

AUSTIN YACHT CLUB TELLTALE

January-February 2014



Red Eye Regatta Kicks Off 2014



Cover photo by Bruce McDonald

IN THIS ISSUE

2014 Red Eye Regatta
Board of Director Reports
Fleet Captain Updates
Sailing Director Report
Roadrunners Return to the Road

ASA Basic Coastal Navigation Offered
at AYC
Burgee Exchanges
Ray & Sandra's Excellent Adventure
AYC Scuttlebutt

SAVE THE DATE

Feb 08	Frostbite #4	Mar 02	2014 Opening Day Ceremony and Regatta
Feb 13	KHF Ratings Committee Meeting	Mar 15	Basic Keelboat Clinic
Feb 15	Frostbite #5		
Feb 28	AYC Speaker Series, Jeanne Socrates		



The Austin Yacht Club presents:

Jeanne Socrates

Friday, Feb. 28th 7:00pm

This event is free of charge and Non-Members are welcome!

Jeanne Socrates recently completed her third solo circumnavigation—this time non-stop! Don't miss the opportunity to hear her exciting story: In 1997, Jeanne and her husband retired early and took off in 'Nereida' to "see the world". They sailed Western Europe and the Americas together until March 2003 when her husband lost his battle with cancer. Courageously she decided to follow their dream on her own. Her first single-handed race was the 2006 Transpac from San Francisco to Hawaii. In 2009 she decided to attempt a solo non-stop circumnavigation. On October 22nd 2012 she left Victoria, B.C. for her third attempt, after repairs and a knockdown off Cape Horn stopped her first two nonstop attempts and in the dark early hours of July 8th 2013 she successfully returned after well over 25,700 nautical miles and almost 260 days of nonstop, singlehanded sailing – the first woman to do so from N. America.



More information on Jeanne, visit: <http://www.svnereida.com/>

Sponsored by the AYC Fund

From The Commodore

by John Morran



As we launch into 2014, I want you all to know that I am very honored to serve as your Commodore. I have the good fortune of following several AYC Boards that, with the help of our strong volunteer membership, have worked for several years to set the Club on a path of growth and improvement.

While mother nature has decided to challenge us with unprecedented lake levels, I am greatly encouraged by our response as a Club and am optimistic that if we continue to invest in the future, we will all be proud to be part of this Club and be able to enjoy the sport of sailing at any lake level.

I hope that AYC will be known as *the* place in central Texas for sailing enthusiasts of all ages and ability levels. I ask each of our members to join me this year in the effort to continue to work hard on growing our membership. It seems pretty simple to me – we need new members to thrive as a Club; therefore, we need a Club that has the programs and facilities to attract, and retain, new members. In the past few years the Club has invested considerable time and money in sail training programs and has started tackling several large capital improvement projects to upgrade our facilities on land and in the harbor. I think the results speak for themselves and am thrilled with the number of new members we were able to attract to our Club in 2013. Our work in these areas has only just begun and your 2014 Board has already met several times in the past couple of months to discuss how to best allocate the resources we have to continue improving our facilities and programs.

On January 30, we had our first AYC Board meeting of the year. This meeting is one of the most important of the year, as we approve the operating and capital budgets and a large portion of the calendar for series races, regattas, sail training and social activities. I want to thank both the 2013 Board and the new 2014 Board for their hard work over the past several months in working through the budget process. This is an important and time consuming process and like any budget there are always the tough decisions on what can be done with the limited resources that are available to ensure that the Club is in strong financial shape at all points during the year. As in past years, the Board has approved a dues and slip fee increase in 2014 in order to keep pace with the increased cost of operations and to continue to expand our efforts to improve the facilities and expand our services and programs. The office will begin the process of implementing these increases – which include a 5% dues increase and a 5% increase in wet slip fees. The Board decided to not increase dry slip fees or board boat fees due to the limited access our dry sail members have at this lake level and the current condition of the board boat docks.

Please check out the updates to the AYC Calendar, as we will have a full schedule of racing, sail training and social activities this year. There is still room to add events, but don't forget to submit a FUR (Facilities Use Request Form) and please give us plenty of time to review and approve at regularly scheduled Board meetings as we will not approve between

Board meetings unless it is a true timing emergency.

I speak for the rest of the Board – please participate in your Club. There are many opportunities in the near future:

- Sail in the Frostbite Series
- Enjoy some fun at a Ray's Friday Movie Night
- Attend a Board meeting – the 4th Thursday of each month
- Special Presentation by **Jeanne Socrates** – the Oldest Woman to Sail Solo Around the World is being scheduled at AYC for Friday, February 28
- Opening Day Ceremony and Regatta on March 2

The next time you are at the Club, please take a moment to thank our hard working staff – **Jackie, Tom, Kate and Bob** – for keeping things at AYC running smoothly and helping us grow our membership.

I look forward to seeing you at the lake in 2014.

Vice Commodore Report

by Barry Bowden



Rain finally came to Lake Travis during the last months of 2013. Even though we didn't benefit from the two 12" rain bombs that Austin received, our lake did have a modest increase of 10 feet. This has made our docks more accessible and the best news is that we have working launch ramps for our members who have been trapped in the dry sail area for the last

couple of years.

I think we should all celebrate by planning on attending and racing in the upcoming Opening Day Regatta that is scheduled for Sunday, March 2. What better way to celebrate Texas Independence Day than to come out to the Austin Yacht Club for a 10:00 a.m. brunch that the social committee always does such a great job with, visit with your friends you haven't seen in a while, and join us for a race on beautiful Lake Travis. This event is open to all of our classes and, like the remainder of our regattas, will have a separate race area for our Junior sailors to compete in their Optimists and the club FJs.

The AYC Board has approved and published the race calendar for the remainder of 2014. The Frostbite Series is well under way and has been well attended. There will be five other series during the year if you haven't made the Frostbite. Wednesday night Sunfish/Laser and Beer Can races will begin the first week of May.

April will feature the Texas Sailing Association Youth Circuit Roadrunner Regatta on April 5-6. This is one of the most popular races on the TSA Circuit and always fills the lake with Optimist, Laser, and FJs. Sailing Director **Kate Noble** will be scheduling practice sessions and we do have some Club boats available for charter, so check in with Kate in the office.

The Easter Laser Regatta is scheduled for April 19-20 and is the Area F Qualifier for the US Sailing Mens Singlehanded Championship. It is always a great regatta and worth a trip to the lake to watch, even if you don't plan on sailing.

continued next page

Turnback Canyon Regatta is scheduled as always for Memorial Day weekend, May 24-25, and we will continue with the popular format of a long distance race on Saturday with a great party before finishing with another shorter race on Sunday. This seems destined to be a new tradition at AYC as we all have lost the urge to sleep on our boats overnight and race again the following day.

Our fall regatta schedule will resume in September with the Centerboard Regatta on September 13-14. This date should keep the powerboats away and make it a lot more fun. The AYC Fund Bernstein/Brinkmann Fleet Challenge is scheduled for Saturday, September 27. This event has become a great success and a fantastic way to have fun and raise money for the AYC Fund which has been such a great way for members to donate money to improve youth activities at the Austin Yacht Club.

Governor's Cup Regatta will complete the fall schedule the weekend of October 18-19. Cooler weather is always a great way to end the regatta year at AYC.

HELP WANTED: I am recruiting volunteers to organize and chair the Turnback Canyon, Centerboard, and Governors Cup Regattas. Please let me know if you are interested or want to suggest a good candidate. Plenty of help will be available to anyone wanting to volunteer.

Harbor Commander Report

by Wade Bingaman



Thanks go out to **John Nash**, the HC for the last two years, for all his efforts. Because of him and past Boards, our Club is on the path to an excellent dock system. Before long we should have in place docks that are versatile enough to meet the needs of our unpredictable lake levels. Some of the improvements that will occur this year may not be as visible as in years past, but more winches, better anchors, and proper dock connections are critical to strong safe docks. However, docks are expensive. Bluntly, this year we won't be able to afford all the dock improvements that are needed. Its going to take a while, but we are moving as fast as is financially prudent to make those improvements.

John Saunders and Vic Manning have agreed to serve on the Harbor Committee this year. Their experience with our docks is very important. The three of us have already met several times this year and have begun to deal with harbor issues.

Wet slip assignments – We have been able to reduce the waiting list significantly. Hopefully it will become shorter still. If you have a wet slip but haven't been using your boat, you might consider moving to a dry slip. By doing this you save money and have priority for a new wet slip assignment should you decide to become active again.

Most of you may know this, but if you have a wet slip and decide to sell your boat, the slip is NOT assigned to the buyer. A new boat owner must have filed a slip request with the office and wait his turn for an assignment.

Boats parked on the beach – With the current low water, many boats have chosen to park on the point or the beach closer to the water. Makes sense to me. However some boats parked there do not have an official assigned space at the Club. This is prohibited by Club rules. We will be conducting an inventory of the boats on the point and beach. If your boat does not have a dry slip assignment, please remove your boat from the Club grounds or come to the office and obtain a slip assignment. There are several dry sail slips available, so there should be no wait. Please realize parking your boat for free it is unfair to other Club members who are complying with the rules and paying for parking.

Finally I would like to thank **Dane Ohe, Danny Lien, and Bill Records** for agreeing to be "Dock Daddies" for docks 2, 6, and 3. They have agreed to keep an eye on their respective docks, looking for any problems or issues. They are there help you. Let them know if questions or problems arise. I am still looking for "Mommies" or "Daddies" for docks 1, 4, and 5. So if you're feeling parental towards your dock, help us out.

Membership Committee News

by Christopher Dwight



The following new members joined Austin Yacht Club in January: **Anna Kozminski; David DeSalvo; and Eric Barreveld**. Please join me in giving them a big welcome to the Club and be sure to introduce yourselves if you see them at the Club.



Anna Kozminski



David DiSalvo



Eric Barreveld

Secretary Report

by Jen Schwan



I look forward to serving as your AYC Board Secretary again this year! My agenda for this year includes the following items and tasks:

Create a 2015 Membership Directory and Handbook – I plan to get the Directory documents ready by the end of the year so that I can then hand over to the 2015 Secretary to simply

print. As part of this update, I'll also be exploring how to best update some existing data in the Handbook (awards, regatta winners/places; distinguished honors, etc.)

continued next page

Monitor and encourage AYC website refresh – We're nearing completion on this project! The Board is analyzing the best way to set up the online Member Directory and we're still tweaking other functionality. Many, many thanks again to **John Grzinich**.

Collect and create agenda docs for Board meetings – Motions, reports, FURs, etc.

Process Facilities Usage Requests (FURs) – Please be sure to submit any request in a timely manner. The Board approves the FURs at its monthly meetings. Under certain circumstances, the Board will route among themselves for electronic approval. If you anticipate that you have an event that requires FUR approval, please plan to have it to me by the 4th Monday of the month so that I can bring it before the Board at the 4th Thursday of the month Board meeting.

As always, I welcome your feedback and input!

Sail Training Report

by Eric Rochard



2013 has been a great year for the AYC Sail Training program. It was incredible to see on the last Sunday of December so many Junior Sailors attending the last sail day of the year!

Kudos to **Jennifer Loehlin**, the 2012/2013 Sail Training Commander and to **Kate Noble**, AYC Sail Training Director. AYC is proud to have a growing

number of Roadrunners who will participate in the TSA youth circuit. Please come help and support the Austin circuit stop on the 4th and 5th of April. The Roadrunner regatta chairman is **Stefan Froelich**. You can reach him at daddyfroelich@gmail.com.

The 2014 Sail Training committee met for the first time on January 11. The overall Sail Training Calendar has been drafted and few changes were made for this year.

The always popular clinics by **Scott Young** and **John Bartlett** will be scheduled again this year.

We also plan to schedule a two-day advanced clinic, either Match Racing or Team Racing. This will be an opportunity to refresh your understanding of the Sailing Rules.

The 2nd Adult Sail Clinic is planned on a full moon Saturday. It will be a great opportunity to introduce unusual items like anchoring and dawn sailing.

One of the two Women's Sailing Clinics will be Saturday of Mother's Day weekend. Surprise the special women in your life with a gift of a sailing clinic!

Jorge Martín-de-Nicolás presented his well established initiative to introduce Central Texas to sailing, "The AYC Racing School". On racing days, it will start at 9:00 a.m., with Jorge doing a chalk talk in the Clubhouse. Then at 10:30 a.m., the students will join an AYC skipper/boat for on-water practice. Jorge is looking for skippers and boats volunteering for the on-water part of the school. Please email him at jorgemdn@gmail.com

for more information. This is a great way to recruit the extra crew you are always missing and make sure your boat is ready for the race!

ASA certification is offered at AYC. Contact **Harry Polly** at harry.polly@hotmail.com. There is a discount for AYC members. ASA certifications are often required for boat chartering, so do not miss the boat.

AYC will continue to support the Sea Scout fleets from central Texas. As usual the Sea Scout will officiate at AYC opening day.

High School sailing has gone "stealth" in Central Texas. However, neither Lake Travis High School nor Westwood High School registered a team last year. The increased number of Juniors at AYC will reboot the program in the next years, and **Kate** is looking at solutions to support the longevity of high school sailing activities.

Sailing Director Report

by Kate Noble



It's been a busy offseason full of planning and cooking up new ideas to make Sail Training even bigger and better in 2014. We're already off to a great start:

Adult Training

Our 2014 Clinic schedule has been posted on the AYC website. This year we have a very well-rounded line-up with several new additions, including some advanced offerings. The first clinic of 2014 will be a Basic Keelboat Clinic on March 15th. The Adult Training program relies heavily on volunteer boats and instructors – please let me know if you would like to get involved in 2014!

Junior Training

There has been plenty of Roadrunner activity around the club throughout the offseason! We have kept Free Sail Sundays running whenever weather



Opti pre-season practice (photo by Kate Noble)

continued next page

permits. The Roadrunners have also been very active in the Frostbite Series. Thank you to **Bill Records** for organizing and to all of the skippers who have welcomed juniors aboard their boats!

Our Junior Sailing Program has already started up for our Opti sailors. Many of our Roadrunners found Optis under the Christmas tree this year and are eager to hit the TSA Circuit. To prep them for their busy travel schedule, we introduced an Optimist Pre-Season for the first time this January. Our Opti racers have been practicing with me and Coach **Kiel Killeen** on Wednesday evenings from 4:00-6:00 – our focus has been on improving boat handling and technique as well as a new fitness program.

For the rest of our Roadrunners, the Junior Sailing Program will begin on March 1 with weekly practices for Opti I (Beginners), Opti II (Green Fleet), Opti III (Red, White & Blue Fleets), Lasers, and FJs. For more information on our Junior Sailing Program, please contact me at kate@austinyachtclub.net or join us on Friday, February 21st at 6:00 in the AYC Clubhouse for a Junior Sailing Program Info Session & Pizza Party! Potential members are welcome!

Junior Racing

Our Roadrunners have been competing all over this winter:

Meredith and Michael Morran and Tony Slowik made the trip to Miami, Florida for the Orange Bowl International Youth Regatta December 27-30. **Tony Slowik**, fresh from the Opti Midwinters, placed 20th in Opti White Fleet and 184th overall out of the 240 boat fleet – not bad for his second first big fleet experience! **Meredith and Michael** placed an impressive 24th out of 102 Club 420s and won a race! Congratulations!

The Froelichs, Brocks, Julius Heitkoetter, Tony Slowik, and Nicholas Carew all made the trip down to Lakewood YC to participate in their Cold Front Series – informal races for junior sailors November through January. It's great to see our juniors taking advantage of these kinds of opportunities at other clubs!

The first stop on the Texas Sailing Association's Youth Circuit was the Ragnot Blastoff Regatta at Houston Yacht Club February 1-2. AYC was very well represented – with 2 sailors competing in Laser 4.7s, 4 in Opti



Rounding the mark at the Ragnot Blastoff Regatta (photo by Tony Slowik)

Green Fleet, 1 in Opti Blue and 2 in Opti White. They all did extremely well – I am especially impressed with our Opti Green Fleet. All of our AYC competitors placed in the top half of the fleet and **James Brock** won every race but one, finishing first overall in Green Fleet! Congratulations to all our AYC competitors: **Jules Bettler, Ben Froelich, Ethan Froelich, Lucy Brock, Tony Slowik, James Brock, Wendi Froelich, Fiona Froelich, and Julius Heitkoetter**. A big thank you to these sailors' parents for their dedication and enthusiasm – they have been instrumental in getting our travel program off the ground and I am thrilled to be kicking off the TSA season with such a strong showing from AYC. For full results from the HYC regatta and the 2014 TSA schedule, visit: txsail.org.

Our first Junior Racing event here at AYC will be the Opening Day Regatta on March 2nd followed by the TSA Roadrunner Regatta on April 5 and 6.

SUMMER PROGRAMS

Registration for AYC's Junior Sailing Camp and PB&J is now OPEN! Visit our website, or see the flyers included in this issue of the Telltale, for more information and links to registration.

Please note that to obtain member-pricing on the Junior Sailing Camp and/or PB&J, you will need to enter a coupon code at checkout. Please contact the AYC office for the code!

Roadrunners Return to the Road

by Phillippe Bettler and Stefan Froelich

With direction from sail training commander **Eric Rochard**, the 2014 Roadrunner Board is focusing efforts on developing the youth racing program at AYC. We are diligently recruiting as many youth as possible – all ages and all skills from beginner to international!

Congratulations to **Will Abrams**, new laser owner, and to **Alexander and Marcus Tita** on the purchase of their own Optimists. We're excited to announce **Nicholas Carew and Jules Bettler** also joined the traveling Roadrunners. That brings our new youth boat owners/racers up to a dozen, more if we count the long standing youth racers!

Over winter, interested racers have been practicing their skills on the water, watching videos, attending lectures, and even playing music together! In January seven AYC sailors traveled to Lakewood Yacht Club to participate in their Cold Water Series #3 racing invitation and training sessions. Our local Wednesday practices have turned a bit more formal with the launch of AYC's pre-season Optimist race practice led by **Coach Kate and Coach Keil**. Laser racers are also using the winter season to skill up on the water.

At the HYC Ragnot Blastoff Regatta this first week-end of February weather called for a mild low 70 with a nice breeze from the SE around 10 knots. We stayed at the HYC club in a room with a nice view on the bay. Did you know that in room 7, engineers worked on the design of Abracadabra the Hawaiian challenger for the 2000 America's cup? A number of different hull designs were created there and one was revived and is actually

continued on page 8



AUSTIN YACHT CLUB



2014 JUNIOR SAILING CAMP



The Austin Yacht Club's Junior Sailing Camp, located on beautiful Lake Travis, is a unique summer sailing experience for kids ages 8-16. Throughout your camper's week at AYC, they will learn and practice fundamental skills aboard our fleet of Optimists, Picos, Lasers, Sunfish, and Flying Juniors. With a camper to counselor ratio of 4 to 1, you can rest assured that your child will enjoy the exciting sport of sailing in a safe environment. Our camp runs Monday-Friday from 9:00-5:00 with an optional early drop-off and late pick-up hour available free of charge. Through a combination of classroom discussion, land activities, on the water drills, and games our campers gain the skills necessary to become life-long sailors! Special activities include racing, destination sailing, keel boat rides, and wind surfing.

Session	Dates	Member*	Non-Member*
1	June 9-13	\$395	\$480
2	June 16-20	\$395	\$480
3	June 23-27	\$395	\$480
4	July 7-11	\$395	\$480
5	July 14-18	\$395	\$480
6	July 21-25	\$395	\$480

*Discounts available for siblings and multiple session registrations



For more information and registration visit:

<http://www.austinyachtclub.net/>

Or call AYC Sailing Director, Kate Noble at (512) 266-1336

exhibited above the staircase in the entrance of the club. A beautiful sight when you enter the club. Eight AYC sailors showed up to race. In fact, excluding the local Houston racers, Austin Roadrunners were the largest contingent at the event.

In the Laser 4.7 fleet, 9 boats were registered with 2 sailors from AYC, **Ben Froelich** and **Jules Bettler**. The RC ran 5 races that ended up in the thickest fog ever experienced on the water. Less than 100 feet of visibility. It was at the same time magical and spooky. We couldn't sight the whole 4.7 fleet simultaneously so we ended up following a few boats, and reported to RC their position. The PRO asked all the finished competitors to stay close to the RC boat to allow for the back of the fleet to join them. All the coach boats eventually corralled the fleet and escorted them by playing follow-the-whistle back across Galveston Bay to safety and dinner. Nobody was left behind, what a day! **Jules** finished 5th while **Ben** scored a 7, not too bad for a first time, and kudos to **Ben** for unofficially receiving the Corinthian spirit award.

James Brock had an awesome Opti Green fleet day earning straight bullets out of 22 sailors as our youngest member at just aged 7! **Tony Slowik** earned an impressive White fleet 3rd and the amazing **Lucy Brock** pulled off a competitive sixth place. Excellent sailing by **Julius Heitkoetter** (Green 6th) and **Wendi Froelich** (Green 7th) for most improved Roadrunners. Yay to **Fiona Froelich** for happiest sailor (Green 13th) and to **Ethan Froelich** (Blue 10th) for his perseverance racing under broken boat conditions.

Sunday started with the same thick fog and some showers, while we were waiting for the front to come through. The regatta chair eventually gave up and cancelled all racing for the day.

The Board's other main focus for the year is to expand the social agenda of the youth, and to ensure a fun mix with the veteran sailors at our awesome club. **Bill Records** was very instrumental recruiting youth sailors with keel boat skippers for the Frostbite Series. We look forward to putting a guest speaker series together shortly, and other hang out activities periodically throughout the year. Next up is the Spring Fling Canyon Lake Yacht Club Regatta on March 15-16 followed by our own Roadrunner Regatta on April 5-6. If you have questions regarding participation or programs and events you'd like us to implement let's chat. (rrboard@hasystems.com)



HYC Ragnot Blastoff Regatta (photos by Stefan Froelich)



Opening Day Regatta

March 2, 2014

Brunch from 10 a.m. to 11 a.m. On-site registration from 10 a.m. to 11:30 a.m. Opening Day Ceremony from 11:30 a.m. to Noon. Fleets: CB, Multihull, PHRF A, B, C, and one design for fleets with at least 5 boats. Separate race area for Junior sailors to compete in Optimists and the club FJs. See AYC website for more details.



2014 PB&J SUMMER SAILING SERIES

Learn to sail this summer! The Austin Yacht Club's PB&J Summer Sailing Series is the perfect introduction to sailing for kids **ages 4-10**. Designed for first-time sailors, the goal of our PB&J program is to get young children comfortable on the water and spark a life-long interest in boating and sailing! Our US Sailing certified instructors keep things simple and fun, teaching the basics through games and hands-on learning. Each session of PB&J includes four weekly 90 minute lessons.

Session	Dates	Time	Member	Non-Member
1	Saturday June 7, 14, 21, 28	9:30-11:00	\$65	\$100
2	Saturday June 7, 14, 21, 28	11:00-12:30	\$65	\$100
3	Sunday June 8, 15, 22, 29	9:30-11:00	\$65	\$100
4	Sunday June 8, 15, 22, 29	11:00-12:30	\$65	\$100
5	Saturday July 5, 12, 19, 26	9:30-11:00	\$65	\$100
6	Saturday July 5, 12, 19, 26	11:00-12:30	\$65	\$100
7	Saturday August 2, 9, 16, 23	9:30-11:00	\$65	\$100
8	Saturday August 2, 9, 16, 23	11:00-12:30	\$65	\$100



For more information and registration visit:

<http://www.austinyachtclub.net/>

Or call AYC Sailing Director, Kate Noble at (512) 266-1336

ASA Basic Coastal Navigation Offered at AYC

by Harry Polly



Winter is a great time to work on one's navigation skills. The American Sailing Association (ASA) offers an excellent self-directed coastal navigation course. There are four basic navigation approaches: dead reckoning, coastal navigation, celestial, and electronic GPS navigation. Each of which

establishes a fix using latitude and longitude.

Dead reckoning is the most ancient navigation technique. It relies on estimating one's position by assuming the same speed and course. For example, if I am sailing at 5 miles per hour on a course of 100 degrees, in an hour I should be five miles further along my course line. In other words, I am assuming no set and drift taking me off course. Set is the direction a current is taking you while drift is the speed at which the current is flowing. Leeway is the effect of wind on a sailboat's progress. Dead reckoning ignores set, drift, and leeway. Mastering dead reckoning is the first navigation skill needed to apply coastal navigation techniques.

Coastal navigation utilizes identifying actual coast features on a chart and visualizing them while sailing then taking a compass reading from your boat to establish one's position or fix. A key component of coastal navigation is determining a line of position (LOP). A LOP will not give you a fix but will give you an indication of where you are along a known line from your boat to a coastal feature. The crossing of two LOPs is known as a fix. There are several ways to obtain a fix or a known position. The most common is the crossing of two LOPs. A three LOP intersection is considered the most accurate way to fix one's position. A running fix uses one coastal feature observed at two different points in time to establish a fix using only one coastal feature. Finally, one can use a single LOP and

the water depth to determine a fix. In the ASA 105 course, you will learn how to calculate each of these methods.

The third navigation method is celestial navigation where one uses the stars, sun, moon, and planets to determine one's position. LOPs are used from the celestial features one can observe. In order to become proficient in celestial navigation, one must understand and master coast navigation techniques. Celestial navigation uses a sextant and sight reduction tables to calculate a fix. This method was used historically and is dependent on clear skies to shoot the celestial feature being used to determine one's position.

The fourth navigation technique is using the Global Position Satellite system (GPS) where one establishes a fix by using electronic LOPs from satellites. GPS is fast becoming the preferred method of navigation for most recreational sailors. Nevertheless, electronic navigation systems are not "fail proof." Batteries can fail and GPS satellites can be obstructed. Understanding coastal navigation techniques can be critical in making the GPS techniques work. Many master navigators use a GPS as their back up method to confirm their coastal fixes.

ASA 105 Basic Coastal Navigation can be your winter project. The course covers all the aspects of coastal navigation: dead reckoning, line of position, fixes, danger bearings, tide tables, current, set, drift, leeway, true north, magnetic north, compass north, reading Coastal Pilots, dipping a light, using water depth to determine ones location, and much more.

Upon successful completion of the ASA 105 Basic Coastal Navigation course, one will be able to serve as navigator on most sailboats sailing in coastal waters around the world. By studying one to two hours a week, one can complete the course in four to six weeks.

The course costs \$395 which includes your own study manual, navigation DVD to keep, practice chart, two-hour private lesson to get you started, and unlimited email and phone counseling. To sign up or find out more, call **Captain Harry Polly** 214-598-5071 (harry.polly@hotmail.com) or **Captain Gary Payne** 512-663-3668 (gpayne44@flash.net).

NOTICE

OPEN MEETING OF KEEL HANDICAP FLEET RATINGS COMMITTEE

February 13, 8:00 p.m. at AYC Clubhouse.

Come ask questions and find out about PHRF handicapping. At this session, we will be taking input on the Ranger 23. Contact Gray Rackley for more information.

512-789-1926 or grayrackley@gmail.com

2014 Red Eye Regatta



Red Eye Regatta Report by Jim Johnstone

AYC revelers spent the last evening of 2013 celebrating the achievements of the past year and marking time until the first sailing opportunity of 2014, The Red Eye Regatta on New Year's Day. For those who were a bit wobbly

from too much rum the night before, **Chuck Wheeler** of the Sailboat shop graciously offered up Bloody Mary's for thirsty sailors to steady their gait.

KHF provided breakfast tacos from Los Pinos which disappeared quickly causing Kevin Reynolds to rush back for a second large order for the hungry crowd lest they turn mutinous before even getting on the water.

Turnout was good with 46 total yachts registering to race in 5 classes broken down in the table below.

Fleet	PHRF A	PHRF B	PHRF C	PHRF D	MH
PHRF	0 - 138	139 - 174	175 - 234	235 & Up	NA
Boats Entered	9	12	12	9	4
Spin	8	10	1	3	NA

All starts got off on schedule with some skippers wasting no time getting into contention for the 2014 Blue Duck award. In D fleet, an outboard motor of one boat tangled in the forestay of another so they were attached nose to tail in a V position at the Starboard end of the starting line. It was a perfect trap for collecting a few unsuspecting Ensigns in a seldom seen multi boat crash at the start. The jam up was worse than a stuck door at opening time at Walmart on Black Friday. Fortunately boat

damage was minimal although reputations were seriously tarnished. Temps were in the mid 60s and the wind was out of the southwest blowing 12 to 15 with the usual dramatic shifts and sudden gusts that made it interesting for the Spinnaker boats as they reached down the lake, occasionally burying a rail deep in the water before popping back up to scoot down to the next blast of fresh air.

My crew and I got to the starting line late and we were able to secure last place early on and successfully defend it for the remainder of the race. We spent most of the day inventing new ways to keep from hoisting the spinnaker. We gave it a final go on the last downwind leg. I handed driving chores over to my son and went forward to straighten out the rigging. We got everything set and launched the chute just as a gust hit us causing the boat to rocket forward – straight toward the east shore cliffs near Cypress Creek arm. My suddenly speechless helmsmen had that deer-in-the-headlights look when I glanced back and begged him to please steer away from the cliffs. He complied and we slipped by them into open water just as another gust hit from abeam causing us to broach. The new helmsman deftly steered the boat under the chute and we got on our feet again, but not until after giving the windows a good washing and soaking the leeward crew.

Congratulations to the winners: **Steve Vaughn** took A fleet in the J80 Air supply, **John Halter** Took B fleet in his J22, **Bill Records** in the Pearson 26 Café Au Lait took C fleet (maybe it should be rechristened Café Olé?), **Linda McDavitt** got her South Coast around ahead of all the Ensigns to take D fleet.

Thanks to those who served on the RC for giving us a great race, mediating the protests, and helping with scoring.



Red Eye Regatta Photos by Bruce McDonald

continued next page

2014 Red Eye Regatta Photos by Bruce McDonald



continued next page



continued next page



continued next page



continued next page



Burgee Exchanges

by John and Meiling Parker

During the 2013 Christmas holidays, we visited **Meiling's** home country of Puerto Rico. During the stay, we visited several yacht clubs and marinas to learn something about sailing in the area. As a result, there were two burgee exchanges with Puerto Rican Yacht Clubs.

Ponce Yacht and Fishing Club

The Ponce Yacht and Fishing Club is nestled in the second largest town of Puerto Rico, Ponce, off of the Paseo de la Guancha which is one of the ports for the Caribbean Sea. This yacht club serves both the sailing and the sport fisherman. With respect to racing, PY&FC hosts several regattas per year, including both round the buoys courses as well as long distance races around local islands and keys. One interesting fact about this yacht club is that it was originally built on an island of less than 5 acres, "Isla de Gatas". Over the past few decades, with the help of the US Army Corps of Engineers and a significant amount of earth movement, the facility is now on a peninsula of over 15 acres. We appreciate the club manager, **Candido Rivas**, and his staff for their hospitality and generosity allowing us to visit their facility and tour their grounds shortly before Christmas.

Marina Puerto del Rey, Fajardo

Though not a yacht club, we visited Marina Puerto del Rey in the eastern city of Fajardo, Puerto Rico. There, we met with **June Otway** and other staff members. This massive marina hosts over 1000 wet and dry slipped boats and is touted as the largest marina in the Caribbean. This location is the central starting point for those motoring boats as well as sailing in the Caribbean. It even includes a heliport. If you have interest in sailing in the "Spanish Virgin Islands", this will likely be the starting point for your trip. As a side benefit from our encounter at the marina, we have also discovered key contacts for sailboat racing in Puerto Rico. If you are interested in sailboat racing in Puerto Rico, contact **John Parker** at j24tccr@gmail.com for more details.

Club Nautico de San Juan

We also visited a second yacht club based out of San Juan known as Club Nautico de San Juan. Much of the staff was on the expected holiday. However, there were a few office personnel who were very happy to allow us to visit their beautiful facility in the heart of the San Juan. It quickly became evident that the greater focus of this yacht club was serving sport fishermen with their wet-slipped, multi-million dollar yachts. However, after some review, it was found that they have a modest number of sailboats in their harbor as well as in dock that have involvement with sailboat racing. Also, they have a significant sail training program for young sailors with a fleet of Optimus and Lasers. We appreciate the opportunity to exchange burgees with **Ana Julia Rosado**, and the kind correspondence that has followed with **Frances Alvarez**, the yacht club's administrator.



Candido Pou Rivas of PY&FC and Meiling Parker – Photo by John Parker



Ana Julia Rosado of Club Nautico de San Juan – Photo by John Parker

Ensign Fleet Update

by Randolph Bertin

Return to Action

Although it has been several months since the last Ensign Fleet News made an appearance in the Telltale, it isn't for lack of fleet activity during this normally quiet-time-of-year at the Austin Yacht Club. So perhaps it would be a good time to catch up with what has been going on of late. Ensign 488, formerly known as Flying Dutchmen (or Frying Dutchmen in the summer months) officially returned to action late in 2013, in time to get their keel wet in a couple of Fall Series races, as well as the Wild Turkey and Red Eye Regattas. Apparently the half decade layoff did not have any adverse affect on performance of either the boat or the **Dahmen** family, as they finished first or second in each of the aforementioned contests. The boat has a new name, in Dutch, and it means more or less "hard (stubborn) head". And if I could speak Dutch I would tell you the actual name of the boat. Maar ik spreek geen Nederlands. You will have to ask **Frans or George or Karel**, and I'm sure they would be happy to enlighten you.

It's a Wrap

The 2013 Fall Series finished up with a variable light breeze fading to bare drift. There were continuous changes of place up and down the fleet multiple times as the wind favored first this boat and just as readily dropped it for another. Some boats would be parked in a lull, "enjoying" the excruciating view of watching another boat or two catch a faint finger of air and slowly overtake them over the course of about 10 minutes while they remained helpless to do anything about it. On this particular day, the results favored the lucky more than the skilled and 1068 was able to finish the final series race of 2013 with their first win of the year.

Three Ensigns came out to enjoy the Wild Turkey Regatta Take 2 after inclement weather gave sufficient reason to postpone the originally scheduled event. **Tom Groll and Frans Dahmen** both entered as skippers in a Spinnaker division while Randolph Bertin opted to race without. All three boats managed to take home some consumable hardware as Frans finished well out in front with a first place while Tom took home second.

Randolph, in the non-spinnaker group came in second behind Junior sailor **Lucy Brock** in her family's SouthCoast 21.

Christmas Present

Sarah and Eric Faust were blessed with a new addition to the Ensign (Sunfish, Laser, J-22, etc) fleet, as **Margaret Rose Faust** was born on Christmas Eve! We expect it will be awhile before we see her crewing, but we look forward to getting to know Margaret, whatever kind of boat she ends up sailing on. Congratulations from all of us!

Red Eye

2014 opened up with AYC's traditional Red Eye Regatta and the Ensign Fleet was clearly ready to sail as six boats made an appearance to start the year off with a sail in what turned out to be beautiful conditions. Although the wind was a bit squirrely even by Lake Travis standards, at least there was wind, more than enough to spare for a long distance handicap race. And the temperature was pretty mild. The start was one of

the more unusual affairs we have experienced in awhile. The already strong winds seemed to ratchet up a bit in the final minutes before the gun, and much of the fleet was beginning to bunch up at the committee boat. With the crowded conditions, difficulty maneuvering, and challenging winds, the motor mounted on the back of a Catalina 22 managed to get hooked onto the forestay of one of the Ensigns. Those boats formed a 'V' shape and two more boats became caught up inside, and the whole mass started whirling around like a pinwheel in slow motion (though perhaps it didn't seem so slow to those involved). Somehow everyone managed to disentangle themselves and get off the line. While **Randolph** was one of the few boats to avoid the fray and get a clean start, his choice to stay on the left hand side of the course proved to be unfortunate. **Danny Lien**, joined by **Jonathan Baker**, on Gravy Boat extricated themselves from the tangle of boats and headed west, to the right side of the course, and not long into the race sailed themselves into a lead over the rest of the fleet that they held for the rest of the afternoon, finishing several minutes ahead of Flying Dutchmen. Meanwhile, there was quite a bit of back and forth for the rest of us. **Tom Groll** was in pretty good position heading downwind: good if you were heading to "D" mark. The rest of the fleet though was bound for "E". It was one of several problems that plagued 578 on the day, the worst of which was that the head of their jib simply parted, leaving them with no headsail for much of the afternoon. Even so, they managed to finish only two minutes behind the fourth place Ensign (perhaps that is more of an indictment of the fourth place Ensign?). **The Hawks** sailed Prickly Pair consistently well and finished behind the Dahmens. It should be pointed out that **Karel Dahmen**, in his 90s, was an active sailor in helping guide 588 around the course; between him and **Margaret Rose**, we probably have the greatest age range of any fleet at AYC. **Elliot Bray** and Company, aboard Prime Time also had some moments of glory, but on the last mark rounding were unable to get their spinnaker down and in the ensuing difficulty, lost a couple of places. The winner of the handicap division was **Linda McDavitt**, in a SouthCoast 21, who edged out Gravy Boat by 10 seconds.

Resurrection

In early January, **Fred Ford and Tom Groll** made a road trip up to Athens, Texas, to check out the condition of an Ensign that had been stranded in what was once a considerable lake until the drought hit. The boat had rested in gently in the mud for a while, and then in shallow water as the lake began to edge upward. Finally, there was enough water to re-float the hull and get it to a ramp. All someone had to do was come up and get it. The question was, is it the kind of boat you would pay for? Or the kind they should be paying you to haul away? The consensus was that Ensign 500 had a sound hull and a solid rig, and was certainly worth bringing back to Austin. A closer look and a survey by **Fred Schroth** indicated that this had the makings of a worthwhile restoration project. If any sailors out there are looking for an opportunity to get involved in Ensign sailing, this is a boat you may be interested in. Whether you are interested in a project boat, or prefer something ready to sail, get in touch with **Fred Ford or Tom Groll** to find out details.

continued next page

Taking Care of Business

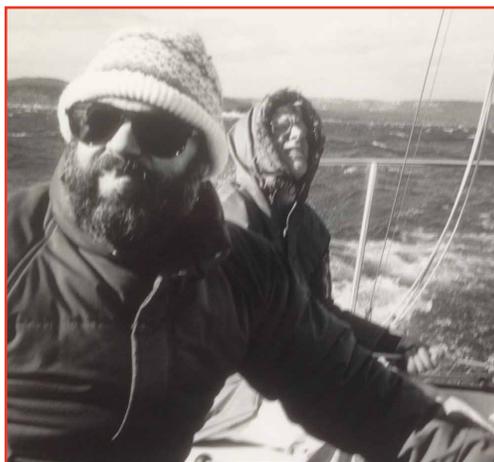
The Ensign Fleet annual meeting took place in early January, hosted by **Lewis Price and his wife Joannie**. As usual, there was plenty of conviviality and great food, followed by the formalities of fleet business. First of all, a great deal of gratitude is owed to **Lewis Price** for serving as Fleet Captain for the past two years. Thank you for all your work on behalf of the Ensign fleet. Officers were elected for 2014 and surprisingly, no one who missed the meeting was elected to serve. **Randolph Bertin** was welcomed as the new Fleet Captain, **Bill Hawk** generously agreed to serve as Secretary, and **Norma Lien** continued with her iron grip on the Treasurer's role. The remaining business was to discuss dues (look for something official from Norma in the near future) and the 2014 Regionals, which will be hosted for the first time ever on the West Coast in San Diego. After that, we heard some fascinating stories from **Cliff Price** about the early years of the Ensign Fleet, and then some tales about **Karel Dahmen's** exploits in World War II and afterwards. Cliff also let us know that he would like to get back out on the boat for a race or two this year. We certainly look forward to seeing him participate in any way he would like.

Frostbite

The Ensign Fleet began the series drawing Race Committee duty. Although we had some difficulty getting set up due to different boats twice grabbing the start pin and dragging it away, followed by the RC boat starting to drag its anchor in the building wind, we managed to get the races off on time and in sequence. Unfortunately, we had the wrong version of the 2014 Schedule of Starts and so the end "sequence" was rather perplexing from an on-the-water point of view. While it could have been pretty catastrophic, it only ended up affecting one fleet. Our apologies to the "C" fleet sailors who ended up with conflicting and confusing accounts of when they were to start and where they were supposed to sail. At least it was a beautiful day.

Looking Ahead

I hope you will find some way to enjoy an Ensign Fleet activity this year, whether it is racing, enjoying an afternoon sail, coming out for a fleet social, helping out with Race Committee, or volunteering in some other capacity. Get involved. The club is only as enjoyable as we make it.



1966
FROSTBITE
SERIES

Guess who!

Ray & Sandra's Excellent Adventure

by Ray Shull

Chapter 1

12/27/2013

Hi Everyone:

Our sailing adventure is about to begin (finally). We've finished readying the boat, we've packed everything that we think we might need, and a good friend, Darrin Kaiser, will be sailing with us on the trip across the Gulf. We're scheduled to leave the marina this Saturday and depart for the Florida Keys. If you'd like to check on our progress periodically, we have set up a web site that tracks the location of our SPOT satellite locator. We'll activate it on Friday and it will usually show our current location and our track for the previous 7 days. We expect that our crossing of the Gulf will require about 4-6 days, depending on the winds.

Here is the link that will let you see our track: <http://share.findmespot.com/shared/faces/viewspots.jsp?glld=0QTlbtMduGtDDqkgfMk7tc9xWSSzVfZo>

We'll try to remember and turn this locator on every 7 days or so during our travels, even when we're anchored in that perfect cove in the Caribbean, so that there will usually be a reasonably current location for us. We'll certainly have it on whenever we are sailing.

Our current plans are to head for the Dry Tortugas from Galveston. This is the nearest anchorage in the Keys, so we'll head there and rest for a couple of days when we arrive. Then we'll head for Key West for a day or two and then on to Marathon, also in the Keys. Our plans are to stay in Marathon for several days where we will re-provision, relax, and plan our next leg into the Bahamas.

We also plan to write a brief summary of our trip across the Gulf after it's completed, hopefully with pictures of the beautiful weather, and will send that out after we arrive. We'll try to write something each month about where we are, what we've seen, and where we're headed next. We appreciate everyone who has told us that they want to follow our adventure. It's great that so many of our friends are interested in our travels.

Chapter 2

01/06/2014

Earlier this year Sandra and I decided that we wanted to try the lifestyle of living on a cruising sailboat and exploring the islands in the tropical waters south of Florida. We started looking at boats to fulfill our dreams and chose a Beneteau 423 in September for our cruising vessel. The boat seemed to be a great combination of sailing performance, safety, and comfortable accommodations for long term travels. After purchasing the boat, named **La Malagueña**, we embarked on our first sail in the Harvest Moon Regatta in October. We won class and had a great time with our friends. This, our maiden voyage on La Malagueña, was truly exciting. The regatta involved following winds of 20+ knots in 3-5 foot seas. The fast downwind sailing in the big boat showed just how impressive she could be.

continued next page

After returning to our home port in Clear Lake, we started planning for a long term cruise to the Florida Keys, the Bahamas, and the hundreds of islands in the Caribbean. We had many things to plan and prepare for the upcoming departure. With winter in our midst, we were anxious to "go where it's WARM!"

The planning was a combination of readying the boat for a long-term voyage and preparation to "let slip the surly bonds of our normal day-to-day lives." The boat needed a few items such as a new dinghy and motor, a small generator for power production, a double-check that all systems were functional, and lastly we needed to be competent on knowing how to use and maintain the GPS/chart plotter for navigation, the AIS ship collision avoidance system, the radar system for limited sight navigation, and the auto pilot for long term steerage assistance. After a few months of staying on the boat in Clear Lake off Galveston Bay, and spending about every other week on the boat, we felt fairly confident about these systems. Then, we focused on confirming that the usual sailing, engine, plumbing, electrical, and refrigeration systems were in optimal condition.

As December approached, we began to ponder departure dates for heading east and south to the Florida Keys. It became apparent that early December was too soon to complete everything and that leaving during Christmas would probably upset both of our families. However, leaving shortly after Christmas could probably work if the weather cooperated.

The next step would be cutting the cord with many of the day to day responsibilities that are not needed for the simple and frugal adventure of boat life. Preparation actually became more complicated as we found issues that we considered minor on land would be difficult or impossible from thousands of miles away. With some help from our friends and family, we appeared to have created a way to deal with each of these concerns and decided we could embark fairly soon after Christmas.

A friend from Austin, Darrin Kaiser, agreed to sail with us on the crossing of the Gulf of Mexico, so the three of us readied ourselves for a departure from Galveston Bay and a destination of the Dry Tortugas, then Key West, then Marathon, Florida. We planned for leaving the weekend of December 28, if the weather cooperated.



The crew just prior to departure

Our trip began Sunday, December 29, with our departure from the Clear Lake Marina and a four hour sail to Galveston. There we anchored in the midst of about twenty tankers, container ships, and ocean cargo ships at an anchorage called Bolivar Roads. We enjoyed the evening with a dinner of large baked potatoes, our last rum for a few days, and a gin rummy



Leaving Clear Lake and entering Galveston Bay

tournament. Sandra prepared the great meal and our third crew member, Darrin, announced that he didn't know how to play gin rummy but was willing to learn. He then proceeded to kick both our butts in his "first time ever." I wouldn't play cards with him for money under any circumstances.

The next morning we checked the weather forecast on the NOAA websites, the local weather radio stations, the VHF marine radio weather, Sail Flow, and our Sirius Satellite Weather site. All of the sites were predicting a north wind for 1-2 days, and then a gradual shift in the winds to the east. The wind speed was forecast to be between 10-15 knots for the next three days, both with the north and east winds.

On Thursday a cold front was predicted to enter the Gulf and restore the northerly flow with winds still in the 10-15 knot range. This looked like ideal conditions for our Gulf crossing. With this information, we pulled up the anchor and sailed east out through the Galveston jetties.

We had these nice conditions for most of Monday, except that the winds built to 20-25 knots in the afternoon. The boat was flying in these conditions, doing 8-10 knots in the broad reaching conditions out of Galveston and into the Gulf. We were making great progress toward Key West and our initial port of call.

Late Monday night the winds shifted more to the east, continued to blow in the 20-25 knot range, and we encountered rain showers every hour or so. There was quite a bit of ship traffic, so we headed a little north of the shipping lanes after we had cleared most of the offshore oil rigs. We were able to easily track all of the ships in our vicinity with our AIS system and the onboard radar, so we enjoyed the company of these huge ocean companions during our sailing. We continued to experience fairly high winds of 20-25 knots and seas building to 5-6 feet. These conditions were pretty uncomfortable, but we were making great progress and the

continued next page

temperature had warmed considerably to the mid sixties.

On Tuesday the dawn appeared with similar windy, rainy, and fairly difficult sailing conditions of 20-25 knots and again seas of 5-6 feet. These seas made life on the boat taxing since the boat was climbing a wall of water over ten feet high every 20-30 seconds. We weren't able to heat anything in either the microwave or the on-board stove. Showering was out of the question, sleeping was minimal, and it was a feat of acrobatics to move around the boat. Everyone was coping, and no one was mentioning sea sickness except to note that it was difficult to stay below in the cabin for more than a few minutes without becoming queasy.

On Tuesday evening, (New Year's Eve), we saw on the satellite weather forecast that a northern front was still predicted to enter the Gulf on Thursday, but the front was now forecast to be a moderate to strong front with winds of 25-30 knots. This was concerning, but we decided to see what the forecast said the next morning and then evaluate our situation. That night we continued southeast toward the Florida Keys, but our course was pushed southward toward Cuba by the strong east winds. This course (which pushed us south), also drove us further from the nearest US coastline.

As midnight approached I noticed a ship on our starboard side roughly paralleling our course. For about thirty minutes the ship approached from astern, with the only visual evidence being the occasional glimpse of the ship's two yellow bow and stern lights and its red port navigation light near its stern. At about fifteen minutes before midnight the ship altered course towards us as the shipping lane turned slightly to the north. We were now on a collision course with a large ship in complete darkness approximately 200 miles from land as midnight on New Year's Eve approached. At about 5 minutes before midnight, I altered course to allow the ship to cross our bow and then resumed our course. At precisely midnight suddenly over the VHF came a clear "Happy New Year". There was no identification stated but it was obvious that it was from the passing ship. I replied with a "Happy New Year to You Too" and we both went on into the night with at least that small bit of reverie and celebration acknowledging the New Year.

The next morning we received the news over the satellite weather that the predicted cold front had been once again upgraded to a strong cold front with gale force winds of 35-45 knots winds and predicted seas of 10-12 feet. When we saw this, we decided to abandon our course to the Florida Keys and position ourselves to best deal with the impending conditions.

We headed due north on Wednesday to position ourselves closer to the US in case we needed help. The course to the north would also help us to better sail either to the Florida panhandle area and Louisiana, or it would provide us a better sailing angle back to Texas in the strong anticipated north winds.

At this time we had progressed about a third of the way to the Keys, with 500 miles to go.

We were approximately 250 miles from south Louisiana, Mobile, or back to Galveston.

The front hit us Thursday morning at about 7 AM, and for the next 24 hours we never saw the winds below 30 knots. We saw wind speeds over forty knots quite frequently. The seas built to the highest seas I have ever experienced, with the tops of the approaching waves easily 12-15 feet above my station at the helm as we sailed down each trough. Standing at the helm I was approximately 8 feet above the water level. I looked up to the top of the waves and estimated they towered 15 feet above me. Thus they were approximately 20-25 feet from trough to peak. This was consistent with the predicted 12 foot seas. These were some "big ass" waves.



Under tiny reefed sails during gale force wind

We motored without any sails for about 4 hours and then decided to set a very tiny jib along with a very tiny main. We unfurled the jib no more than 4 feet and then unfurled the main approximately 3 feet. These tiny sails were sufficient to drive the boat at 6 knots on a close reach into the wind. This angle allowed the boat to approach the waves at about a 60 degree angle and we spent the next 24 hours in this configuration.

Fortunately the helm was well balanced, and we could allow the autopilot to manage the boat while we hung on to whatever hand hold was nearby. As night approached, I was hoping that she could continue to maintain this balance for the long night ahead.

That night was the longest and hardest night of sailing I have ever experienced. It seemed that the sunrise would never arrive. At dawn the next day we found ourselves about 180 miles from Galveston with no significant damage to ourselves or our vessel. We all needed a break from these conditions, and hoped that these winds would soon subside.

Though she appeared to be doing an enormous job, we were all concerned about how long the boat could handle these conditions. She was making various sounds due to the intense loads on the rigging, and we were all apprehensive from considering what would happen if something critical broke. With all the stress and load, however, everything held together and performed incredibly well. Sometime after midnight, the three of us were in all in the cockpit and talking about the boat noises. Sandra and Darrin both said that they were hearing boat noises that sounded like someone was talking. I was glad that they mentioned this, because I was hearing the same thing.

I had noticed that when the boat was going up and down the face of the huge waves, the steering system was making soft creaking noises that sounded very voice-like. It sounded like someone was actually saying "hello" in a soft voice each time a big wave was passed. And even more

continued next page

unusual was that when the very largest waves were encountered, the steering system under this extreme loading omitted the first sound and all we heard was "oh". It was as if the boat was reassuring us that she was handling the big waves well and we should not worry by saying "hello" to us with each swell. However, maybe the really huge waves surprised even the boat herself by the force of the water. These "voices" were a strange but unmistakable experience.

Finally, at about 8:30 am the next morning, the wind dropped to about 25 knots, and I never would have believed that this wind speed would seem to be a relief. The wind continued to slowly abate, and later in the afternoon the winds were 15 knots and we saw the first sunshine since the previous Saturday. We sailed the rest of the way to Galveston,



Finally, just outside of Galveston on our return, the sailing conditions we had hoped for

arriving at the entrance jetties around 9:00 pm and finally making it back to our marina at 1:30 am Saturday morning.

We were glad to be back to safety, that no one was hurt, and that our boat carried us safely through this ordeal. We all developed a great respect of the ability of this boat to endure these conditions for so long and absorb the punishment that the Gulf had sent our way.

After docking the boat, attaching the dock lines, connecting the shore power for heat in the boat, and making sure she was safe for the rest of the night, we all poured ourselves a tall rum and coke, (very heavy on the rum and light on the coke) and relaxed for the first time in over five days.

As I fell asleep later that morning after five nights with only a few brief moments of sleep each night, I was very relieved to have survived this ordeal with the knowledge that, hopefully, we could deal with these conditions should they ever be encountered again. A number of our AYC friends were following our sailing progress using our SPOT locator and we knew that they would be concerned when we altered course to deal with the impending weather. The emails, texts, and voice messages that we received when we returned to communications range from our friends that were worried about us was overwhelming. We sincerely appreciate everyone's interest and their best wishes for our safety.

We plan to leave this spring for the Keys and the Caribbean again via a slow trip along the Intercoastal Water Way with some hops along the coast. We'll keep everyone posted on our progress on the next phase of our adventures. We're hoping that the report of our next attempt to sail to the Florida Keys is so boring that people can read it as a cure for insomnia.

FAREWELL TERRY

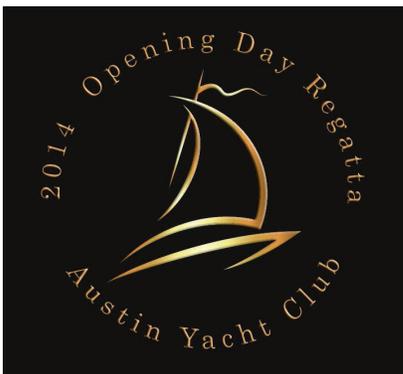
"Fair winds and following seas and long may your big jib draw!"



Photos by Deborah Mathison

Top 10 Reasons to Celebrate Opening Day at AYC

10. Great free brunch
9. Fun Mardi Gras theme
8. Free beer after the race
7. Win \$100 in the Lucky Beer Bottle Draw (see below)
6. Celebrate Texas Independence Day
5. The launch ramps are working
4. No football on TV
3. Air out the snappy blue blazer
2. Rub shoulders with the new AYC Board
1. Get together with old friends and new!



THE AYC LUCKY BEER BOTTLE DRAW (PERPETUAL)

Only 78 beer bottles have been salvaged and labeled during the drought of 2013 on the AYC shores!

You may be the winner of \$100 at the 2014 AYC Opening Day Ceremony drawing if you:

- Are AYC member / staff
- Are in attendance
- Have the beer bottle with you (labeled drought of 2013) or you know the serial number
- Have the bottle registered in your name at the AYC office (with Jackie Wheelless) prior to the draw.

GOOD LUCK!



IN MEMORIAM

Joseph Carl Gallant was born October 19, 1952 in Detroit, MI to Robert and Carlene Gallant. The family moved to Flint, MI where Joe attended and graduated from Flint Northwestern High School. While there, Joe lettered in swimming, which began his lifelong love of the water.

Joe learned to sail on Lake Conroe in an emergency situation where the captain of the boat he was on fell overboard. He fell in love with the sport of sailing, and joined Austin Yacht Club, where he raced for years in the South Coast 21 fleet. He also captained his own Cal 27 in many races. Joe took his love of sailing to a new venue by taking all of the training and classes to obtain a 100 Ton Captain's license. This included long distance ocean navigation and on ocean experience. Joe was an accomplished scuba diver, and loved his visits to Cozumel to dive. He was also intensely interested in NASCAR racing, and a very ardent UT Longhorns football fan.

Joe's career started as a machinist but he soon became interested in the quality side of manufacturing. He started the quality path by taking an inspector position and through the years advanced to more technical quality functions. He held jobs in Jackson, MI, Dodge City, KS, Houston, TX, and finally settled in Austin, TX where his QC vocation led him into the orthopedics business. He was a longtime employee of Carbomedics, Sulzer, Zimmer and Centex Machining.

Joe is preceded in death by his parents. He leaves behind his wife, Kim, children, Joie Linn Nelson, Cori MacGregor, Ian Gallant, and stepchildren Dennis and David Donovan. In addition, he leaves behind eight grandchildren.

Kristin Ann Gallant was born to Robert M. Gallant and Melissa J. (Engelbracht) Gallant on January 26, 1992 in New Ulm, MN. Kristi grew up the middle child of five children, and was quiet and soft spoken. Early on, she loved spending time at the Austin Yacht Club with her family sailing, and especially with her sisters and brothers swimming and catching turtles. Kristi attended Cedar Park High School, and contracted leukemia before she could graduate. She loved music, and sang in the choir.

Kristi met Kori Stroud at Cedar Park Middle School, and they soon became best friends. She left home at the young age of 16, where she began a life with the Stroud family. Kori's mom, Nicki took Kristi in, and what seemed a bit bumpy at the beginning turned out to be a wonderful blessing for all. Nicki was known to Kristi as "mom". Kristi and Kori's relationship turned from friends to more than that as they approached age 20, and moved out, and into their own apartment. It was there that their love became apparent and grew to something beautiful. Out of that love came Kristi's legacy, baby Isabella, born Feb. 20, 2013. "Bella" became the love of Kristi and Kori's young lives.

Kristi contracted leukemia in November of 2010. In the three years Kristi fought this, she endured some of the worse indignities and pain a young person can endure. She faced these assaults with courage and an indomitable spirit. She entered and lost remission three separate times. Between the first and second remissions, she became pregnant with Isabella. That time of joy and anticipation was cut short, as soon after the announcement of the baby, Kristi fell out of remission and into a coma, on a ventilator for 2-1/2 weeks. She came out of this with an iron will to live to deliver baby Isabella. Kristi entered and exited her final remission over the summer of 2013. Moving into the fall of 2013, she fought leukemia tooth and nail all the way to the end, on Saturday, January 4, 2014.

Kristi will be remembered by friends and family as a fun and gentle soul who loved her Kori and her baby Isabella with her whole being. Kristi loved living in Pflugerville as well, and will rest there, where Isabella and friends can visit her gravesite any time they want. She will also be remembered as the most courageous fighter we've ever known. She is the hero of her loved ones, for the valiant fight she put up against leukemia. We will miss her terribly, but will always be reminded of, and see her in the growth of her legacy, Isabella.

Red Eye Regatta



Red Eye Crew

The 2014 Red Eye Regatta, hosted by the Keel Fleet, was a huge success. It also marked the first race in which the spinnaker and non-spinnaker boats raced together. The non-spinnaker boats received a nine second handicap adjustment. This resulted in more sub-fleets [classes] with a shorter handicap span in each sub-fleet and thus more competitive racing. The results for this years Red Eye bear that out with great competition in every fleet, **Jim Johnstone** took on the task of scoring the regatta with these new changes. He did a great job, finishing scoring and posting the results on the web and the bulletin board by the next day! Also thanks goes to **John Halter** for success in his first regatta as 2014 Race Commander.

Frostbite Series



Frostbite Crew

Participation is also up for the 2014 Frostbite Series. By the second race, 53 boats had registered, eighteen from the Keel Fleet [ten more than last year!] There are some new boats as well as some old boats racing. **Chris Hargett** showed up with his newly aquired Tripp 26 and found a less than cordial reception on the starting line! **Johannes Brinkmann** and **Steve Eller** debuted their J80 and C fleet is lousy with Pearson 26s. New members **Mike Singh** and **Rick Ammons** are racing their Pearsons and former Ensign sailor, **Robin Drummond**, is skippering **Vic Manning's** P260D. New member **Nick Dawe** is racing his Catalina 25TM with sons,

Joshua and Lucas. There are also many junior sailors participating, including our resident Sea Scouts. These young sailors are great crew for any boat and most of them know the rules better than the adults! **Sammy Peel** is actually skippering his family's boat. Look out for Sammy on the starting line! **Hector Lujan** has **Julius Hoetkoetter** crewing on his Columbia 26 and **Ben, Ethan, Wendi, and Fiona Froelich** as well as **Andrew Butler** are sailing on my boat.



The Peel Family

Junior Boat Owners

Santa Claus was good to a lot of AYC's junior sailors this season bringing them their very own boats. Boat ownership allows these young skippers to progress to the next skill level. At a certain point, improvement comes only when they can commit to traveling to TSA Regattas, racing against the best competition in large fleets. A sizeable group of our juniors have already been competing in these events with great support from involved parents. The group even purchased a large covered trailer to transport their boats. The kids with new boats, like all mariners, have been coming up with some interesting names. **Tony Slowik** already has his Opti, "Yikes". **Ethan Froelich** - Opti, "Full Speed", **James Brock** - Opti, "Wiki Wiki



Katie Froelich in "Wee Sail"

Kimo, **Marcus Tita** - Opti, "White Cap", **Fiona Froelich** - Opti, "Lorelei", **Lucy Brock** - Opti, "Olu Olu", **Julius Hoetkoetter** - Opti, "Klabautermann", **Alexander Tita** - Opti, "Fuego", **Wendi Froelich** - Opti, "Serinita", **Katie Froelich** - Opti, "Wee Sail", **Will Abrams** - Laser, no name yet, **Ben**

continued next page

BOARD OF DIRECTORS

Commodore	John Morran
Past Commodore	Christopher Dwight
Vice Commodore	Barry Bowden
Secretary	Jen Schwan
Treasurer	Molly Lewis
Race Commander	John Halter
Buildings & Grounds Cdr.	Doug Casey
Harbor Commander	Wade Bingaman
Sail Training Commander	Eric Rochard

AYC STAFF

General Manager	Bob Woods
Head Caretaker	Tom Cunningham
Sailing Director	Kate Noble
Bookkeeper	Jackie Wheelless

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
office@austinyachtclub.net

NEWSLETTER

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

AYC BUSINESS HOURS

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

Closed Mondays
Closed Club Holidays:

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

BOARD OF DIRECTORS

E-MAIL ADDRESSES

buildings_grounds@austinyachtclub.net
race_commander@austinyachtclub.net
vice_commodore@austinyachtclub.net
membership@austinyachtclub.net
sail_training@austinyachtclub.net
commodore@austinyachtclub.net
secretary@austinyachtclub.net
treasurer@austinyachtclub.net
harbor_commander@austinyachtclub.net

AYC Scuttlebutt continued

Froelich - Laser, "Sea Esta". For the meaning and/or symbolism of these names, you will have to ask the kids!

Peggy Frary

Former member **Peggy Frary** passed away this January. She and her husband **Michael**, artist and UT professor, sailed their Cal 25, "Chapeau de nuit" for many years. They were not very active racers but enjoyed their boat and sailing more than most. When not sailing, Michael would be seen on the end of dock 5, sketching sailboats as they passed. Many of his paintings included members' boats. When at the dock there was always a party on their boat. I had the good fortune of having the slip next to theirs, and was always invited to enjoy a cocktail and snacks with them. Peggy was always the best hostess, and had there been a social committee at AYC back then, she would have been involved. The serious racers in the club should appreciate people like Peggy who through her charm and class, enriched the club so much.

AYC 2014 RACE CALENDAR

Feb 8	Frostbite Series Race #4 RC: J/24 1:30p first signal
Feb 15	Frostbite Series Race #5 End of Series RC: J-22 1:30p first signal
Mar 2	Opening Day Regatta 10:00a On-site registration 12 Noon Skippers' Meeting 1:30p First race signal
Apr 5-6	TSA Roadrunner Regatta

AYC 2014 NON-RACING EVENTS

Feb 8/15/22	UT Sailing Club Saturday Sail 11:00a - 5:00p
Feb 21	Junior Sailing Program Info Session and Pizza Party 6:00p Clubhouse
Feb 27	AYC Board of Directors Meeting 7:30p Clubhouse
Mar 1/8/15/22/29	UT Sailing Club Saturday Sail 11:00a - 5:00p
Mar 2	2014 Opening Day Brunch and Ceremony 10:00a Mardi Gras Brunch Clubhouse 11:30a Formal Ceremony Lower Level Clubhouse
Mar 15	Basic Keelboat Clinic
Mar 27	AYC Board of Directors Meeting 7:30p Clubhouse
Apr 5/12	UT Sailing Club Saturday Sail 11:00a - 5:00p

Ray Movie Nights Every Friday in the Clubhouse 7:30p

AYC Opening Day

Sunday, March 2, 2014

10:00 a.m. - 11:30 a.m.

On-Site Registration

Mardi Gras Themed Brunch with Mimosas and Bloody Marys

11:30 a.m.- 12:00 Noon

Opening Day Ceremony

12:00 noon

Skippers' Meeting

1:30 p.m.

First Race Signal

Post-Race

Complimentary Beer and Snacks

Trophy Presentation

Visit the AYC Website for More Information.



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



The Sailboat Shop

*Has moved!!! We're located at 4301 Hudson Bend
(right next to Bartlett Sails)*

512-454-7171

NEW FALL STORE HOURS:

Tue. thru Fri. : 11:00am ~ 5:30pm

Sat. : 8:00am ~ Noon (or by appointment)

Closed Sun. & Mon.

YourSailboatShop.com

