



Congratulations Senior Skippers



2017 Chaparral De Mar Regatta

Photo Anne Morley

IN THIS ISSUE

Board of Director Reports
Welcome New Members
Notes from Your GM
Sailing Director Report
PB&J Summer Camp Photos

Independence Cup Regatta Photos
Fleet Captain Updates
Neill Advanced Sailing Clinic by Andrew Butler
AYC Fund Sponsors Ethan Froelich by Ethan Froelich
Chaparral de Mar Photos
Hello Zebra Mussels. Goodbye Texas Lakes.

SAVE THE DATE

Jul 19, 26, Aug 2, 9, 16
Aug 15
Jul 15, 22, 29
Jul 27
Aug 4
Aug 5, 12, 19, 26, Sep 2
Aug 24
Aug 26
Aug 26-27
Sep 16-17

Endless Summer Junior Series
J/24 Fleet Social
Dog Days Series Races
Board of Directors Meeting
MoonBurn #4 Night Race
Suffering Summer Series Races
Board of Directors Meeting
Single-Handed Regatta
Keel Fleet Raft Up
Centerboard Regatta



PB&J Campers

Photo *Bill Records*

From The Commodore by Wade Bingaman



Some of you may be wondering why the Board has been raising dues a dollar or two every year. Our dues and slip fees have been raised 2 or 3% yearly for several years now. This year our increase in dues and fees are estimated to increase the Club income by a total of about \$21,500. I hope the following will explain why these increases are necessary.

First the board sets its budget each year based on estimated expenses. Core inflation in the U.S. has been running about 1.5%. I know, this does not directly correspond with AYC expenses, but our expenses are going up. Here's some examples:

- Our total package of liability insurance for the Club (a major expense) went up 3% (\$2,000 increase) this year, and this was with us reducing some coverages.
- Our flood insurance went up a whopping 39% (\$3,500 increase).
- Health insurance cost for our employees went up 3% (\$1,000), up even though we once again reduced the coverage.
- Our accounting fees went up by about \$1,000 annually.
- Steel prices have gone up over 8%. We can expect an increase in any new dock prices.

We do the best we can on the budget, but there are also many unexpected events which put a strain on our best laid plans:

- Recently, Oak Wilt has been discovered on the Club grounds. We are taking action to fight it and have already authorized spending \$10,000 for initial trenching and treatment. There will be more expenses in the future, such as planting replacement trees.
- Zebra Mussels have been found in Lake Travis. We will be posting signs at all of our ramps concerning boat cleaning requirements and will likely purchase a steam pressure washer for the work area so our marina can do its part to fight this invasive species. We do not know the total cost for this, but obviously we did not plan on this expense. (Note: the Editor has included an article from Texas Invasives on page 21.)
- Hail damaged the roofs of all our cabins this year. Insurance covered most of the damage but our deductible is \$2,800.
- The AC in the clubhouse went out last month, a \$3,000 hit.
- Our telephone system has been "down" often lately. A new system may be required. Cost?

And the above is not a complete list of this year's unexpected costs.

So, what's the answer?

- We could defer repairs and replacements the Club needs when these type of expenses pop up. We do that to a certain extent. However for a number of years we have been playing "catch up" in doing the necessary upgrades and maintenance such as docks, plumbing, and cabin refurbishment. I guess we could wait until next year to replace the AC in the clubhouse, or do without phones, or ignore the oak wilt, but those are not realistic alternatives. In short, it would be a mistake to let the Club fall behind on the continuing need for maintenance.

- We could cover these expenses by dipping into our Club's operating surplus. We have done this a little as well – our surplus in 2015 fell \$15,000. (We clawed this back in 2016.) But this is not a long term answer as it puts the Club in unsound financial territory should there be a significant unexpected drop in income. We all want our Club to remain on firm financial ground .
- We could not raise dues for a few years and then try to catch up with 10% or 15% increase. This would combine the worst of both of the above – weakening our financial position and/or deferring maintenance – and then hit all of us with a substantial increase.
- Non of those alternatives are acceptable to me. I think the best answer is to keep our dues on a roughly equal footing with inflation. This will enable us to keep the Club operating properly, maintain our beautiful facility, and insure financial stability in the future.

Vice Commodore Report by Bill Records



We had another successful Independence Cup. Members seem to like the one race regattas not taking up the whole weekend. A wind veer before the start resulted in a down wind start, followed by an hour of drifting conditions, until the wind filled in from the southeast. The leads in most classes changed a few times as happens on Lake Travis. Regatta Chair, **James Parsons**, awarded gift certificates for liquid refreshments, compliments of

Wispy Liquor on Hudson Bend.

Next regatta is Keel Single-Handed on Aug 26, followed by Centerboard Regatta on Sep 16,17. **Kevin Reynolds**, CB regatta chair, is looking for volunteers. New members can check off probationary requirements by volunteering.



Independence Cup revelers Photo *Bill Records* (More photos on pages 10-11)

Secretary Report by Annie Lancaster



It is hard to believe that half the year is already over! So it is time for me to remind you to keep your address and boat information current. There is a copy of the current directory on the website. You can view it by logging on with your member log-in and then clicking the Printable Member Directory. If you want any of the information updated, submit a Member Info Change Form. The office will receive this form and update your information for the next publication

of the directory. Boat information is available by clicking the Boat Directory. Please check for correct boats, numbers and names. Email me updates at secretary@ausfynyachtclub.net and I can make the changes directly. It is your responsibility to keep the office informed of your changes. Remember to update your email changes, too. Periodic emails are sent to the entire membership and we want you to be in the loop.

Happy Sailing!

Sail Training Report by Carolyn Wilsford



Hi Sailors,

Well, another month and another Women's Clinic has gone by during the month of June, and they keep getting bigger and better. Special thanks to chairman, **Molly Lewis** and all her lead instructors, **Renee Ruias, Linda McDavitt, Jenny Loehlin, Terry Schertz, and Claudia Bartlett**. Oh, and I can't forget the J-22 fleet for loaning their boats again. I promise I will not ask you again til next year. Finally,

thank you **John Bartlett** for picking up our buoys and **Caitlyn Taylor** for leading the chalk talk. (Photos next page)

Ensigns, how about the September 30th Women's clinic? **Renee**, just a suggestion.

I do want to take this time to mention that I am already getting volunteers and ideas for how to set up clinics for next year. Our goal is to provide the learning opportunities that we all want to become better sailors. It's not going to be just girls instructing (advanced classes will get the guys too). Next year, we will have different levels of classes where some require a prerequisite introductory class. Great ideas. Thank you all, keep them coming.

July New Members



Kurt and Jillian Zinsmeyer
(Senior Probationary)

Kurt sailed his family's Catalina 20 on Lake Travis as a kid, and also sailed a Force Five for 20 years. He and his family have done numerous Caribbean bareboat charters and they have recently purchased a Weta. Kurt and Jillian are looking forward to learning more about racing, enhancing their sailing skills, and getting to know other sailors in Austin.



Greg Grover
(Senior)

Greg was a former senior AYC member who resigned in good standing due to a move to Houston to care for family. He has returned to Austin and is interested in getting back into sailing and being part of the Club. He does not have a boat at AYC but is interested in crewing with anyone who needs crew. He formerly served on the Building and Grounds Committee and is interested in helping in this capacity as well as with social activities in the future.



Dallas Grant
(Senior Probationary)

Dallas grew up sailing Finn on Lake Travis and sailed a Hobie Cat in college and as a young adult. Dallas and his wife, Jennifer, and their four children sail together frequently as a family on their Catalina 25. Three of their kids currently attend AYC summer camp and Dallas is very interested in getting into racing. He plans to participate in sunfish or laser sailing this summer.



Margo Bower
(Associate)

Margo was a former associate AYC member who resigned in good standing. In addition to enjoying the sailing, Margo was very active on the social committee before she resigned. She is particularly excited about introducing her partner, Guy Abbey, to the sport of sailing.



Andrea Lesh & Rachel Bailey
(Senior Probationary)

Both Andrea and Rachel grew up sailing – Andrea on a M16 and later an Ericson 29 in Minnesota, and Rachel on a Pearson 26 on Lake Travis with her family. They do not have much racing experience but are interested in learning about the sport and getting back into sailing. They recently purchased a Ranger 28 and are very excited about joining AYC for the sailing and camaraderie.



June Women's Clinic
Photos above *Candace Miller*
Group photo *Bill Records*

Race Commander Report by Ed Taylor



Permanent Race Committee

The PRC Representatives for the Dog Day Series are **Bob Mathison and Keith Denebeim**. The PRC Rep is responsible to effectively communicate to the Series PRO. Items discussed are sailing instructions, equipment review, scoring and planning for each Series racing.

Race Logistics

Dog Days Series started Saturday, June 24 with the first signal at 5:00. Dinners will be served after each Series racing.

The B Club mark has been picked up off Starnes Island and relocated to correct GPS position within 11'.

Trophy awards went missing last Summer Series due to manufacturing and delivery delays. The Summer Series trophies will be available at the end of each Series race or may be picked up in the Club office.

Scoring

Scoring results have been timely for the most part and can usually be completed in less than 60 minutes. Accuracy remains an important factor when reproducing results between paper and computer records. Last Summer Series, it was announced one competitor place changed due to boat finish times listed twice. This year alone we handed out the wrong award at one Regatta and two Series races.

Friday Night Beer Can Races

Relocated and added new concrete bucket anchor to the No Wake starting buoy on the South side of the course. Thanks to the Air Supply crew for helping out with these marks.

2017 SUMMER SERIES RESULTS

PHRF A	1st 2nd 3rd	Flyer 488 Jack Rabbit	Ray Shull Bob Leonard Claude Welles
PHRF B	1st 2nd 3rd	Café au Lait Blue Note Los Monos	Bill Records John Durfor Andre de la Reza
PHRF C	1st 2nd 3rd	Zydeco 1927 Fast Break	Bob Goldsmith John Maddalozzo John Thurston

J/22	1st 2nd 3rd	Project Mayhem Bonfire Riff Raff	John Halter Linda McDavitt Bruce Uphaus
J/24	1st 2nd 3rd	Chupacabra Vang Go My Joy	John Parker Stuart Juengst Larry Parks
Ensign	1st 2nd 3rd	Styf Kop Dos Locos One with the Wind	George Dahmen Lewis Price Dave Gamble
Multihull 1	1st 2nd 3rd	Kai Uli Abandoned Assets Tritium	Steve McLelland Bo Kersey Steve Frick
Multihull 2	1st 2nd 3rd	460 461 Neko	Tim Purcell Jim Casto Owen Crouse
Catalina 22	1st 2nd 3rd	2363 5792 7619	Brian Grothues Brett Wilson Steve Pervier



Building and Grounds Report

by Chris Thompson



Projects – June 2017

We had a very successful work day on Saturday 6/10. There were thirteen members in attendance. Accomplishments:

- We removed the splintered benches and posts and moved a picnic table for playground area;
- Parking lot stripping was completed on a majority of areas;
- The propane grill was cleaned up (big thanks to **James Bland** for dealing with this nasty project);



Doing the nasty (on the beer can grille)

- The shoreline and grounds were de-trashed;
- Bathroom shower ceilings were painted, ready for edge trim;
- The new stair/ladder for the work area was assembled;



Stairway to heaven, under construction

- Front gate was repainted and the front planter bed de-weeded and readied for landscaping.



Front gate beautification crew

Thanks to:

James Bland	Charlie Lancaster	Chris Renner (and his work truck!)
Lance Stairs	Ed Taylor	Keith & Susie Edmiston
Willis Thorstad	Debi Haskins	Brian Wann
Jeff Avant	Pete Swallow	Mark Atkinson

The office remodel is complete; a small conference table has replaced the folding tables. **Jackie and Diane** are working to get the walls redecorated.

OAK WILT TREATMENT – Thank you **Danny Lien** for noticing some of our tress in distress. We have a crew who will be trenching and treating the area around the cabins and behind the work area. Mid July is the schedule for this.

Plans are to mount the LED light fixture donated by **Jack Steeg** through **Steve Vaughn** over the north patio area to illuminate the stairs and patio. This should provide some light to the playground and parking area, too.

The magnetic/dry erase message boards will be up in the restrooms soon. New display cases for the north side of the clubhouse are in hand and will be mounted also.



No tractor polishing going on here

Notes from Your GM

by Jackie Wheelless



The office hours changed to NOON – 5:00PM Wednesday – Friday, 9:00 – 5:00 on Saturday and Sunday to allow staff (mainly me) to be outside the office in the “cooler” mornings to walk the grounds, etc. It also allows for some “quiet time” to complete projects for a few hours in the morning before opening the office for the afternoons. Everyone has been very accommodating to this schedule change!

Thank you to everyone who handled the most recent “telephone down crisis” so smoothly! You transitioned pretty expertly into PLAN B and simply emailed and texted to keep communication open and things moving right along. Thank you!

As all of us can certainly witness, the lake is dropping quickly (almost a foot since June 30th). Please be very aware of shallow areas in the lake, particularly the points at Keller Marina, AYC and Travis Landing. Also be aware of your surroundings and the water level.

It's been reported that children have been left inside the pool area without a parent/guardian accompanying them.

CHILDREN UNDER THE AGE OF 12 MUST BE ATTENDED BY AN ADULT

If anyone becomes aware of a child inside the pool area who is not accompanied by an adult, please let one of the staff members know as soon as possible.

Speaking of the pool, the pool closes for maintenance Sunday evening and does not reopen until Tuesday morning. The only gate that you can enter through is the one at the flag pole entrance. The back gate (at the playscape end) is always locked.

A reminder of a couple of “unwritten” policies:

1. Lost and found items of value (wallets, eyeglasses, keys, etc.) are turned into the office where they wait to be retrieved. Other items that are found on the premises are put in the wire basket downstairs by the Coke Machine.
2. When members or their guests leave a vehicle at the Club for more than 24 hours they should let a staff member know the make of the vehicle, the license plate number and where the vehicle is parked. This practice alleviates concern about abandoned vehicles.

The Coke Box is going away. Coca Cola Enterprises will take over full service of a new coke machine downstairs. They will handle all product ordering and all money with the machine. The new machine will have 2 slots for water and 6 slots for sodas. The products will all be in 20 oz plastic bottles and will all be \$1.50. The new machine should arrive in the next 2 weeks. There will be a slot that can be activated for credit and debit cards but it will not be activated at this time due to our intermittent Wifi connection.

Sailing Director Report

by Coleman Terrell



Well, the summer is halfway over and our camps are just resuming after the 4th of July break. We are full to capacity for these last 3 weeks and we even brought on an additional instructor to allow more kids from the waiting list to participate!

I want to wish all our sailors good luck at Texas Youth Race Week and I know that they will represent AYC well as always.

Congratulations to **Lucy Brock, Taylor Snyder, and Julius Heitkoetter** for qualifying for the Sears Cup, which is a triple-handed regatta sailed in Flying Scots! Wish them luck as they travel to New Jersey to race!

Charter AYC Lasers and Sunfish for Wednesday Racing

Members are now allowed to charter AYC Lasers and Sunfish for use in the Wednesday Night Sunfish/Laser Races!

An adult member can charter a Sunfish or Laser for Wednesday night racing for one calendar month a year (only one month a year) for \$100

- The person using the boat must pay for any damages.
- I will pre-screen a user to make sure they have adequate experience to use the boat.
- I will inspect the boats used both before and after their usage to promptly identify any damage.

The boats are still available for free charter to our junior sailors, provided they are enrolled in the Junior Sailing Program.

Please contact me if you have any questions regarding the boat charters.

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

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

**SUPER
POWERS**
HULL CLEANING SERVICES

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

PB&J Sailors-To-Be



Photos Bill Records

Independence Cup Regatta



Photos Bill Records



Independence Cup Regatta



Photos *Bill Records*

Roadrunner Fleet Update

by Mary Carew



On June 17-18, the aptly named Rockin' Rockport regatta lived up to its name with high winds and big waves. Each and every sailor did amazing with the conditions. It is so obvious that our kids love this sport; they were enthusiastic and even excited to launch in what most adult onlookers agreed were the most challenging conditions. In the c420, **Lucy Brock and Julius Heitkoetter** took 1st while **Andrew Butler and Eli Ortiz** took 6th and 7th in the Laser Radial. **Keen Cabrera** is making his way up green fleet and ended up in 4th place.



Rockin' Rockport Racers Photos Mary Carew

Tony Slowik took 1st overall in RWB while **James Brock** took 5th overall and 4th in Blue fleet. **Fiona Froelich** finished 7th overall and 5th in blue. **Lucas Tenreiro** took 8th overall and 6th in blue. **Nicholas** met his goal of finishing top half of the fleet: 15th overall and 9th in Blue fleet while **Aidan Krempez** finished 16th and 10th in blue. In white fleet, **Kynes Cabrera** took 4th place while **Katie Froelich** took 7th. On the RWB course, **Nicholas Carew** also got the award for sportsmanship. There was a lot to be proud of!

On July 2nd **Lucy Brock (skipper)**, **Julius Heitkoetter (foredeck/tactician)**, and **Taylor Snyder (trimmer)** travelled to the Houston Yacht Club to compete in the qualifiers for the Sears Cup: the US Sailing triple-handed junior



Lucy Brock, Julius Heitkoetter and Taylor Snyder qualify for the Sears Cup Photo Bill Records

national championship. After a full day of very competitive sailing against their friends from across the state of Texas, our Austin Yacht Club sailors emerged victorious and will be representing AYC at the national championship in August, in New Jersey. The trio is excited and would like to especially thank **Tom Groll** for lending them his Flying Scot for practice! Practice this past week included travelling to CSC in Dallas to sail with the experts in the Flying Scot fleet.

The Endless Summer series continues on Wednesday nights so come out and join in the fun!

Neill Advanced Sailing Clinic

by Andrew Butler

I recently had the privilege of attending the 4-day Neill Advanced Sailing Clinic in Chicago. It was probably one of the most fun events I've done in my sailing career. The sailor to coach ratio for the lasers was seven to one, so we got to have a lot of one on one time with the coaches on and off the water (one coach was from the Old Dominion University and the other was from St. Mary's University). I improved on many things during the clinic but



continued next page

the thing that I improved on the most was light air technique on both the up winds and down winds. I really liked that the coaches would go into detail why certain things happen when you adjust something on your boat for different wind conditions.

There were many times during the clinic when I felt pressured into something that I wasn't comfortable doing or didn't have much experience in yet. For instance, there was one day when it was blowing a consistent 27 knots with gusts in the low 30s and I've never sailed in anything like that before. However, just recently I went to Rockport for a regatta and it was blowing 20 knots and that felt much easier compared to what I faced up in Chicago. Overall the clinic was a really good experience, the sailors were nice off the water and competitive on the water which provided a good atmosphere for everyone to get better. I recommend this clinic to anyone wanting to take their laser or 420 career to another level.

AYC Fund Sponsors Ethan Froelich at Brooke E. Gonzalez Racing Clinic

by Ethan Froelich

The Brooke E. Gonzales Advanced Racing Clinic was a great learning experience and thanks to sponsorship from the Austin Yacht Club Fund I was able to attend. There were over 130 sailors from the U.S., Canada, and the Caribbean on five different boat classes in Newport, Rhode Island. My skipper, **Oliver Hurwitz**, and I were one of eight I-420 boats that were selected by application to attend. We were pretty excited since we are one of the youngest teams applying and weren't real sure of our odds at being selected.



For our division we had three dedicated I-420 coaches over the three-and-a-half day event which was comprised of lectures and drills focusing on boat handling, speed, and a whole lot of strategy. The I-420 coaches were **Scott Flanigan**, from Ireland and the youngest Olympian to crew on the 470; **Stu McNay**, a three-time US Olympian; and **Zack Leonard**, the Yale coach. I learned a lot about specific boat controls, weather and how it affects sailing, and how to execute kinetics properly. One night we had six 15-minute break-out sessions with different coaches in attendance. My favorite topics included currents, how to maintain a positive and competitive mental state, race starts, and how to effectively round gates. After the fog lifted on the last day, there was a regatta and we were very happy to earn a second place ranking. **Oliver** and I have a lot more training planned for June and early July. Then it will be regatta time!

Sunfish and Laser Wednesday Night Racing

by Paul Jensen and Steve Ehlers



Wednesday evening racing continues to be good this year. For June 7, **Annie Lancaster and Eric Rochard**, along with three other volunteers, did a great job on RC. We had close to a dozen Fish on the line, and we got in five races. Couldn't be much better!

June 14 was great too. **Willis Thorstad and Brian Grothues** did a super job on RC and we got 5 races in for both fleets. The Fish had some serious competition from **James Bland** and his Finn. He is using the Wednesday evening series to train for an upcoming National Finn Masters competition.

June 21 continued in good form. It was the Sunfish championship night and the Laser RC team of **Dave Grogono and Lance Stairs** managed a NE wind and got in 6 races.



June 28 was the Laser championship night. **Kevin Reynolds and Linda McDavitt** did RC for the Fish and got in 7 races for the Lasers. **Dave Grogono** narrowly edged **Brian Grothues**, but **Claude Welles** took one race win. He may be the oldest person to win a Laser race. The Sunfish Potluck dinner was a success too, with **Pat Manning** providing the main dish.

Ensign Fleet Update

by James Bland



The Ensign fleet was busy in June, finishing up the Summer Series Races, socializing in the Beer Can Friday nights, starting the Dog Days Series, and anticipating the Independence Cup.

The BIG event for Ensigns in June was hosting the Chaparral De Mar Senior Skippers regatta. The Senior AYC Skippers compete for honor and glory in the sponsored Ensign Fleet boats. 10 Ensigns assembled at the line for this year's start. The long distance course ran about two hours, 7 plus miles.

The results:

- Senior Winner (ages 75 and up): **Tom Romberg** sailing Eagle
- Junior Winner (ages 70-74) : **Dave Gamble** sailing Gravy
- Oldest Skipper: **Cliff Price** (93) Sailing Dos Locos
- Competing Skippers include: **Elliott Bray with Deke Dekeyser crew, Brad Davis, Doug Laws, Keith Renard, Loren Stell, Barry Thornton and Bob Wartens with his wife Sue Wartens.** (Sue Wartens was the only Old Salt wife to crew!)
- Boats and Sponsors: **#578 Tom Groll, #588 George & Franz Dahmen, #739 David & Anne Morely, #773 Hap Arnold/Anne Lancaster #929 Cliff/Lewis Price, #972 Fred Ford, #1167 Sail No. /#1358 Danny Lien [Gravy] #1414 Bill Hawk, #1609 Carl Wiseman, #2021 Spirit James Bland.**
- Regatta Chairs: **Danny Lien and Fred Ford**

continued next page

Cliff Price, 93, was the oldest skipper this year. Sailing in Dos Locos, **Cliff** finished 5th overall and 4th for his age group. He can't switch sides on tacks, so he helmed from Starboard the entire race. Ensign 929, Dos Locos, was purchased in 1970 and has been in the family ever since. It was one of the first Ensigns on Lake Travis. He was also one of the "founder's" of the current AYC back in late 60s. He and some other members helped arrange the financial deal that purchased the property where AYC is located.

The race day weather was near perfect with intense sunshine. **Elliot Bray**, aboard Ensign #2021, won the start by a big margin and sprinted to the first tack in the lead. The lead was exchanged between four boats, #578, #1414, #773, and #1167. There were more skippers than sponsors this year, something we hope to correct in the future. The boats are raced without spinnakers and there is talk of moving to #3 Genoa / Blade jibs and a shorter course next year to lower the physical demands on our honored skippers. The Ensigns are similarly tuned and they race very closely together, making it a true challenge of skippers and crews. Come join us next year. Sign up early, we'll get more boats involved. (Photos following this article.)

Summer Series was interrupted by gale force winds, club events, and race committee duty. There were only two races sailed with six boats competing in the series. Race Committee duty was on a day with challenging East Winds, but a fair course was set that held for the day and gave excellent fair sailing to the Fleets. **Bill Hawk** coordinated the Race Committee team and **James Bland** was PRO for the day.

Summer Series Results

SAIL	BOAT	SKIPPER	FLEET / TTL	RACE 1a	RACE 1b	RACE 2a	RACE 2b
1 588	Styf Kop	Dahmen, George	ENS / 2	0 DNC	0 DNC	1	1
2 929	Dos Locos	Price, Lewis	ENS / 4	0 DNC	0 DNC	2	2
3 1167	One with the Wind	Gamble, Dave	ENS / 7	0 DNC	0 DNC	4	3
4 2021	Spirit	Bland, James	ENS / 9	0 DNC	0 DNC	5	4
5 1414	Prickly Pear	Hawk, Bill	ENS / 10	0 DNC	0 DNC	3	7 DNF
6 972		Ford, Fred	ENS / 14	0 DNC	0 DNC	7 DNC	7 DNF

The Dog Days Series started with good wind and hot weather. **Lewis Price** was the most consistent of the leaders, but the racing was tight up the first weather leg. **Bill Hawk** leads the series with **Lewis Price** and **Tom Groll** in hot pursuit. **Carl Wiseman** was showing good form and we hope he can participate more regularly. **James Bland** continues to sail very consistently.

Dog Days Series Results

SAIL	BOAT	SKIPPER	FLEET / TTL	RACE 1a	RACE 1b
1 1414	Prickly Pear	Hawk, Bill	ENS / 4	1	3
2 929	Dos Locos	Price, Lewis	ENS / 4	2	2
3 578		Groll, Tom	ENS / 7	6 RAF	1
4 1609		George, T.	ENS / 8	3	5
5 2021	Spirit	Bland, James	ENS / 8	4	4

George Dahmen cleaned up in the 2017 Independence Cup Regatta, taking First Place Honors over a 26 boat PHRF fleet, winning on corrected time by just under 2 minutes. Ensign Fleet 30 is a very competitive fleet with regional and national champions. George Dahmen is a frequent winner in series races, has AYC Club Honors for Ensign Fleet.

Independence Cup Results

SAIL	BOAT	SKIPPER	PHRF NS	TYPE	CORRECTED	FLEET
1 588		Dahmen, George	252	Ensign	2:14:18	C
2 629	Bonfire	McDavitt, Linda	174	J/22	2:16:11	B
3 1235	Project Mayhem	Halter, John	174	J/22	2:16:38	B
4 404	Fahrfrumwerken	Brinkmann, Johannes	117	J/80	2:16:45	A

Fleet 30 is encouraged to visit the new Ensign Class website. Ensignclass.com Ensign Nationals are in the first couple weeks of August. Stay tuned for AYC participation.

Chaparral De Mar Regatta



Photos Bill Records

continued next page

Chaparral De Mar Regatta



Photos Bill Records



Photo Anne Morley

Catalina 22 Update

by Steve Pervier



Catalina 22 sailors have been up to various things, though not so much regular series racing in the heat of the Dog Days! We did run another successful Race Committee duty on 6/24, with fleet members **Louise Miller and Walter Payne, James Denny, and Margarito Morales and Brian Grothues**. Thanks also to **Brian's crew Rick**, probationary members **Lance Stairs, and Kathy and Pete Swallow**, as well as our friends in the South Coast 21 fleet, **Tom Meyer (PRO)**

and **Bob Musselman** for making a good RC group. **Brian** summarized our day: "RC worked well despite many course changes due to shifty winds. We had to reset the course three times but were able to give them plenty of racing."

Meanwhile, **Cheryl and I** were visiting Scotland, where we met the Commodore and Secretary-Treasurer of the Nairn Sailing Club just outside their clubhouse! It was fun to talk with them for several minutes. They were familiar with the ubiquitous Catalina 22, though many boats they sail on the Firth of Moray near Inverness are larger yachts like the Commodore's over 40 ft "aluminium" beauty. They got a kick out of us saying "aluminum". We also found out their young people sail Optis just as at AYC!

Nairn is quite far north as sailing venues go, and near solstice it doesn't get darker than an average nautical twilight, with the sun just about nine degrees below the horizon. This time of year the sun sets after 10 pm and rises again a bit after 4 am. When would they have a MoonBurn race?

Speaking of MoonBurn, our increasingly talented C22 team of **Brian and Margarito** with their friend **Jesus** as crew flew the spinnaker for another good race on 7/7. Added to their first place finish in June, they're standing at 5th place so far. Congratulations, guys – Arrggh!

Cheryl and I also visited Galway Bay in Ireland, where the Seafest 2017 exhibition was taking place. Talking with their "Try Sailing" table (sounds familiar!) I got a crew offer from a member of the Galway Bay Sailing Club, but could not stay long enough to do it. It was great to see the traditional Galway Hookers, with their bluff bows, gaff rigs, long bowsprits, and tanbark (red) sails, though some kind of rigging issue kept them from starting a race during our short visit. Out on the bay you could see Lasers sailing, and a large group farther out – these were Opti's! Maybe some of our Roadrunners will make another Europe trip, and will sail Nairn or Galway someday.

Looking forward, we have the rest of Dog Days Series on Saturdays at 5 pm through July 29, then the Suffering Summer Series at 5 pm on the first three Saturdays of August. Beer can races continue on Fridays, except for MoonBurn, which concludes on August 4. For those who like wetter boats, Laser and Sunfish races run Wednesdays (as organized this year by C22 fleet member **Paul Jensen**, also Sunfish fleet captain). There are also Free Sail Saturdays 1-4 pm before series races, for those who would like to try FJ dinghies. Let's go sailing!

J/24 Fleet Update

by Stu Juengst



First off, I want to apologize to the A and B fleets for your start sequence in Moonburn #3 (for which I was PRO). I had to postpone to correct an error in the timing, and I guess the fading light and my lack of radio communication caused most of you to miss the postponement and start early. Sorry about the confusion!

Summer Series

John Parker and I both scored 4 points in the final race day of Summer Series, so the final standings were Chupacabra #1, Vang Go #2, and **Larry Parks' My Joy #3**.

Dog Days Series

Doichin Tzolov is off to a commanding lead on Blue Jay after 2 days of racing with 3 bullets. Way to go **Doichin!**

Independence Cup

Two J/24s competed in the Independence Cup: Blue Jay and **Mike Mancuso's Ammo Box**. They finished 19th and 24th overall, respectively.

Moonburn

John Parker on Chupacabra and **Amanda Casey** on Momentous competed in the Moonburn series. After 3 races, Chupa is in 7th overall and Momentous is 16th.

Texas Circuit

Our 4th circuit stop was back down in Houston again (our 3rd regatta there this year). HYC hosted our stop as part of the Leukemia Cup. Racing on Saturday was postponed on shore due to a thunderstorm. Once we got going, the wind was light with a persistent right shift. **Natalie Harden's GIGGLES** took another 1st overall (that's 11 in a row!). Vang Go finished 6th overall, winning a tie-breaker with a bullet in the final race. I took the course-left gate on the first leeward rounding when everybody else went course right. Lady luck smiled on us and we rode a huge left shift all the way up and were first around the weather mark! We managed to hold off the competition for two more legs and finished victorious in the middle of another rain squall! **Jorge Martín-de-Nicholás** aboard Stray Dog came in 8th, followed by **Dave Broadway's Superman** (9th) and **Chris Hammel's Sforzando** (10th).

Chris Renner's hull #69 is undergoing restoration and should be back on the water soon. New bottom looks nice!



Keel Fleet Report

by Bob Goldsmith



A Random Walk Down Keel Fleet – Letting Our Stars Shine

I am about half way through my second year as Keel Fleet Captain, and at the awards ceremony for the Independence Cup, my predecessor, **Hector Lujan**, very kindly complimented me on the way

things are going. So is Keel Fleet Captain a sort of “Commodore Lite”? Not by a long shot, but the Keel Fleet can be a very important part of what makes AYC work, and like the AYC Board, the Fleet needs regular, formal meetings with votes, budgets and all that. It is the Captain’s responsibility to be sure this happens. Why? Because that gives us the structure in which outstanding individual efforts can strengthen existing projects and launch successful new ones. As Captain, I haven’t really done anything but let my “Stars” shine, and Boy Howdy have they done that!

Karen Bogisch keeps everything organized and ticking as KF Secretary. After 20 or so years building a successful law firm with **Karen** and watching her run worldwide projects for Rotary International, I know what she can do, and she brought it all when she decided to get active in AYC.

C Fleet Captain **James Parsons** is both a fireball and a breath of fresh air – the Moonburn Series is just one of his “outside the box” accomplishments. There may be bigger things in his AYC future (and no – his real name is not “Toby NewZealand” despite what he says).

That A Fleet swagger is also needed, and **Ray Schull** has it in spades and is also a top motivator and organizer. B Fleet Captain **John Thurston** is a “make it happen” kind of guy – when he takes ownership of an event like the Single-Handed Regatta, we are going to have another winner on the calendar.

Speaking of B Fleet, Treasurer **John Madalazzo** not only makes sure the KF cash burn is manageable, but has more or less single-handedly gotten the fleet’s racing healthy again. He was even a good sport about us correcting over him by one second in the Independence Cup, although the terrifying plague of J-22s scarfed up all of the trophies so it was kind of academic.

And so, **Hector**, thanks for setting the stage with your leadership and for the kind words. I am doing fine just letting the Stars shine on the big projects while flipping burgers and chopping BBQ to keep the sailors fed. I even have my own theme song to the tune of George Strait’s “Does Fort Worth Ever Cross Your Mind?”

While your busy flipping burgers..... burn one for me if you got time.....

OK, don’t worry, I’m keeping my day job.

See you out there.

A Fleet Update

by Ray Shull



July 2017

Since the last article, A Fleet has competed in the Independence Cup Regatta, we have started the Dog Days Series, the third MoonBurn race was held, and a former A Fleeter (Spadefoot) has experienced quite an adventure.

The Independence Cup Regatta saw seven J 80s, a J 70, a J 29, and one non-J boat (the VX One)

participate. The race started in a light variable breeze that went from almost due south to nearly due east just a few minutes after the start. The boats that started on the left benefited from this shift and the fleet slowly sailed (some might say drifted) to the first mark, LCRA mark 4. Once past this mark, the wind dropped even more as the fleet attempted to sail to LCRA mark 3. Finally, a light southeast wind arrived which allowed the fleet to pass this mark and head to the next mark, LCRA mark 5. For most of the race up to this point, the leading boats were Amazing Grace, Flyer and the J 70, having been the leftmost boats on the first leg when the wind shifted to the east. These boats rounded mark 5 in that order, and headed down the lake to AYC mark D, with the rest of the fleet following in the very light conditions. The light wind then seemed to vanish completely, and boats spread across the lake in search of wisps of wind that could fill their sails. Finally, a darkened patch of water near Windy Point indicated the arrival of a significant puff heading down the lake. This puff seemed to gather all of the boats in the regatta together in a charging line of spinnakers and mainsails. This seemingly wall of boats were barreling down the lake to the next mark. A fleet boats, B and C fleet boats, J 22s, J 24s, and even the multihulls were gathered up by the filling wind from astern, and brought together for the crowded D mark rounding. We rounded four abreast with even more crowded mark roundings occurring behind us. Farvrumwerken read the new approaching wind the best and rounded first, followed by Air Supply and then Speed Racer. These leaders finished in this order after traversing the remaining course legs.

The Saturday before the Independence Cup was the first race day of the Dog Days Series. This was the first series of the year to be raced on Saturday afternoons. This first race saw four J 80s, the Tripp 26-Rush, a J 29-Imagine, and the SB 20 race in fairly light but typical summer afternoon winds. The SC 21/Cat 22 race committee did a good job of setting us reasonably square lines and good courses in the shifty conditions, and we raced two races in the late afternoon sun. Flyer, Air Supply, and Amazing Grace finished in that order in the first race. Lickety Split joined Flyer and Amazing Grace in the top three of the second race.

The Dog Days Series races after the Independence Cup Regatta brought winds that were fairly consistent in speed but several localized thunderstorms in the vicinity kept the direction changing depending on which storm was having the strongest influence. Five J 80s, a J 29-Jus Knot Rite, the SB 20, and the VX One came out for the great summer afternoon racing. The racing was close with the first five boats in the second race finishing within one minute of each other. This series is shaping up to be an ultra close series with Amazing Grace, Flyer, and Jack Rabbit all notching wins so far.

The third Moonburn race was held July 7. The J 80 – Air Supply, the J 29 – Jus Knot Rite, and the SB 20 participated in this race. The race was postponed after a nearby thunderstorm brought high winds to the lake just before the scheduled start. After the delay, A Fleet boats finished 1,2, and 3 as the overall keelboats, with the SB 20 in first, followed by Air Supply and then Jus Knot Rite.



Nice shot of Air Supply at the MoonBurn Race

Last month I reported that **Justin Wolfe** was racing Spadefoot in the single-handed portion of the Bermuda One-Two race in the Atlantic. Just after writing that article, I read that **Justin** was forced to abandon Spadefoot about 200 miles from Bermuda. **Justin** was rescued by another competitor and taken on the Bermuda finish. Before he left Spadefoot, **Justin** turned on the on-board tracking device, closed up the boat the best he could, and ensured that the solar charging panels would keep the batteries up as long as possible. **Justin** then wrote in his blog about the ordeal and indicated that he was following the location of Spadefoot in the hopes that it would float near enough to Ireland or Europe so that a rescue could be feasible. Spadefoot had other ideas apparently and, after making a few loops in the Atlantic, drifted (or maybe sailed on its own internal autopilot) to within 90 miles of Bermuda. **Justin**, who had been following this improbable scenario, was able to quickly arrange for a fishing boat to intercept Spadefoot and tow her to Bermuda. Shortly after, she was safe and sound in the Bermuda harbor. He's now in the process of arranging for her return to the US and for her transportation to **Justin and Chris's** new home in the Pacific Northwest. I guess Spadefoot had no intention of allowing **Justin and Chris** to continue racing without her. More details of this amazing story are available at **Justin's** blog at: <http://www.svshearwater.com/?p=1941>.

MoonBurn / C Fleet Update

by James Parsons



MoonBurn Race 2 Recap

The best laid plans of boats and men...

We were going to sail to the Gnarly Gar, and have dinner there. And the forecast all week was looking great.

Until some storms popped up and threatened to make us not get a race in. Fortunately it stayed out west (like at the Gnarly Gar when I called to tell them we were staying locally), and we got a race in.

The first leg was impacted in a very calm way by the storm. As in all the wind went to the storm, and left us with a chance to take some amazing sunset pictures of boats. It also gave everyone a chance to look up at the moon when it came out from behind the clouds (and the average speed was MO.On).

We headed to 7 just in case we needed to finish early, but then the wind picked up. Not enough for the fastest keel fleet boats though, all of A Fleet decided to call it quits and not be in the running for the overall finish, other than **Ed Taylor** and the crew of Air Supply.

The race back to Mile Marker 5 was on. The finish line was a green fairy from an absinthe bottle...wait, that was that time in France when I saw a unicorn.

The finish line was a green laser from the flag on the RC boat, to an unlit Mile Marker #5 (LCRA dropped the ball. It's up and going as of July though).

Coming in first overall, was the only over early boat from Race 1, Arrrrgh, the Catalina 22 skippered by **Brian Grothues** (D Fleet).

2nd overall was **John Maddalozzo** on his Capri 25, Ornerly, representing B fleet. Ornerly is likely the boat in the picture with the boat in the left of the picture (thank you Andrea Bell for the picture)



continued next page



3rd overall was **Ed Taylor**, returning from the Caribbean. Not a bad start to defending Air Supplies' overall victory last year.

4th overall was the 4th fleet represented, with **Keith Denebeim** and Slip Kid (and guest crew, **Chris Thompson**) on his Pearson 26. They won the first one, and will be keeping an eye on **Ed**. They are in the picture with the boat on the right side of the sunset (yours truly for the photo credit)

5th was **Bob Goldsmith's** Zydeco [B Fleet] (and **Karen** listening to the scoring situation we created when A Fleet decided to not do the whole race), 6th was the infamous Chupacabra [B fleet], 7th **Pat Caughey's** Catalina 27 [C], 8th was **Amanda Casey's** J24, Momentus [B], 9th was **John Durfor's** Blue Note [C], 10th **David Butler's** Kalo Taxidi S2 [B], 11 **Jeff Avant's** Columbia 26 [C].

Then the A Fleeters that decided to not do the full race. You know who you are ;-)

Thank you to the Race Committee that helped me run the race. They were ALL RC first timers, and they did a great job! Got some great pictures too.

Oh, we have a little secret. When we were heading towards 7, it was actually to take pictures at first. I'm glad we went when we did, as the sights were amazing and without a chase boat to assist, it was good to be in position just in case.

We also had Toby from NZ pose in the unicorn mask. He looks like me, but he's got shorter hair. We are both happy to see the Kiwis take home the America's Cup.



Dog Days #1 Recap

We only had 3 boats competing on Saturday. Maybe the weather kept folks away (it was way better than forecast. Cool, with a gentle breeze). There was also 1 B fleet boat.



Denebiem, Maddalozzo (B Fleet), and **Parsons** each exchanged the lead several times on the way to D (note: it's near Volente). **Thompson** was over early, and circled back.

After the first mark, **Parsons** had a spinnaker issue (and missed some party barges by ~20 feet), and **Denebiem and Maddalozzo** were off to duke it out for line honors pride. **Denebiem** took them by 55 seconds, and corrected over by 4 minutes.

Thompson kept course above the island, and passed **Parsons**, but looked to be sitting still around U Floatem. THC fired up into dogfighting mode after the **Parsons** crew recovered and were within shouting distance. Reminded me of a Dog Days 2015 battle between us.

At the last mark, **Thompson** was just in front. **Parsons** ducked low and powered through the wind shadow, and took line honors by 1:24, but **Thompson** corrected over by 1:01.

continued next page



A lesson I knew from a prior year: don't ever trust **Chris** when he tells you he's just doing the start. That bimini gives him shade and a second wind, and he gets a third to 10th wind when he sniffs beating someone.

Dog Days #2 Recap

6 boats took part in race 2. And it seemed like all 6 (perhaps other than Blue Moon) were on the line at the start. Blue Moon was just behind the RC boat (a familiar position on the day. This time no tridents were attached to her motor), and pinned under a slower boat.

While the rest of the fleet went left, Blue Moon went right to chase a unicorn and get out of the bad air. We got a lift. We passed a MH2. All was looking well. My apologies for not knowing what was happening with the rest of the fleet, we were too far in front ;-)

Then the wind died. Banshee was the first to catch it. Then Caribbean Star. Then Slip Kid (who waited behind 3 minutes at the start thinking there was a delay for C Fleet. They were slowly but surely attempting a comeback).

Blue Moon went from the East side of the course to being the most western boat to try and stay in the wind. We got it, and felt as though being passed was imminent. But, a side benefit was being the inside boat at 6. We got their first. Somehow, still in the lead after 2 marks (this never happens). Not more than 30 yard behind us was some inside overlap jostling (no rubbing) with Banshee and another boat (Entheos or Slip Kid).

HELLO ZEBRA MUSSELS. GOODBYE TEXAS LAKES.

CLEAN, DRAIN AND DRY YOUR BOAT.



WHAT ARE ZEBRA MUSSELS?

Zebra mussels are a small, destructive invasive species that can spread across Texas by hitching a ride on boats and trailers. They grow to only about 1.5 inches and develop a distinctive zebra-striped shell. One zebra mussel can produce up to one million microscopic larvae. Zebra mussels can cause tremendous environmental and economic damage – hurting aquatic life, damaging your boat, hindering water recreation and even threatening your water supply.

WHERE ARE ZEBRA MUSSELS?

The following Texas lakes are classified as "infested" with zebra mussels: Belton, Bridgeport, Canyon, Dean Gilbert, Eagle Mountain, Lewisville, Ray Roberts, Randell (local Dennison access only), Stillhouse Hollow, Texoma and Travis.

ZEBRA MUSSELS HIDE WHERE YOU CAN'T ALWAYS SEE THEM

You can't always see zebra mussels because their larvae are invisible to the naked eye. They can survive for days in water trapped in a boat. The only way to be sure you're not carrying zebra mussels to any other body of water is to always clean, drain and dry your boat, trailer and gear.

TRANSPORTING ZEBRA MUSSELS IS ILLEGAL

Possession or transportation of zebra mussels in Texas is a Class C misdemeanor for the first offense, punishable by a fine of up to \$500. Repeat offenses can be elevated to a Class B misdemeanor, punishable by a fine of up to \$2,000, jail time up to 180 days, or both.

Boaters are required to drain all water from their vessel, including live wells, bilges, motors and any other receptacles, before approaching or leaving a water body. This applies to all types and sizes of boats used on fresh waters, effective July 1.

Thanks to Texas Invasives for this information. For more details, visit <http://www.texasinvasives.org/zebramusssels/>

BOARD OF DIRECTORS

Commodore	Wade Bingham
Past Commodore	Molly Lewis
Vice Commodore	Bill Records
Secretary	Annie Lancaster
Treasurer	David Morley
Race Commander	Ed Taylor
Buildings & Grounds Cdr.	Chris Thompson
Harbor Commander	Joe Roddy
Sail Training Commander	Carolyn Wilsford

AYC STAFF

General Manager	Jackie Wheeless
Head Caretaker	Tom Cunningham
Sailing Director	Coleman Terrell

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
ghowiellc@aol.com

AYC BUSINESS HOURS

Wednesday - Sunday 9:00A - 5:00P
CLOSED MONDAY AND TUESDAY

Closed Club Holidays:

New Year's Day	January 1
Easter Sunday	April 5
Independence Day	July 4
Thanksgiving Day	November 26
Shopping Day	November 27
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 2017 RACE CALENDAR

Jul 15	Dog Days Series Race #3 5:00p start RC: Multihull
Jul 19, 26	Endless Summer Junior Series 5:00p to 7:00p
Jul 19, 26	Sunfish/Laser Races 6:00 start
Jul 21, 28	Beer Can Races 6:30p start
Jul 22	Dog Days #4 5:00p start RC: Ensign
Jul 29	Dog Days #5 EOS 5:00p start RC: J/24
Aug 2, 9, 16	Endless Summer Junior Series 5:00p to 7:00p
Aug 2, 9, 16, 23, 30	Sunfish/Laser Races 6:00 start
Aug 4	MoonBurn Night Race #4 6:00p to 10:00p
Aug 4, 11, 18, 25	Beer Can Races 6:30 start
Aug 5	Suffering Summer Series Race #1 5:00 start RC: A
Aug 12	Suffering Summer Series Race #2 5:00 start RC: C
Aug 19	Suffering Summer Series Race #3 5:00 start RC: J/22
Aug 26	Single-handed Regatta 11:30a to 5:00p
Sep 2	Suffering Summer Series Race #4 EOS 5:00 start RC: Multihull

AYC 2017 NON-RACING EVENTS

Jul 15, 22, 29	Free Sail Saturday 1:00p to 4:00p
Jul 15, 22, 29	PB&J Summer Series 3 & 4 9:30a to 12:30p
Jul 15	J/24 Fleet Social 7:30p to 10:00p
Jul 17-21	Junior Sailing Camp 5 9:00a to 5:00p
Jul 24-28	Junior Sailing Camp 6 9:00a to 5:00p
Jul 27	July Board Meeting 7:30p to 9:00p
Aug 4	MoonBurn Party 11:00p
Aug 5	Free Sail Saturday 1:00p to 4:00p
Aug 5	Big Brothers/Big Sisters Sailing Day, After Party
Aug 24	August Board Meeting 7:30p to 9:00p
Aug 25-27	Sea Scout Ship 681/Troop 234 Raft Up
Aug 26-27	Keel Fleet Raft Up



Cheers to Three Generations of AYC Sailors: John and Claudia Bartlett, Lauren and Madeline Crouch
Photo by Bill Records

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

