot of activity. I have donated to the AYC fund, as well as paid the dues to the Finn, OK, Ensign, Comet and Snipe organizations. It's not much money, but it helps to keep the class structure in place for the day we start to compete. Please consider, if you can, donating and supporting your AYC family and any One Design organizations you're interested in.

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Sunfish Fleet Report

by Louise Miller



It's hard to believe we are already midway through August. The Sunfish fleet has had over 50 races this year during the Wednesday evening fleet races and several weeks remain in the season. At present, **Stewart Draheim, Bonner Cordelle, Annie Lancaster, Lucy Brock and John Bartlett** are in the top five positions. The Sunfish fleet is indeed fortunate to have these and so many other talented racers!

We've enjoyed decent wind for most evenings and a great crowd showing up to participate. With each passing week, we see more familiar faces coming back to race, and new folks discovering (or in some cases, re-discovering) the joy of Sunfish sailing.

On the national front, the Sunfish Women's North American Championship that was to be held at Columbia Sailing Club has unfortunately been canceled. However the 2020 Midwinters and International Masters Championships have been rescheduled to run in tandem at Clearwater Yacht Club Nov 12-15 (<https://www.sunfishclass.org/news/article/2020-midwinters-international-masters-new-date>).

continued next page

Stay tuned for further updates to the Texas Sunfish Racing Circuit calendar. We'll see if any events get scheduled for September and October.

And for those of you who would like to get some more filler time on your Sunfish, come on out on Saturday mornings. We'll usually pick something to practice (like tacking, starts or capsizing recovery), but then spend time just sailing for fun. Launch time is typically 10:30am.

Happy Sailing!



Wednesday evening informal racing *Photo by Anne Morley*



Sunfish start Wednesday evening informal racing *Photo by Marilyn Jackson*

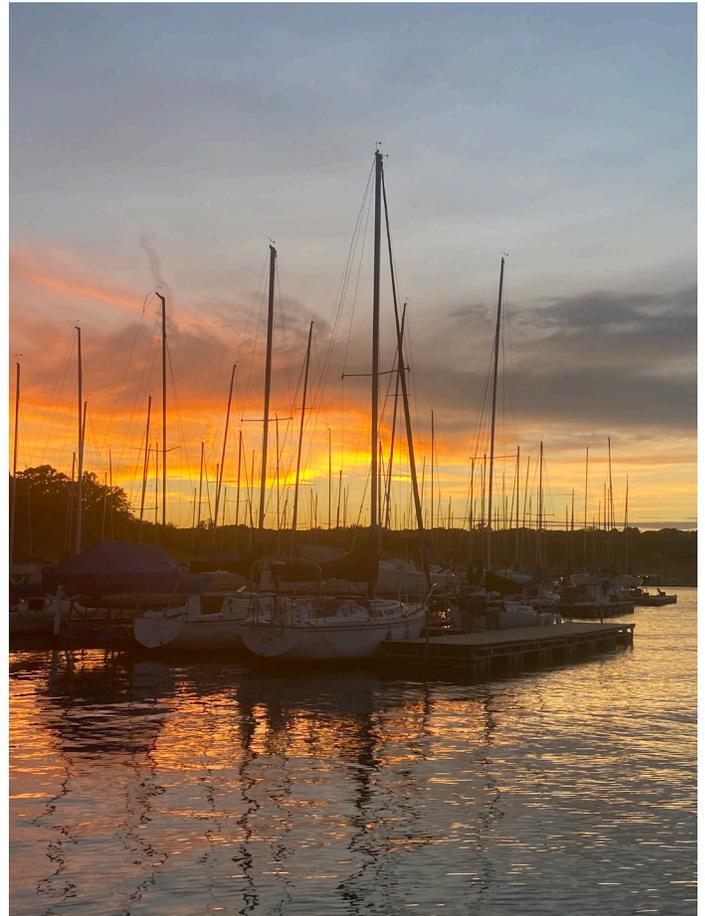


Sunfish mark rounding Wednesday evening informal racing *Photo by Marilyn Jackson*

Photos by Members



Dock 1 at night *Photo by Elizabeth Quintanilla*



Dock 2 at sunset *Photo by Elizabeth Quintanilla*

continued next page

Photos by Members

Wednesday evening informal races *Photos by Anne Morley*



Laser downwind



John Bartlett



Laser start



Annie Lancaster



Sunfish mark rounding



Opti practice

Photos by Members
J Boat Informal Races *Photos by Marilyn Jackson*



John Barlett and crew of Speed Racer and Ray Shull and crew of Flyer



Karen Bogisch, John Barlett, Bob Gross



Traffic Jam – Flyer, Bonfire, Speed Racer, Rogue Wave, JazzTacks



Last Leg – Karen Bogisch and crew on JazzTacks, Bob Gross and crew on ShotGlass



Bob Gross, Linda McDavitt, Karen Bogischs, Bruce McDonald



Race Start – Ray Shull, John Bartlett, Bob Gross, Ed Taylor, Terry Schertz

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Independence Day	July 4
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"Ensign" by Keith Denebeim
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Calling All AYC Artists!

Each month, the Telltale will feature the artwork of members.

Send in your high res images to ghowiellc@gmail.com.

Self-promotion is a good thing.



2020 Special Service Award Nominations



Recognize those that have made a difference this year at AYC!

Email the awards committee your nominations at nominations@austinyachtclub.net.
Deadline is October 15.

This year we would like to recognize the AYC members who have given their time, talents and went over and above in helping the club and the membership despite the unusual circumstances disrupting our regular sail racing season. Stay tuned for information on when award recipients will be announced. Please submit your nominations here:

Special Service Award

Nominee: _____

Why: _____

Nominee: _____

Why: _____

Nominee: _____

Why: _____

Blue Duck Trophy: The coveted Blue Duck Trophy is presented each year to the Austin Yacht Club member who executes the biggest blooper, as nominated and voted by the AYC membership.

Nominee: _____

Why: _____

YOUR NAME: _____

CONTACT EMAIL _____

CONTACT PHONE _____



Austin Yacht Club
5906 Beacon Road
Austin, TX 78734-1428



Post- A & B race (Hurricane Isaias race) rainbow *Photo by Can Kalyoncuoglu*